



## MAIN NEWS

### ‘Safety Through Mentoring’ themed Officer’s webinar held in March 2021



The first Officer’s webinar for the year, themed Safety through Mentoring, was successfully conducted between the 23rd-24th March 2021 for Senior and Junior officers, respectively. Discussions

and interactive polls as well as seafarer’s videos based on the theme were shared via Zoom by inhouse shore personnel.

ESM Sailing Officers Capt. Gopakumar, 20 Raghav Sood, 3E Sathinath Deb, 3E Tanmoy Nandy and 4E Shubham Bera joined the discourse of mentoring via video clips, which were shared during the webinar. Capt. Gopakumar urged attendees to “Be like that senior you once looked up to.” Second Officer Raghav Sood advised his contemporaries to always think of safety first and learn first before doing an assigned task. 3E Tanmoy said, “I’m not a mentor. I can’t teach

*Continued on Page 8*

### Crew changeovers pick up in March as concerns remain

ESM conducted seventy-four successful vessel crew changeovers in the month of March, a slight uptake from the previous month. However, challenges continue amidst the rise in Covid infections worldwide as well as in India particularly.

Issues encountered include on-signing crew members testing positive on arrival at ports and off-signers testing positive, thus being disallowed for disembarkation. We highly advise all our seafarers to take all necessary

*Continued on Page 6*

## SAFETY MOMENT OF THE MONTH

### Hazard in plain sight: Crew finger crushed in the windlass

*\*\* The monthly safety moment is collected from various sources associated with the Maritime industry for educational purpose and is not necessarily an actual incident from the ESM fleet. \*\**

Some deck crews were at the windlass while the vessel was proceeding to the anchorage. One of the deck crew was removing the gear lever pin while another crew operated the hydraulic lever. Unfortunately, the victim’s fingers were not clear of the lever pin as he withdrew it, and a finger got trapped in the space between the gear and frame, which requires first aid. The company subsequently re-engineered the pin with a simple eye on top, enabling the

pin to be removed from the lever’s top without requiring operators to put their fingers between the lever and frame.

#### Lessons learned

- Hazards in plain sight once again – and a simple solution to reduce risks was seen only after the incident. Why not take a walk around your ship with ‘new eyes’ and see if you can spot some hazards in plain view?
- Good communication and job hazard awareness are needed while operating machinery, whether alone or as a team.
- Staff should be aware of the pinch points of the equipment while working and keep clear of these. The lever and the frame gap should be closed with a weld/ plate to avoid it becoming a pinch point.



Finger crushed

New Pin

*Good*  
FRIDAY

ESM extends our greetings for Good Friday (2nd April).



## Letter from ESM

**This issue of the newsletter would certainly project how eventful was the month of March and how we all have adapted to the new normal life with positivity and high spirit.**

The two webinars for the Senior and Junior Officers reiterated our emphasis on mentoring for the next generation of leaders onboard and ashore. Although it is an ongoing process and traditionally, juniors have been trained onboard to the next level of their career, the webinars highlighted that more concrete steps would be taken to ensure structured mentoring onboard and from shore to onboard. We are also proud to bring forth the latest graduation batch report of SIMS cadets soon to step onboard ESM ships. Indeed, a special batch who had manoeuvred a challenging time like the pandemic to complete their training and prepare for life onboard. Congratulations and our best wishes to them!

We are extremely pleased to announce the launch of another important social media facet of the company: the Facebook page. Do hope it will provide a useful communication platform for all in the organisation in the coming days and months. We urge all employees to make appropriate use of the platform while following the company's social media policy.

Our Technical article of the month on the Dual Fuel engine by Technical Manager Mr Prax Pereira highlights our technical team's focus on the future. I am sure an exciting topic for the engineers and all seafarers on board to immerse in and discuss.

The series of articles that have been contributed regularly by Capt. Arvind Karandikar and Capt. Vinod Dubey are veritable sources of practical information and knowledge on their chosen subjects.

Capt. Karandikar has made Phoenix simplified such that the seafarer onboard will find it the easiest way to manoeuvre both in navigating through and utilise the data for day-to-day work onboard. Similarly, Capt. Dubey's candid explanation on avoiding the speed and consumption claims will be a valuable lesson for the Captains and the senior management on board.

We remind our seafarers of the importance of good health and an appropriate lifestyle to maintain it through our health article based on the latest scientific research and investigation. Similarly, environmental protection remains a crucial area of our concern and responsibility for humankind's future generation. We are indeed happy to share the good news of scientists discovering 'bright spots' for repairing the marine ecosystem.

Our regular features, including various news from around the organisation, will keep you updated about our activities. We hope they will be worth your time and motivate you to send us your views, suggestions, and any other contributions to make this newsletter more interesting and meaningful. We are grateful to all of you who have sent them from time to time.

The month of March ended with one of the most colourful (literally!) festivals in India - Holi. Although due to Covid the festival remained uncelebrated- our best wishes to all on occasion.

Be safe and remain happy - always,

Sikha Singh

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## TECHNICAL NEWS

# Environmentally friendly dual-fuel main engines for the future: Part 1

By Mr. Praxedes Mario Pereira, Fleet Manager

*\*\*This article is the first part in a series on Environmentally friendly dual-fuel main engines for the future. Part 2 will be published in the Executive News Bulletin May 2021 edition\*\**

Global shipping has been found responsible for about 2.2% of global carbon dioxide (CO<sub>2</sub>) emissions. In line with its mandate for reducing shipping industry's adverse impact on environment, IMO has come out with a long-term goal to reduce greenhouse gas emissions by 50% from 2008 levels by 2050, for vessels.

In order to facilitate reaching this target, fast tracking of zero emissions fuels and commercially viable ships by 2030 will be needed in view that these vessels will remain a part of the oceangoing fleet in 2050.

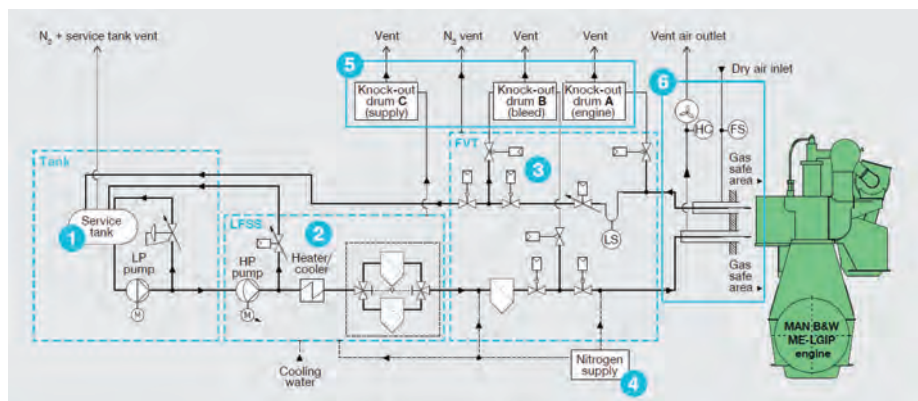
Among various initiatives taken, engine makers have been also hard at work to reduce GHG emissions. This article sheds some light on the most recent fuel-cost optimized, environmentally friendly dual-fuel two stroke engine from one of the two largest ship's engine makers, MAN: The 'MAN B&W ME-LGIP'

Dual-fuel systems meet environmental legislation, and – with favourable gas prices worldwide – make excellent business sense. The Liquid Gas Injection Propane (LGIP) concept is also suitable as a retrofit solution, applicable for more than 3000 ME-C type engines in service

## Concept of LGIP design:

A two-stroke gas diesel engine has the same fundamental characteristics as any conventional two-stroke diesel engine in terms of fuel efficiency, power density, load acceptance and low emission of hydrocarbons.

Essentially, any gas quality may be burned in a gas diesel engine, with limits set only by fuel supply and fuel injection systems and with gas quality affecting neither fuel efficiency nor engine power. MAN B & W ME-LGIP was initially designed for gas carriers traditionally operating with conventional fuel-burning engines. With a viable, convenient, and comparatively cheap fuel already on board, it makes sense to save time for bunkering by using a fraction of the cargo to power vessel, which brings important environmental benefits.



A dual-fuel engine lets you switch between diesel and gas as prices change, providing optimal fuel-flexibility. Gas fuels – such as LNG, ethane, LPG, or methanol – help cut back SO<sub>x</sub>, NO<sub>x</sub>, CO<sub>2</sub>, and particulate emissions, enhancing operational flexibility and overall sustainability. It readies us for future environmental regulations.

MAN B&W ME-LGIP engines are designed for dual-fuel operation with LPG as a low-flashpoint fuel. The LGIP engine has a similar concept to ME-GI (LNG) and LGIM (Methanol).

