EXECUTIVE
NEWS BULLETIN
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MONTHLY COMMUNIQUE FOR EXECUTIVE SHIP MANAGEMENT PTE LTD, SINGAPORE

MAIN NEWS

ESM Creates Customized Risk Assessment (RA) Templates For Onboard Use

Ninety standard RA templates pertaining to various jobs in different types of vessels have been created for use in the Document management System, Phoenix, by the HSEQA team at ESM. The templates will be available in the next software patch update for onboard 'Phoenix-Quality module'.

These templates are a result of a collaborative campaign conducted on Risk assessment across the fleet leading to identification of various non-routine RA's and developed them further. The campaign highlighted the importance of documented RA's and advised the sailing staff on identification of risky jobs and their on time mitigation, for ensuring safety onboard .

The month long campaign conducted in April'18, witnessed numerous onboard activities. This included creating a list of onboard non-routine RA's by the Technical, Operations and HSEQA teams, in consultation with Masters and senior management onboard.

Training material and topic for exercise, selected from this list was sent to the vessels. The training material included presentations on key points such as the need for carrying out RA, job hazard analysis, causes and preventive actions, as well as defined routine and non-routine RA's and their corresponding company procedures. Subsequently, each vessel was asked to prepare a non-routine RA in Phoenix, which was further reviewed, updated and developed as a standard template by the HSEQA team.

Key outcomes of the campaign also included clarity on preparation of risk assessments and use of appropriate work permits. It was also noted that existing work permits fulfil the requirements of some non-routine RAs.

Congratulations to Master and crew of all vessels for their enthusiastic participation and assisting the company in making this critical campaign a success.

SAFETY MOMENT OF THE MONTH

Vessel Detention In Australia

*** Note: This monthly safety moment is collected from various sources for educational purpose and is not an actual incident from the ESM fleet.*

A vessel was detained by the Australia Maritime Safety Authority (AMSA) as they suspected the vessel to be unseaworthy, substandard and a threat to the marine environment.

The grounds for suspicion were considered to be reasonable as the AMSA had reason to believe that the vessel had undertaken a voyage to Australia from the Solomon Islands without required certification. After detaining the vessel, the owners of the vessel were arrested on board and charged with offences under the Navigation Act.

It is an offence for any owner to take a vessel to sea or cause or permit another to take the vessel to sea, unless the vessel has been certified to comply with applicable provisions of MARPOL, an international maritime organization. Non – tank vessels carry large amounts of engine oil and fuel, which can pollute waters resulting in environmental damage if not properly managed.

The offence carries a maximum penalty of 10 years imprisonment or a fine of $126,000 or both.

Lessons learned

- *Ensure vessels have all the required certificates available on board.*
- *Ensure all company procedures pertaining to Environmental Management are complied with.*
- *Companies must have ZERO tolerance towards any non-compliance towards MARPOL regulations.*

Letter of the Month

"Believe you can and you are half way there"
Theodore Roosevelt

We just crossed halfway around the year 2018 as we inched towards August. Irrespective of the political wrangling and trade bickering worldwide, the sentiments in the industry are turning more positive and warmer. Across the organisation we do feel a sense of achievement, a sense of relief expecting the new shoots. Seven conquered and five more months of the year look indeed more promising than ever. We got teams busy in taking over ships while others simultaneously invested their time and energy in building and strengthening the blocks for the future growth. We involved ingenuity and creativity in high dose to remain focused on the changes in the industry and environment around us. We do indeed believe that's the sure way to achieve the success we are working for.

The main story of the newsletter tells us about the efforts and imaginations of the HSEQA team in identifying, assessing and mitigating risks in a more simpler and smarter means. We appreciate the cooperation and contribution of the sailing staff in achieving this humongous task.

Capt. Naval Aranke has himself been one of the strong building blocks of ESM's growth for last 18 years. He has been synonymous with ESM's chemical tanker knowledge and expertise across the industry. A man of few words, more actions and much more potential and abilities, we are extremely happy to catch him on a trans Pacific conversation and bring forth a glimpse of his personality up and closer to thousands of our sailing and non sailing staff.

The Technical article on how the Exhaust leakages lead to low engine performance will definitely make an interesting read for all on board engineers and engine staff. Diabetes being a major silent killer of our time, the article points out a revolutionary method of diabetes monitoring. Similarly the robotic technology opening new vistas underwater is another fascinating subject we decided to add into this issue of the newsletter. Please flip through and enjoy…

Finally, I do hope this newsletter is able to share the belief, the dream, the passion, the ideas and the aspiration of ESM and the Executive group with all our stakeholder- especially the sailing staff. Do keep reading and send us your views and comments any way possible.

As the Chinese philosopher Laozi said, "As long as we have hope, we have direction, the energy to move, and the map to move by. We have a hundred alternatives, a thousand paths and an infinity of dreams. Hopeful, we are halfway to where we want to go; hopeless, we are lost forever."

Till we meet next month, be safe and be happy wherever you are,

Sikha Singh

Editorial Team

Editorial Director
Sikha Singh

Editorial Assistant
Sara Cherian
Varsha Vaswani

Editorial Advisor
Capt. Arun Sundaram

Design
Nurul Aini Mohd Ikhsan

Layout & IT Support
Peter Chan

To contribute or be featured in the website, do write to us at crew14@executiveship.com or crew9@executiveship.com

ESM would like to extend warm greetings for Singapore's 53rd National Day on 9th Aug 2018, India's 72nd Independence Day on 15th Aug 2018 and Hari Raya Haji on 22nd Aug 2018.

TECHNICAL NEWS

Back to Basic

Multiple Exhaust Gas Leakages Resulting In Engine Low Performance

On one of the Oil/ Chemical tankers, the Main Engine and Auxiliary engines were performing at low efficiency, leading to regular queries from the operators who were monitoring the vessel's speed, ME RPM, number of generator engines being used, etc.

Main Engine RPM could not be increased higher than 140 revs because the ME turbocharger was surging at loads higher than 50% of the MCR (Maximum Continuous Rating).

Vessel's engineers checked the Fuel oil system for possible starvation of Fuel oil, but found all in order.

Two auxiliary engines were also unable to bear load over 200 KW because of low boost air pressure. This was causing high exhaust temperatures. The problem was so acute that the exhaust trunking was getting red hot after the Generator Engines were running for some time.

At the same time, due to improper combustion and high exhaust temperatures, cylinder head exhaust valves were giving way due to accelerated burn-off.

The AE Fuel oil system & Fuel pump timings were checked. Fuel Injectors were pressure tested and fitted back. Tappet clearances were checked. These all were found to be normal.
In the above-mentioned issues, ship's engineers were considering only major problems. Therefore, having concluded that all basic issues were addressed, the tendency was to consult engine makers and request for troubleshooting advice to solve the issues in hand. However, after careful checks it turned out to be exhaust leakage issues with both Main and Auxiliary engines.

Following checks were systematically carried out on Main Engine & Aux. Engine and it was concluded that there were numerous exhaust leakages on all engines which caused the drop in efficiency.

Findings:

- On the Main engine, a shore workshop had carried out turbocharger