## Brief Engine benefits:

- Meets current and future SO<sub>x</sub> regulations.
- Lowers total cost of operation

## The Differences from Conventional Engines:

1. **LPG Service Tank** - this ensures return gas that could have oil traces & nitrogen is not reinjected into cargo tanks. There is a Low Pressure (LPS) pump that circulates gas.
2. **Low-flashpoint fuel supply system (LFSS)** consists of a High Pressure (HPS) pump that supplies and recirculates gas @ 50 plus/minus two bars, temperatures @ 250 to 550C.
3. **Fuel Valve Train (FVT)** is an interface between auxiliary systems and ME-LGIP. It provides a safe isolation of ME during maintenance & provides the Nitrogen Purge.
4. **Nitrogen** storage for purging, flushing and when opening fuel system for maintenance. This supply should be able to deliver Nitrogen at a required flow, above Service Tank Pressure.

5. **Knock-out drums** is a venting system that consists of a couple of vent masts, that ensures that no liquid is released via the vent system. If return line is blocked during engine stop, the engine must be able to release the on-engine LPG volume,
6. **Double wall** is a system designed to detect leaks in ER piping that has a constant flow of ventilated air.

**Dual fuel operation** requires injection of pilot fuel first (to start combustion) and then LPG into combustion chamber. The auxiliary media required for both fuel oil and second fuel operation are:

- LPG
- Fuel oil (pilot oil by the fuel oil system)
- Control oil for the LGIP control block and second fuel injection valves.
- Sealing oil to lubricate the moving parts of the injection valves and to separate the second fuel and control oil.

In our conventional engines as in the LGIP, Fuel oil is considered basic fuel type on engine - since the start, loading, low load operation and stop of the engine is always carried out using only fuel oil.

When operating engine on liquified gas a small amount of fuel oil is always necessary. This amount of fuel oil is used as pilot fuel to control ignition of both fuel oil and liquid gas in combustion chamber.

## COMMERCIAL NEWS

# Avoiding Speed & Consumption Claims: Step-3

By Capt. Vinod Dubey, Assistant Manager, Adhart

In the previous month's article, we deep-dived into the second of four steps. We understood that C/P governs whether Ship's logbook or weather routing service information has precedence in case of discrepancy. The vessel should ensure that all records in the deck logbook are made accurately to avoid any suspicion.

Moving on to the 3rd step, let us talk about Calculating the vessel's performance.

## 1. Identifying the periods of "good weather":

The most critical factor in the calculation is identifying "Good Weather days" as defined in C/P. If the Ship's speed/ consumption complies with the warranty on these days, it is also deemed to concede for the whole voyage. The reverse will apply if the Ship does not comply during good weather days.

Hence, unless the C/P states otherwise, it is not essential to identify one or more good weather "days" (usually, the weather experienced over 24 consecutive hours) to assess the vessel's performance for the voyage. In exceptional cases say, on a voyage, the Ship only encountered two periods of 13 and 17 hours of "good weather", the court may consider these periods in total amount to a sufficiently representative sample, even when none of the spells is of a period of 24 consecutive hours.

## 2. Performance calculation period

A voyage will have two legs - comprising of ballast and laden passages. The Ship's performance warranty for laden and ballast passage is different. Hence, Ship's performance is usually done separately for individual legs rather than averaging out for a complete voyage.

## 3. Calculation of Speed and consumption

After identifying the excellent weather period in a voyage leg, the "good weather speed" is determined by dividing the distance travelled

by the time taken (adjusting for current, if appropriate). Suppose the "good weather speed" is less than C/P warranted speed. In that case, it is considered that the vessel underperformed to a similar extent throughout the voyage and time loss is calculated for the complete voyage. Similarly, bunker consumption is also measured during

good weather days. If the "good weather per day bunker consumption" is more than C/P warranted consumption, it is assumed that the vessel has overconsumed to a similar extent throughout the voyage and overconsumption for the voyage is calculated accordingly.

## 4. Offsetting time loss with under-consumption?

If slower speed caused time loss; however, it saved bunkers leading to under-consumption of fuel, owners can set-off bunker under-consumption against a claim for lost time. However, while setting off, under-consumption is only considered if the vessel's consumption was below the warranted figure after applying the "about" clause. Suppose the C/P warrants a consumption of "about" 40 MT ("about", for argument's sake, being 5%). In that case, credit for the vessel's "over-performance due to under consumption will only be applicable if the ship had consumed less than 38 MT (40 MT - 5%).

## 5. Underperformance is off-hire or a damage claim?

The way vessel's underperformance concerning speed/ consumption is treated will depend upon whether this event is listed in the C/P's "off-hire" clause or not.

Under-performance Calculation example (Speed)

Total Distance covered in good weather	2950 NM	Charterer's Energy Adjustment Speed: 13 knots Good Weather: Wind speed BF4 or less
Total Time taken to cover distance in good weather	236 Hours	
Total Time allowed to cover distance in good weather (at charter party speed)	226.9 Hours	
Extra Time Taken (Under-performance)	9.1 Hours	

If it is so listed, Charterers will be able to deduct the additional time taken and fuel consumption equivalent to the off-hire period, hence, amounting to a higher claim amount. However, if speed/ consumption underperformance is not listed as an "off-hire" event, charterers would only be entitled to claim damages for breach of the performance warranty. When a ship's speed is reduced due to the Ship's bottom being fouled, owners may have a defence, mainly where the fouling arose during the charter party's currency. To recapitulate, the Master should ensure good record-keeping to distinguish good weather days within a voyage and ensure speed/ consumption performance during these days must meet with C/P warranty. Owners should endeavour to exclude underperformance from the "Off-hire" clause events list while negotiating C/P clauses with Charterers.

For any clarification on this article, you may write to [vinod.dubey@adhartshipping.com](mailto:vinod.dubey@adhartshipping.com), and additionally, you can suggest any commercial topic of your interest to base the future articles on.



## MIND YOUR BODY

## Healthy sleep habits help lower the risk of heart failure

**Adults with the healthiest sleep patterns have a 42% lower risk of heart failure regardless of other risk factors than adults with unhealthy sleep patterns. A study published in the American Heart Association journal has found.**

Heart failure and other cardiovascular diseases are the leading cause of death globally, with nearly 17.9 million lives lost each year. Emerging evidence from various studies has indicated that sleep problems may play a role in heart failure development. Healthy sleep patterns such as rising early in the morning, sleeping 7-8 hours a day and having no frequent insomnia, snoring or excessive daytime sleepiness.

The study, which began in 2006, examined the relationship between healthy sleep patterns and heart failure in data on over 400,000 UK Biobank participants between the ages of 37 – 73. Incidents of heart failure data were collected

until April 1, 2019. Researchers recorded 5,221 cases of heart failure in a median follow up (time between a specified event and the time when data on outcomes are gathered) of 10 years. Other factors, such as sleep quality and overall sleep pattern, were also analysed. Measures included sleep duration, insomnia, snoring, and other sleep-related features such as if the participant was an early bird or night owl or had any daytime sleepiness.

Sleep duration was defined into three groups; short or less than 7 hours a day; recommended or 7 to 8 hours a day; prolonged or 9 hours or more a day. After adjusting for other potential causes of heart failure such as diabetes, hypertension, medication use, genetic variations and other covariates, participants with the healthiest sleep pattern were observed with a 42% reduction in the risk of heart failure compared to people with an unhealthy sleep pattern.

The risk of heart failure was independently associated with 8% lower in early risers, 12% lower in those who slept 7 to 8 hours daily, 17% lower in those who did not have frequent insomnia, and 34% lower in those reporting no daytime sleepiness.

Getting ample rest is necessary for overall wellbeing. Health authorities note that it is just as important as keeping active and maintaining a healthy diet. However, this is often cast aside. Insufficient sleep is a pervasive and prominent problem in a modern 24-h society. This issue is prevalent across various age groups and is considered a public health epidemic that is often unrecognized, under-reported, and has high economic costs. As more studies reveal the health implications of sleep deprivation, it is essential that society collectively recognizes the importance of sleep.

## ENVIRONMENTAL NEWS

## Scientists identify coastal 'bright spots' for repairing marine ecosystems

**Scientists from CSIRO, Australia's national science agency, have identified coastal 'bright spots' to repair global marine ecosystems, thus increasing opportunities for boosting biodiversity, local economies and overall human wellbeing.**

A coastal ecosystem refers to an area where land and water meet, and this includes mangroves, salt marshes, seagrasses, oyster reefs, kelp beds and coral reefs. It provides a habitat for various plants and animals and acts as a resource for humans around the world. At least 775 million people have a high dependency on coastal marine ecosystems. In the last decades, coastal ecosystems have declined by up to 85 per cent. It also plays a critical role in the global climate and the carbon cycle by sequestering carbon from the atmosphere and protecting and stabilising shorelines.

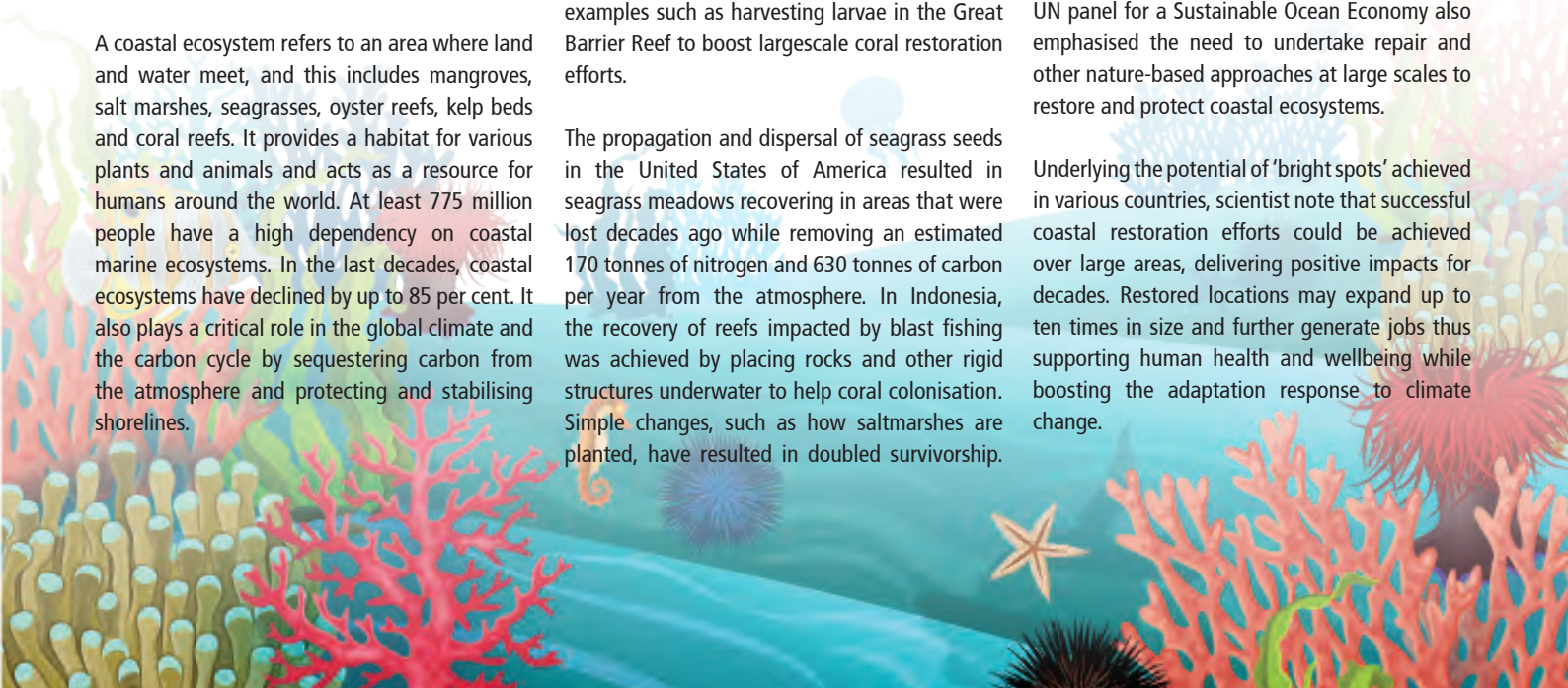
A range of techniques has resulted in significant restoration of salt marshes, coral reefs and seagrass meadows over extended periods. These successes or the 'bright spots' have helped the environment as identified by the researchers amidst the ongoing climate crisis. Australia undertook innovative marine restoration examples such as harvesting larvae in the Great Barrier Reef to boost largescale coral restoration efforts.

The propagation and dispersal of seagrass seeds in the United States of America resulted in seagrass meadows recovering in areas that were lost decades ago while removing an estimated 170 tonnes of nitrogen and 630 tonnes of carbon per year from the atmosphere. In Indonesia, the recovery of reefs impacted by blast fishing was achieved by placing rocks and other rigid structures underwater to help coral colonisation. Simple changes, such as how saltmarshes are planted, have resulted in doubled survivorship.

Thus, it is a critical tool for responding to threats to the marine environment such as coastal development, land-use change and overfishing.

The United Nations recognised the importance of the restoration, and the Decade on Ecosystem Restoration commenced earlier this year. The UN panel for a Sustainable Ocean Economy also emphasised the need to undertake repair and other nature-based approaches at large scales to restore and protect coastal ecosystems.

Underlying the potential of 'bright spots' achieved in various countries, scientist note that successful coastal restoration efforts could be achieved over large areas, delivering positive impacts for decades. Restored locations may expand up to ten times in size and further generate jobs thus supporting human health and wellbeing while boosting the adaptation response to climate change.



## ESM NEWS

# Understanding the Daily Work Plan in Phoenix 3.0

By Capt. Arvind Karandikar, Director, Marine Assurance



In the new Phoenix 3.0 we have created an entirely new “Daily Work Plan” module which is fully integrated with the Planned Maintenance, Operations, Risk Assessments and Work & Rest Hour modules. This module removes the need for users to enter data manually making the planning and recording process easier and more efficient. Users can plan activities up to seven days in advance utilising icons to make the plan more intuitive. Carrying out the numerous operations, maintenance activities, complying with work and rest hour requirements are challenges that seafarers face regularly onboard vessels.

The new Work Plan allows users to add Operations such as Bunkering, Cargo Operations, etc. and manage maintenance Work Orders (Deck and Engine) which are displayed automatically based on the Planned Date. Applicable risk

assessments and checklists, person in charge and the estimated start and end times are displayed automatically. Users can also add and/ or change team members, change start and end times as required.

Additionally, users can view the planned Operations and Maintenance for a selected day in the Activities Chart. The Crew Work Hours tab allows users to view the planned working hours

of a crew member based on his default hours and additional work hours from an activity he is involved in.

Potential breaches of Rest Hours have been identified allowing for plans to be changed as well as for prevention of non-compliance. Once the plan is finalised the Master can conduct and record the Daily Work Plan Meeting.

The screenshot displays the 'Daily Work Plan' interface. At the top, it shows 'Daily Work Plan No.: 65MS2190016 | Date: 20/01/2021 | Vessel Status: In Port'. Below this, there are tabs for 'Work Plan', 'Activities Chart', and 'Crew Work Hours'. The main area contains a table with columns for 'Process', 'Activity', 'Est Start Time', 'Est End Time', 'Team Members', 'QA', 'Forms & Checklists', 'Status', and 'Action'. The table lists activities such as 'Cargo Operations - Gas', 'Liquid Gas - Loading', 'Cargo Pump Coupling Oil to Change', 'Life Boat Engine Safeties to Tied Out', and 'Fan Blower Checks'. The 'Status' column shows 'Planned', 'Postponed', and 'Planned'. The 'Action' column includes icons for 'Reschedule', 'Copy activity', and 'Delete Work Order'. Below the table, there are two charts: 'Activities Chart' and 'Crew Work Hours'.

## MAIN NEWS

## Crew changeovers pick up in March as concerns remain - Continued from Page 1

precautionary measures and health advisories seriously regardless of the situation.

As India battles the second wave of the pandemic, the government has extended the ban on international commercial passenger services to until April 30. On 25 March 2021, authorities also announced that from 01st April, the country will be extending its ongoing COVID-19 vaccination drive to all over the age of 45 years. We strongly encourage seafarers, age 45 years and above, who are signing off as well as those who have not provided their availability for a period of two months to sign themselves and their loved ones for this important, preventive measures. The second wave of the pandemic has been largely attributed to pandemic fatigue and residents not following government implemented regulations.

We implore our seafarers who are on leave to follow government advisories strictly for their own good health and that of their loved ones.

Meanwhile, crew changeovers in countries like China, Japan and the Philippines remain largely restricted due to rising cases in the country. In China specifically, the challenge remains for the crew to meet the sailing requirements of 14 days at sea when sailing from countries such as Singapore to China. Such issues have thus continued to result in temporary delays in crew sign off, visa approvals etc.

In a new circular dated 25 March 2021, the Maritime Port Authority of Singapore noted that it will continue to consider the following circumstances for crew change applications;

expiry of crew employment contract, additional crew onboard whose sign-off would not affect safe manning of the ship, change of crew due to sale or purchase of ship, personnel not part of ship's crew such as superintendents and service engineers and compassionate and medical grounds.

We appreciate the immense patience and consideration shown by our crew during this period. Ensuring the well-being of our crew continues to be of top priority for the company and we highly encourage our crew to take all precautionary measures seriously. ESM is committed to do its best in its endeavor to ensure an efficient but most importantly, safe crew changeover.

ESM NEWS

# Combined graduation for GME and DNS ceremony held at SIMS Lonavala - Continued from Page 17



All graduating cadets from GME27



All graduating cadets from DNS29



Best Cadet Jerome Jayaseelan from GME27



Best Cadet Atharva Ramesh from DNS29



Best in HSSE Cdt Faizan Parvez Mistry from GME27



Best In Mathematics (Overall) Cdt Jayant Ale from DNS29

**Following Prizes were given to GME27 batch cadets:**

Best Cadet	Jerome Jayaseelan
2nd Best in Academics	Ubaid Ashfak Shaikh
Best Hands-on Training	Rushikesh Satish Khoje
Best Sportsman	Rajat Sanjay Gaikwad
Best Cadet Captain	Shubham Rajesh Khatavkar
Most Popular Cadet	Kardamkumar Piyushkumar Joshi
Best Orator	Harsh Pathak
Best in Academics	Ashutosh Bhagwat Deshmukh
Best Music	Aldrin Erric Daniel Muthu Vijayan
Best in HSSE	Faizan Parvez Mistry

**Following Prizes were given to DNS29 batch cadets:**

Best in Mathematics (Overall)	Cdt Jayant Ale
Best in Applied Science	Cdt Prakhar Mishra
Best in Stability and Construction	Cdt Prakhar Mishra
Best in Navigation	Cdt Prakhar Mishra
Best in Marpol & BME	Cdt Akshay B
Best in Cargo work, Seamanship & SWP	Cdt Atharva Ramesh Barge
Best in English, MH & HF	Cdt Prakhar Mishra
Best in Maritime Comm & Emergencies	Cdt Akshay B
Best in Academics	Cdt Prakhar Mishra
1st Runner up in Academics	Cdt Atharva Ramesh Barge
Best in HSSE and Hands on Training	Cdt Akash Gupta
Best Orator	Cdt Shruti Sajan K.
Most Popular Cadet	Cdt Divyanshu Agarwal
Best Cadet	Cdt Atharva Ramesh Barge

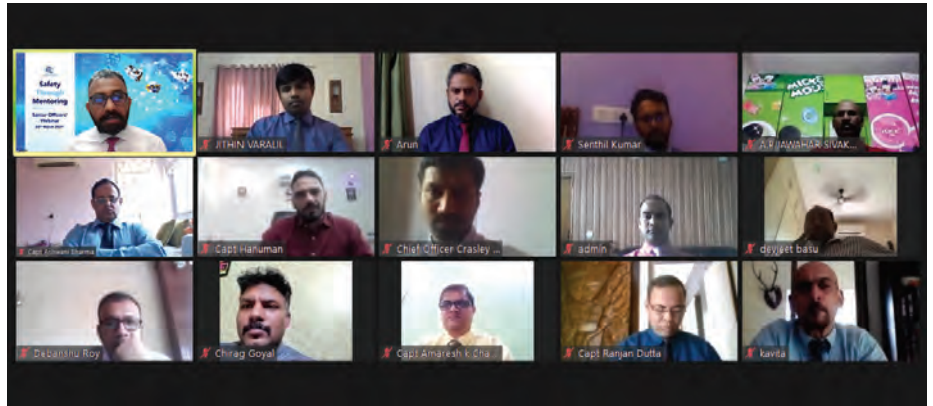


MAIN NEWS

# ‘Safety Through Mentoring’ themed Officer’s webinar held in March 2021 - Continued from Page 1

people. But, when we share our experiences with both Seniors and Juniors, it helps. Our stories may prevent them from making mistakes.”

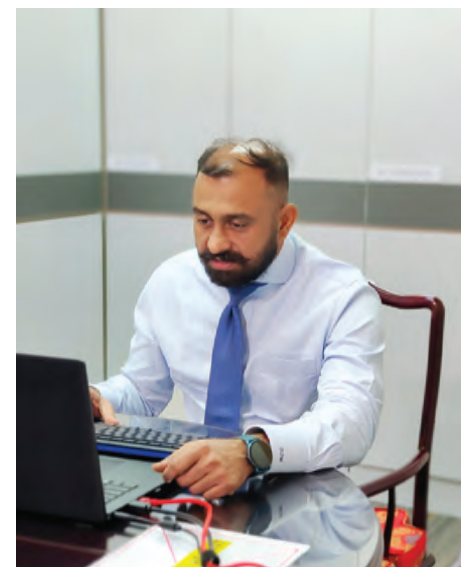
The two-day session commenced with Capt. Anil Arora, Assistant General Manager, Crewing ESM Singapore and host of the event, highlighting the most important safety moment based on the ongoing risk of Covid and pandemic fatigue. Given the increase in COVID-19 cases in India at present, he implored attendees not to be complacent and follow all preventive measures strictly.



In her address, Ms Sikha Singh, Deputy CEO Executive Group, spoke of the uncertainty experienced collectively in the company due to the COVID-19. She lauded the endeavouring spirits of both seafarers and shore staff and encouraged the participants to undertake mentoring in their careers, speaking of their benefits and relating some of her personal experiences with her mentors.



Mr S.P Singh, Managing Director, ESM congratulated and thanked the seafarers for their contributions, safety performance and continued support amidst a tough year. He also relayed the company's priorities continue to be etched in ensuring digitalisation and cybersecurity, safe navigation, LSA & FFA upkeep, crew and the environment’s overall wellbeing.



Returning to the company's ethos and speaking on the theme, Capt. Arun Sundaram, Group Director HSEQA, noted mentorship can break the chain of errors, and shipping was ideal for fostering an everlasting mentor-mentee relationship. “We have to experience a lot on board to supplement the knowledge gained even if we come from world-class maritime institutes. Reducing incidences, non-compliance etc. onboard ships, mentorship can thus break the chain of errors”, he said.

Speaking on enhancing human capabilities through mentorship, Mr Lancy D’Souza, Director, HR & Crew, ESM Singapore, observed that we could learn a lot in our respective environments and that our habits and dispositions were what made the difference at the end of each day.



In their respective sessions, Mr Jitendra Kumar, Director, Technical and Mr Sudeep Ghosh, Fleet Manager, spoke on enhancing fire safety in repair facilities. They advised the crew not to let their



guards down when vessels are in dry dock, using relevant case studies. Mr Jitendra added that while an external repair crew may be present for dry dock, it was the ship staff's responsibility to ensure overall safety as they would know the vessel best.

Split sessions on efficient cargo operations were held for engineers and deck officers. At the deck side, Capt. Vincent Fernandez, Dean, Nautical, SIMS and Capt. Thomas Varghese, General Manager, Vetting & Operations, sphered discussions on Safe Navigation and Cargo Plan Monitoring utilising notable industry accidents such as the ill-fated Sanchi. Capt. Vincent also spoke of good defensive practices, especially against fishing boats and encouraged senior officers to uphold these practices as leaders onboard. "A duty officer distracted is as good as an unmanned bridge." He spoke. He also encouraged seniors to be open to being mentored by junior officers. Capt. Thomas provided examples of the overpressurisation of loading lines incidences from recent years. Discussing the contributing cause, participant Capt. Atul Singh, recently sailed onboard vessel Claxton Bay, rightly pointed it to human error.



At the engine side session, Mr R. Srinivasan, Assistant Director, Technical; Mr Yogendra Yadav and Mr Prax Pereira, Fleet Managers, walked participants through efficient engine room maintenance with real-life case studies covering areas such as negligence. "Are we just ticking off the boxes in the checklist, or are we ensuring everything is fine?", Mr Prax emphasised the importance of doing proper equipment checks. Similarly, Mr Yogendra reminded participants at the Junior Officer's webinar to put their interest in learning and be mentored. Over time, he said, an individual's qualifications may remain the same but competence would change with experience and understanding.



A talk on Environmental compliance by Capt. Sumit Bhagat, DPA and CCM, HSEQA explored case studies on oil spills and highlighted strict laws against non-compliance, especially in US waters. He encouraged all to ensure 100% MARPOL compliance and lead by example. While today's marine students would be more familiar with maritime environmental concerns, seniors learned at sea. Hence, mentoring, he noted, would be a promising avenue for both parties to learn from each other.

"Take care of the survival craft as one day; it may take care of your life", Capt. Manish Jain, Manager, Vetting and Operations, discussed maintaining survival crafts and launch equipment

at the highest level. In a poll, participants agreed that lifeboat hooks, launching system and propeller caused the most problems. Addressing the Officers about the newly upgraded software system, Phoenix 3.0, Mr Sanjeev Dubey, Fleet Manager, introduced the various tailor-made modules such as planning work and rest hours as well as the latest features of the toolbox meeting, job and work orders, etc.

Capt. Vijay Cherukuri, General Manager, HSEQA, advised the Officers on mentoring for wellbeing and avoiding personnel injury. Some of the tips shared included connecting with colleagues onboard, practising empathetic listening and being kind, physical fitness and mindfulness.

Capt. Pradeep Bhadauria, Company Security Officer, provided attendees with an update on worldwide security, citing issues such as maritime piracy, stowaways in areas such as the Gulf of Guinea etc. He advised seafarers mitigation measures such as additional hardening of citadel and more.

Feedback collated from Officers on Seafarer's Views on Shipboard Operational Issues were addressed by a panel comprising of Mr Jitendra Kumar, Capt. Vijay Cherukuri, Capt. Thomas Varghese, Capt. Anil Arora, Capt. Bhambri Diwakar, General Manager, Vetting and Operations and Capt. Sumit Bhagat. Topics discussed included Phoenix 3.0, access to crew portal while ashore, chemical cleaning of deep boiler tube, Performance Management System, sailing opportunities in container vessels and more.

During the Manning Open House sessions, Capt. Sumit Sahni, Assistant Director, ESM Mumbai and Mr Anil Varghese, General Manager Operations ESM India, thanked seafarers for the commitment, continued contribution, and consideration to the organisation during the pandemic's darker days. They also shared updates on crew change in the last year and seafarer promotions.

Closing the webinar sessions, Mr S. M Iyer, Director, ESM Mumbai, praised seafarers for their dedication and support and thanked all participants for being a part of the webinar. He reiterated the messages and implored all participants to remain safe while at home.

Participant feedback noted the usefulness of the topics presented. The webinar sessions were a massive success, featuring a total of 117 attendees in the Senior Officer's webinar and 186 attendees in the Junior Officer's webinar, respectively.

ESM NEWS

# Atlantic Prince commemorates Republic Day onboard

The crew onboard vessel M.T Atlantic Prince celebrated India's Republic Day (26th January) onboard with much enthusiasm. A flag hoisting ceremony was held along with the singing of the National Anthem. The crew enjoyed the day with special snacks and refreshments.

We would like to thank Capt. Mrinmoy Gangopadhyay and the crew for their endeavours in ensuring crew engagement and a wonderful Republic Day celebration onboard.



## Handmade model of vessel Red Rum



“Creating things brings out the best in me and I wish to continue building miniature ship models.”

**OS Jaykumar Kamalia**

EXECUTIVE SHIP MANAGEMENT

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# SAMUNDRA INSTITUTE OF MARITIME STUDIES (SIMS)

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## COURSE SCHEDULE - APRIL 2021

### ONLINE COURSES

COURSE	NO. OF DAYS	INTAKE	DATES
BTM Learn	4 days	4	On request
Advanced PSCOM E-Learn	2 days	5	On request
MARPOL E-Learn	2 days	5	On request
ERM E-Learn	1 day	5	On request
Resilience Self Learn	1 day	CBT	On request
EDMS Self Learn	1 day	CBT	On request
Jonse E-Learn	2 days	3	On request
NCPC E-Learn	2 days	5	On request
BBI E-Learn	1 day	5	On request
DP Induction E-Learn	3 days	2	On request
Bulk Carrier E-Learn	1 day	3	On request
Navigation Audit E-Learn	1 day	5	On request
Safety Induction Training-Ratings E-Learn	3 days	5	On request
INTERNAL AUDITOR E-Learn	2 days	5	On request
RCA. E-Learn	1 day	5	On request
BWTS E-Learn	1 day	5	On request
JRC ECDIS	1 day	3	On request
Chart World ECDIS	1 day	2	On request
High Voltage. E-Learn	3 days	4	On request
COLREGS Refresher Training	3 days	10	On request
LVM	1 day	3	On request
ATOT E-Learn	3 days	5	On request
ATCT E-Learn	3 days	5	On request
ME Engine Briefing E-Learn	0.5/1 day	3	On request
ASPHALT-B E-Learn	0.5/1 day	2	On request
WIND MILL	0.5 day	2	On request
MARFLEX	0.5 day	2	On request
CCOB	0.5 day	2	On request
SHC	4 days	2	On request
EP E-Learn	4 days	4	On request
Log Carrier E-Learn	1 day	3	On request
SITR E-Learn	3 days	4	On request
Risk Management	1 day	3	On request
FRAMO E-Learn	2 days	3	On request
PUMPMAN (CL RM)	6 days	4	On request
ME	1 day	2	On request
LVM-B	1 day	2	On request
Crane Operator Course	1 day	4	On request
ECP MARPOL E-Learn	3 days	4	On request
ECP MARPOL E-Learn (Rating)	2 days	4	On request
ISO Awareness Training	1 hr	Unlimited	On request

- The course will be held subject to meeting the minimum quorum.
- Officers to confirm their attendance to the respective Field Office at least 1 week prior commencement of the course.
- Officers once confirmed for the course shouldn't cancel it except in emergency. Please intimate field office promptly.
- Officers coming for the courses are required to maintain proper dress code (Smart formals with tie).
- 1 Photograph will be required for each course (T-shirt photo not accepted).

**For Course Bookings,  
Please Contact:**

Email for all courses:  
[cto@executiveship.com](mailto:cto@executiveship.com)

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\*Please note only successful applicants will be contacted



SIMS



# HAPPY BIRTHDAY!

## CREW BIRTHDAYS

**Many Happy Returns** to the following on their Birthdays during the month of April 2021!

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL		
MST	BISWAJIT KHUNTIA	20/04	CRIMSON KNIGHT	CE	MURUGAN SIVARAMAN	15/04	MARLIN AQUAMARINE
MST	SUNDEEP KHERA	15/04	CHOLA VIRTUE	CE	VIJAY MANOHAR SAWANT	03/04	KIKYO
MST	MADHUSUDAN RAMAKRISHNA MENON	13/04	FS ENDEAVOR	CE	CICIL GNANA PANI RAJ PAUL SUBBIAH	16/04	AFRAMAX RIO
MST	CELSO NARRIDO PARAL	01/04	NAVIOS SOUTHERN STAR	CE	SURESH KUMAR PATRA	29/04	ARIANE MAKARA
MST	RITESH SINHA	20/04	ORACLE	CE	ANEESH KUNNANAMGATH	27/04	THE SHERIFF
MST	SUNILKUMAR PRAKASHNARAYAN GAUD	22/04	RED EAGLE	CE	KRISHNAMOORTHY RAJAMANI	07/04	LR1 CARRIER
MST	SANJEEV KUMAR	05/04	VELOS FORTUNA	CE	MAYANK SINGHVI	29/04	MARLIN AZURITE
MST	RAIZAD RUSI KATRAK	06/04	MAREX EXPRESS	CE	SURESH SINGARARAJAN	25/04	APL MINNESOTA
MST	AMIT HARIT	08/04	LR2 ETERNITY	2E	RAMAKRISHNAN SENTHUR	05/04	PRINCESS ALEXIA
MST	ADITYA GAURAV CHAUDHARY	10/04	MOL TRUTH	2E	RAGHUNATHAN RAJESH	16/04	THE CHIEF
MST	MOHAN SINGH CHOUHAN	19/04	SANTOS	2E	SHIVEESHANKKER	02/04	FS SINCERITY
MST	AJAY PAL SINGH NEGI	03/04	YAMABUKI	2E	PEEYUSH SHANDIL	13/04	MARLIN MAJESTIC
MST	SUYASH PRAKASH	13/04	SALAMINIA	2E	DHRUVA EDWANKAR	28/04	EVER GOVERN
MST	MAYANK TYAGI	29/04	ATLANTIC GUARD	2E	NAKUL SUHAG	18/04	MARLIN APATITE
MST	RANA PUNIT SINGH BABRAH	29/04	APL MINNESOTA	2E	GLAN ANDREW DSOUZA	23/04	ZARIFA ALIYEVA
CO	ARUJUN FERNANDO RATNAM	20/04	JUBILANT FUTURE	2E	YOGENDRA KUMAR YADAV	13/04	MARLIN AVENTURINE
CO	BIJAY ADHIKARI	27/04	SAMRAA ALKHALEEJ	2E	BHARANIDHARAN MANOHARAN	28/04	THE JUDGE
CO	GEORGE BARCENAS CUNANAN	28/04	CRIMSON PRINCESS	2E	KAMALPREET SINGH	28/04	ALQADISIA
CO	ROBIN SOMNATH SENGUPTA	24/04	ATLANTIC GUARD	2E	AMARPAL SINGH CHAUHAN	15/04	CITY OF TOKYO
CO	DURGESH SHARAD PATANKAR	22/04	AEGEAN WAVE	3E	SHRIRAM SHARMA	12/04	AFRA HAWTHORN
CO	DEVINANDAN PURUSHOTTAM SHETTY	26/04	LR2 POSEIDON	3E	UMANG DEEP	17/04	OAKA
CO	MAGESH ARANGASWAMY	10/04	RED RUM	3E	NAVRISHI KANT SHARMA	19/04	MARLIN MAJESTIC
CO	FERNANDO AGNEL ANTO	11/04	MAREX EXPRESS	3E	RAMAN SHARMA	24/04	ALPINE MYSTERY
CO	ASWIN BALASUBRAMANIAN	28/04	TOLEDO TRIUMPH	3E	BIBHUDUTTA RATH	01/04	ZARIFA ALIYEVA
CO	SHARANRAJ PALANISAMY	22/04	ALPINE MYSTERY	3E	RAKESH ESAKKIMUTHU	21/04	APL TURKEY
CO	SANDEEP SINGH	29/04	PRINCESS MARY	3E	SHREEPOORNA KAVOOR RAO	29/04	THE CHIEF
CO	SATYENDRA KUMAR	01/04	ZARIFA ALIYEVA	3E	RUCHIN DUBEY	04/08	MAREX NOA
CO	HARSIMRAN SINGH SHERGILL	30/04	LUBERSAC	3E	SARBJIT SINGH	13/04	FS ENDEAVOR
20	BRENLY FRANKLIN DCOSTA	19/04	EVER GENIUS	3E	FEROS FAREED THOTTATHIKKUDIYIL	07/04	EVER GENIUS
20	ASHOK KUMAR	01/04	APL TURKEY	3E	ANOOP RAJENDRAN UNNITHAN	11/04	FS SINCERITY
20	MANISH KUMAR GODARA	23/04	LR1 AMBASSADOR	3E	PREMKUMAR MADHAVRAO PATIL	20/04	RED MARAUDER
20	AKSHIT SINGH	30/04	AEGEAN WAVE	3E	MAHESHWARAN RAJENDRAN	30/04	JAL KAMADHENU
30	SATHYAJITH MEDAPARAMBATH	15/04	FS DILIGENCE	4E	SHAILENDRA KUMAR SHARMA	10/04	GODAM
30	AKASH BHAI	13/04	UACC RAS TANURA	4E	KUNWAR PRAKASH SINGH	17/04	TOLEDO TRIUMPH
30	APPU RAJENDRAN	21/04	LAPEROUSE	4E	AKHIL RAVI	04/04	UACC FALCON
30	SANDEEP SANJAY PATIL	24/04	ATLANTIC CANYON	4E	NIKHIL NAMDEV	15/04	ALQADISIA
30	JOYAL JOSE	05/04	ANL GIPPSLAND	4E	JOEL RAJESH NORONHA	01/04	FS ENDEAVOR
30	MAYANK SHARMA	21/04	RED RUM	4E	DHARAN RAO GOURAVARAM	02/04	MAEA
30	DILPREET SINGH	07/04	ZARIFA ALIYEVA	4E	NEERAJ PANDEY	30/04	GRAN COUVA
JO	CHANDAN SINGH NEGI	15/04	AFRA LAUREL	4E	AKSHYA RAJ	21/04	EVER GENIUS
CE	DAYARAM RATAWJIYA	19/04	UACC RAS LAFFAN	4E	JAGROOP SINGH	23/04	THE SHERIFF
CE	RAMESH KANITI	15/04	E PIONEER				

**NEW JOINERS**

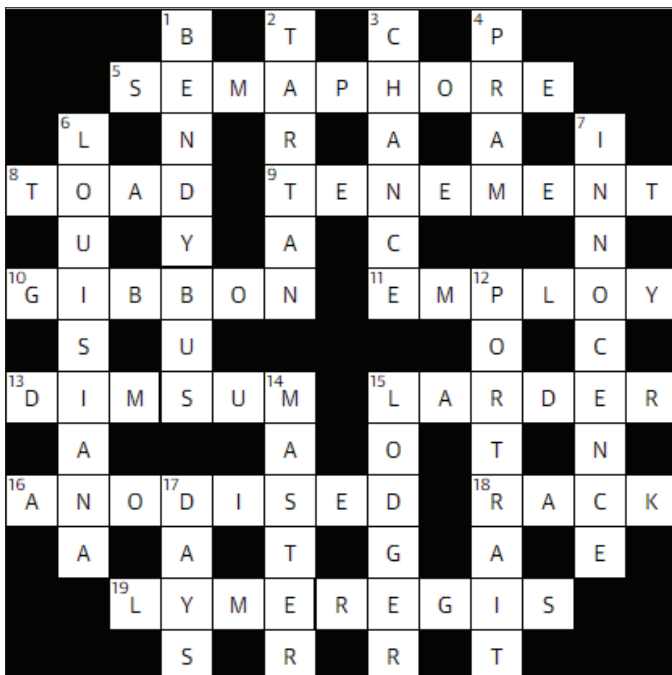
# New joiners welcomed onboard ESM vessels

Adding to the growing number of cadets from SIMS Lonavala who join onboard ships managed by ESM as Officers, are the following:



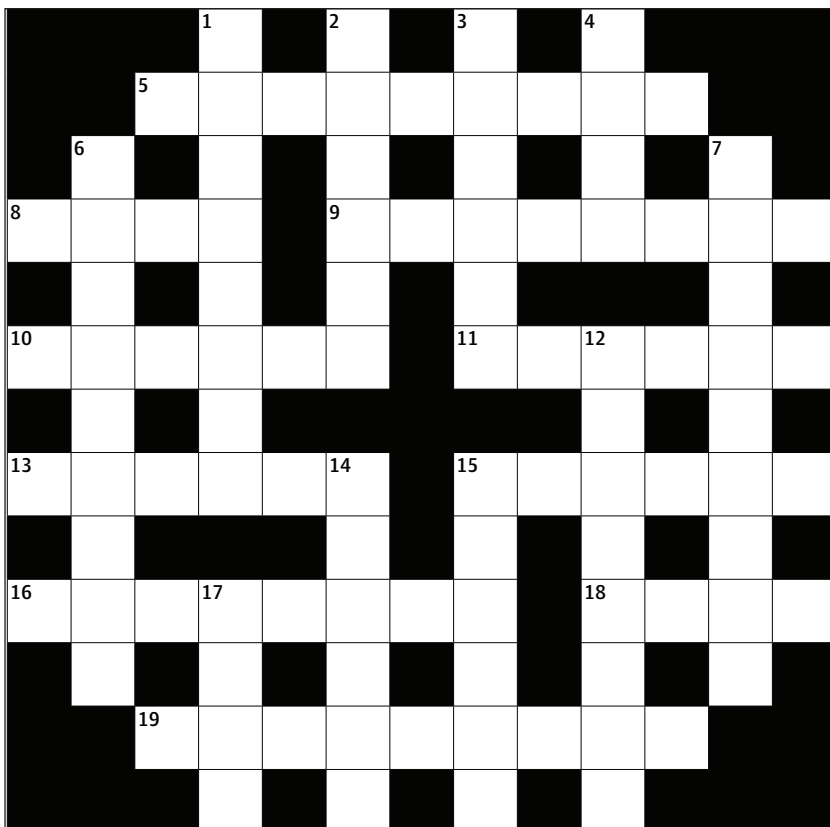
- |       |                           |              |       |                |                |
|-------|---------------------------|--------------|-------|----------------|----------------|
| 1. JO | KIRAN KANDATHIL KISHORE   | UACC SHAMS   | 4. JE | MIRNAL JINDAL  | LAPEROUSE      |
| 2. JE | MOHAMMAD IHTISHAAM ANSARI | NEW BREEZE   | 5. JE | VISHAL RAJ     | MARLIN APATITE |
| 3. JE | CLYDE JOFAN MENEZES       | HIGH JUPITER | 6. JE | MAYANK ATTREYA | ZARIFA ALIYEVA |

**PUZZLES ANSWERS FOR ISSUE 191**



1	8	3	6	2	5	9	7	4
4	9	2	7	1	3	5	8	6
5	6	7	4	9	8	2	3	1
3	4	8	9	6	2	7	1	5
2	5	1	8	3	7	4	6	9
6	7	9	1	5	4	3	2	8
7	1	4	3	8	9	6	5	2
8	3	5	2	4	6	1	9	7
9	2	6	5	7	1	8	4	3

PUZZLES



**Across**

- 5 Appeal of play or film as judged by ticket sales (3,6)
- 8 Secular form of gospel music (4)
- 9 Insurrection (8)
- 10 Hard magnetic metal, Co (6)
- 11 Good-oh! (6)
- 13 Naughty (6)
- 15 Fuzzy (6)
- 16 Intuitive reaction (8)
- 18 Woof (4)
- 19 Closely resembling (9)

**Down**

- 1 Variety of cabbage with edible leaves and turnip-like stem (8)
- 2 Grasshopper, cause of one of the Ten Plagues of Egypt (6)
- 3 Noisy altercation (6)
- 4 Serves that the receiver can't even reach (4)
- 6 Please don't! – May I? (2,3,4)
- 7 Facing attack (5,4)
- 12 System of pipes (8)
- 14 Famished (6)
- 15 Time from now onward (6)

9			8				2	
			4			1		6
1				5			8	
6	4		5					
		1				3		
					9		7	2
	1			3				
3		2			6			
	8				5		3	9

**SUDOKU OBJECTIVE**

The objective of the game is to fill all the blank squares in a game with the correct numbers. There are three very simple constraints to follow. In a 9 by 9 square Sudoku game:

- Every row of 9 numbers must include all digits 1 through 9 in any order
- Every column of 9 numbers must include all digits 1 through 9 in any order
- Every 3 by 3 subsection of the 9 by 9 square must include all digits 1 through 9

\*\* All answers will be provided next issue.

AWARDS AND ACCOLADES

# Executive Incentive Awards for 2nd Quarter 2021

## VESSEL

Crimson Princess  
New Horizon  
Royal Samurai  
Aegean Wave  
Afra Hawthorn  
Afra Laurel  
Aframax Rio  
Aframax River  
Aframax Riviera  
Alhani  
Aljalaa  
Alpine Mystery  
Alquadisia  
Arago  
Ariane Makara  
Aristodimos  
Astrid  
Atlantic Canyon  
Atlantic Crown  
Atlantic Eagle  
Atlantic Guard  
Atlantic Prince  
Azeri Gas  
Bougainville  
Chem Helen  
Chem Nicholas  
Chola Harmony  
Chola Treasure  
Chola Virtue  
City of Tokyo  
Claxton Bay  
Crimson Knight  
Crimson Majesty  
E Pioneer  
Forres Park  
Front Santiago  
Front Suez  
FS Diligence  
FS Endeavor  
FS Sincerity  
Glorious Fuji  
Glorious Kauri  
Godam (ex-Amore)  
Gran Couva  
High Jupiter  
Houyoshi Express II  
Ikan Pandan  
Ikan Parang  
Ikan Pulas  
Jal Kamadhenu  
Joseph Wisdom  
Jubilant Future  
Kamome Victoria  
Kanala  
Kikyoo  
Kobai  
Laperouse  
LR1 Ambassador  
LR1 Carrier  
LR2 Eternity  
LR2 Pioneer  
LR2 Polaris  
LR2 Poseidon  
Lubersac  
Maea  
Maetiga  
Mandala (ex-Andro)  
Marex Express  
Marex Noa  
Marlin Amber  
Marlin Amethyst  
Marlin Apatite  
Marlin Aquamarine  
Marlin Aventurine  
Marlin Azurite  
Marlin Majestic  
Marlin Mythic  
Mitera (ex-PEX)  
New Breeze  
Oaka (ex-Afra Oak)  
Pac Schedar  
Pac Shaula  
Palanca Cadiz  
Palanca Miami  
Platytera  
Princess Alexia  
Princess Mary  
Red Eagle  
Red Marauder  
Red Rum  
Reference Point  
Renaud  
Roberto  
Salaminia  
Samraa Alkhaleej  
Santos  
Spruce 2  
St. Gertrud  
The Blacksmith  
The Chief (ex-SPORE)  
The Deputy  
The Diplomat  
The Judge (ex-Mapu)  
The Sheriff  
UACC Consensus  
UACC Eagle  
UACC Falcon  
UACC Harmony  
UACC Ras Laffan  
UACC Ras Tanura  
UACC Shams  
UACC Sila  
Velos Aquarius  
Velos Fortuna  
Velos Leo  
Velos Ruby  
Victoire  
Willoway  
Yamabuki  
Zarifa Aliyeva

## DECK SIDE

Roger M Memorando  
Elimar Jorca Arguelles  
Ivan Joseph Vitug Dabu  
Shain Achyath  
Mangala Prasad Pal  
Sreejith Bhuvanachandran  
Febin Vallachirakkaran Johny  
Shahanawaj Bashir Wadkar  
Joseph Antony Dasan Peerez Wilfred  
Alhani  
Dhananjay Deepak Rode  
Abhimanju Sincity Patel  
Sandeep Kumar  
Rajesh Cheekati  
Christiyan Rajareeham  
Hariharan Murugain  
Neeraj Rai  
Asim Bera  
Manoj Kumar  
Nikhil Moreswar Meher  
Manmohan Prasad  
Amit Kumar Verma  
Vinu Viswanath Kotha Valappil  
Shijo Kambikkai Parambil  
George Kigiranthan Vincent  
Yuvraj Mankotia  
Lokes Nandan Goswami  
Saifali Imtiyaz Hargey  
Paramjeet Singh  
Rishabh Tiwari  
Rajeev Kumar  
Devilal  
Bipinkumar Maganbhai Kumbhani  
Dilip Laxman Veer  
Sandeep Kumar  
Manesh Manohar Velappa  
Dipak Chand Kunial  
Esther Edison Xavier Villavaroyler  
Kenykumar Tulshidas Bhagat  
Kundan Singh  
Manishkumar Jekishanbhai Tandel  
SK Sabir  
Gyan Prakash  
Shahanshah Alam  
Senthilkumar Kannan  
Jigneshkumar Kantibhai Tandel  
Ali Moosa Society Bidharuge  
Valankavaskar Xavier  
Goutam Biswas  
Manindra Kumar  
Sandeep Kumar Pandey  
Cheekati Yarrayya  
Raj Prasad Maurya  
Divyeshkumar Bhimji Solanki  
Bikram Rajbhar  
Hanish Sharma  
Tulasi Kumar Kurmana  
Pradeep Singh Kaurav  
Utsav Mishra  
Arun Kumar Paswan  
Bensikar Infant Feny  
Shailendra Kumar Singh  
Ram Narayan Yadava  
Dipesh Mahendru  
Om Singh Bhati  
Naveen Kumar  
Yogesh Kumar  
Mahendar Prasad  
Mohammad Shokit  
Mamun Hulsana  
Bhavik Viney Solanki  
Sithanandam Rathinam  
Vijay Kaushal  
Namit Kumar Dubey  
Sachin Kumar  
Kuldeep Singh  
Akhilesh Kumar Singh  
Ashutosh Kiran Satalkar  
Nagarajan Nachiappan  
Raman Harioss  
Joseph Jude Antoniappa  
Subhakar Antony Samy Gomez  
Lachimeya Duna  
Rebiston Michael  
Vilas Rangrarao Ugale  
Anoop Kumar Yadav  
Irfan Ali  
Balwinder Singh  
Gaurav Kailash Sharma  
Esther Amelino Barreto  
Jayavant Mahadev Ghamari  
Sureshan Kadappuram  
Naushad Ahmad Ansari  
Baabuya Jayya  
Akash Sharma  
Ramanakant Tripathi  
Divyen Kumar Vinodrai Tandel  
Tamilselvan Manoharan  
Appanna Chodipilli  
Tanveer Alam  
Ravi Kumar Chauhan  
Shaileshkumar Amratlal Patel  
Rajesh Chauhan  
Joseph Raj Das  
Abdul Rahim Ansari  
Dharmendra Jaday Baraiya  
Piyush Kumar Upadhyaya  
Durgesh Prassidha Shukla  
Neelapu Ramu  
Abdul Hashim Hidayath Andunhi  
Mohan Janagiraman  
MichaelBervin DominiSavio  
Vimalkumar Bipinbhai Tandel  
Sunilkumar Kantilal Tandel  
Rajesh Kumar  
Vipin Kumar Gautam  
Dhanunjaya Rao Deergshasi  
Anil Kumar  
Jagjeet Singh  
Chirag Vasram Chitroda

## ENGINE SIDE

June Philip C Ponce  
Gerard Encabo Demisnero  
Kanagaraj Paramasivan  
Raghunath Maurya  
Ketankumar Chhanabhai Tandel  
Jitendra Pratap Singh  
Shirishkumar Haribhai Tandel  
Sureshan Balan  
Mustafa Moinuddin Talgharkar  
Manoj Kumar Tiwari  
Ankush Thapliyal  
Nitesh Rai  
Mujahed Samiullah Khan  
Ravikumar Shukdevji Mangela  
Vilas Sebastian Tuscano  
Aditya Kumar  
Manoj Kumar Meel  
Badalbhai Dhansukhbhai Tandel  
Sunil Kumar Bind  
Vijay Rao Permusta  
Sureshkumar Thakorabhai Tandel  
Ramana Komara  
Steven Coutinho  
Delver Mariadason  
Ajay Kumar Maurya  
Kamal Singh  
Yatikumar Laxman Solanki  
Jebilan Siluvai Antony Jeyarayan  
Krishan Kumar Gupta  
Kamalakkannan Manivagasam  
Shailesh Chauhan  
Ajay Pandey  
Rakesh Kushwaha  
Rahul Kumar Maddeshiya  
Ram Dumm  
Avinash Mishra  
Chandrakant Parasnath Tiwari  
Umesh Kumar Gupta  
Harendra Kumar Singh  
Ajay Kumar Yadav  
Umesh Yadav  
Kailasa Rao Yerupalli  
Gajendra Kumar Gautam  
Krishna Mohar Chouhan  
Vikas Dahiya  
Sandeep Kumar Yadav  
Sunil Kumar  
Shambhunath Sukhari Gupta  
Nishant Singh  
Appanna Kuttum  
Jagdishbhai Mankanbhai Tandel  
Neeraj Kumar Jain  
Parthiv Kanojkumar Tandel  
Shiv Shanker Singh  
Rajasekar Vijayakumar  
Ranbir Ranjari  
Jitendra Kumar Mourya  
Mahesh Pydi  
Ashish Kumar Patel  
Sameer Kumar  
Ankur Bajpai  
Kamlesh Singh  
Sandeep Kumar Tiwari  
Mohammad Rizwan  
Mahammad Halim  
Dharmendra Kumar  
Ranjith Kumar Koda  
Ravindra Gokul Kamalia  
Anil Singh  
Newton Fernando Antony S. Louis  
Sanjeev Kumar Mishra  
Godwin Charles  
Nitesh Kashyap  
Mohammad Irfan Ahmad Khan  
Arun Kumar Sharma  
Shaileshkumar Bhagwanbhai Tandel  
Kaviyarasu Govindaraj  
Ram Prit Chauhan  
Amith Nalukudi Parambil  
Subhash Murlidhar Ahgav  
Bipinkumar Ratilal Dhapa  
Rahul Kumar Babubhai Tandel  
Nemai Biswas  
Bimlesh Kumar  
Janvario Dosouza  
Santosh Kumar Yadav  
Deepak Kumar Kanji Solanki  
Vilash Jivabhai Fulbariya  
Bharat Lal Bind  
Bhumitkumar Mansukhlal Solanki  
Pravej Manchapparakkal  
Ajaykumar Harishankar R. Gupta  
Amit Khatri  
Samin Pancha Baraiya  
Mohd Fareed  
Deepak Bisht  
Gorakh Singh  
Sandeep Kumar Nangelal Sharma  
Mohan Chauhan  
Jagadesh Tenka  
Sumant Kumar Dubey  
Satya Prakash Yadav  
Rahul Kumar  
Harindra Rambachan Yadav  
Vijay Pratap Singh Yadav  
Kumarjit Mondal  
Shatrughn Kumar Chaurasiya  
Chandresh Tiwari  
Avinash Bhiva Kap  
Sanjay Kumar Chauhan  
Jose Kashmir  
Sridhar Sidda  
Vijaykumar Bhagwanji Tandel  
Somswararao Anja  
Sivakumar Packirisamy  
Aswin Ganesh Seetharaman  
Sanjay Kumar Singh

# Executive Incentive Awards for Catering Crew: Best Cooks

- |                            |                 |
|----------------------------|-----------------|
| 1. Rama Rao Guntu          | Salaminia       |
| 2. Balwan Singh            | Aframax Riviera |
| 3. Danaraju Badi           | Zarifa Aliyeva  |
| 4. Ashabul Mandal          | Victoire        |
| 5. Pramod Kumar Pookkalath | UACC Sila       |
| 6. Jefrine Sesadimai       | Glorious Kauri  |
| 7. Tarun Kumar Paul        | FS Sincerity    |
| 8. Vikas Kotian            | Kobai           |
| 9. Rene Compas Lo          | Royal Samurahi  |
| 10. Sanjay Tiwari          | Jal Kamadhenu   |

# Executive Incentive Awards for Catering Crew: Best General Stewards

- |                                  |                   |
|----------------------------------|-------------------|
| 1. Esakkimuthu Mutayya Shanmugam | Kanala            |
| 2. Nicholas Ahilan               | Marlin Aquamarine |
| 3. Kirankumar Naranbhai Tandel   | UACC Falcon       |
| 4. Pravin Ruda Bhaliya           | Renaud            |
| 5. Sarvesh Kumar                 | Glorious Kauri    |
| 6. Kartikkumar Mukesh Solanki    | Front Santiago    |
| 7. Jayantibhai Govindbhai Tandel | City of Tokyo     |
| 8. Sukhveer Singh Rawat          | Kikyoo            |
| 9. Dhananjay Mandal              | Aframax Rio       |
| 10. Mark David Atendido Atayde   | Crimson Princess  |



## WINNING RECIPES



Chief Cook  
Balwan Singh  
Aframax Riviera

## SALMON FISH WITH ROASTED POTATOES AND BROCCOLI



### Ingredients

- Salmon Fish - 1 Whole Fish
- Ginger Garlic Paste - 2 Spoons
- Oyster Sauce - 1 Spoon
- Barbeque Sauce - 1 Spoon
- Cooking Oil - 2 Spoon
- Black Pepper - 1 Spoon
- Cooking Salt - 1 Spoon
- Curd - 2 Spoons
- Lemon Juice - 1 Spoon
- White Flour - 100gm
- Potatoes - 4pcs.
- Broccoli - 200gm

### Method

1. Mix ingredients 1 - 10 thoroughly and make a paste. Clean the salmon fish and make several cuts on fish for filling the mixed paste.
2. Fill the mixed paste inside the fish.
3. Apply the mixed paste on potatoes also. Put both the items (fish and potatoes) in refer room for 2 hours.
4. Preheat the oven @ 180C. Now bake the fish and potatoes well (approx. 45min).
5. Take out the well-cooked salmon fish and roasted potatoes and decorate it with boiled broccoli.



Chief Cook  
Ashabul Mandal  
Victoire

## GREENO PRAWNS PULAO

### Ingredients

- Basmati rice (1 kg)
- Clean prawns (1 kg)
- Turmeric powder (4 teaspoon)
- Shajeera (1 teaspoon)
- Salt as per taste (~3 teaspoon)
- Oil for frying (150ml)
- To Grind:
  - Chopped coriander Leaf (2 cups)
  - Green chilli (10 pieces)
  - Ginger (50g)
  - Garlic (100g)
  - Pepper corn (1 tablespoon)
  - Cloves (10 pieces)
  - Cinnamon stick (2" inch)

### Method

1. Wash prawns; apply salt and turmeric powder and marinate for 15mins.
2. Shallow fry the prawns in oil but do not let them harden, save the oil.
3. Take a vessel, heat the oil, add shajeera, add grinded masala blend and fry till the oil eases and separates.
4. Add washed and drained rice and fry for 10 mins.
5. Add 2 litres hot water and salt as per taste and stir it.
6. After 5 mins reduce the heat; cook the rice on slow heat till done.
7. Fluff the rice with cook's forks, mix fried prawns and sprinkle some of the used oil for frying prawns on the rice.
8. Cover and leave on slow fire for 5 mins.



After 5 mins 'GREENO PRAWNS PULAO' is ready to be served with Dal and roasted papad. Enjoy the Victoire delicacy. Fill your tummy with yummy food. Bon Appetit!

ESM NEWS

## Combined graduation for GME and DNS ceremony held at SIMS Lonavala

Seventy-seven successful cadets from the 27th batch of GME and 29th batch of DNS marched forward to receive their certificates during a graduation ceremony held on 26th March 2021 at the SIMS Lonavala campus. A momentous occasion for all cadets as it signified the beginning of the next chapter of their lives, it was even more special for two cadets who graduated as a part of the pioneering batch of DNS female cadets.

Reflecting on her digital learning journey at SIMS, Cdt. Shruti Sajjan Kumbalparambil, winner of Best Orator said, "Digital learning management system was vital in all elements of our academic progress, and it enabled us to perform well. To apply all the knowledge, I've gained from SIMS for my further training will be a task but I'm definitely up for it."

Cdt. LakshmiPriya added, "We were deprived of a campus experience in the last year (due to the pandemic), but I had a good experience overall at SIMS. The way of education, the efforts, the dedication of the faculty towards their role in moulding us is exemplary. I will remain grateful to SIMS in developing my character and attitude."

The event held in line with guidelines implemented by authorities commenced with a warm welcome extended to all attendees by Cdt.

Shubham Khatvkar (GME27), winner of Best Cadet Captain. In an address, Capt. Subhendu Hati, Dean, Nautical studies congratulated the graduates while emphasizing on the importance of being innovative on ships, urging them to be a solution provider.

An apt counsel indeed for the batch of cadets whose learning journey at the SIMS campus was temporarily disrupted due to the pandemic, only to adapt e-learning methods via the in-house Learning Management System with relative ease.

The ceremony concluded with a prize distribution and group photograph of the students. Our heartiest congratulations to the cadets and we look forward to their placements on-board ESM managed vessels in the months to come.

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Cdt. LakshmiPriya, DNS29, one of the two first girl cadets to graduate from SIMS



Cdt. Shruti Sajjan, DNS29, Winner of Best Orator and one of the two first girl cadets to graduate from SIMS

ESM NEW TAKEOVER

## Container vessel Ever Fair delivered to ESM in March 2021

Container vessel Ever Fair was successfully delivered from Imazo Shipyard, Hiroshima, Japan to the management on 29th March 2021.

Ever Fair is helmed by Master Ganesh Krishna Prasad Ramachandran, Chief Officer Hedav Srinath Ramaraj, Chief Engineer Mukund Raghavan and Second Engineer Muralikrishna Srinivasan.

We would like to extend heartiest congratulations and thanks to the crew and onshore teams for their efforts in ensuring a safe and efficient takeover during these challenging times.

Our best wishes to all onboard, safe sailing and following seas on their voyages ahead!



**Joke of the month**

What day of the week are most twins born?

Twos-day.



**EXECUTIVE**  
**NEWS BULLETIN**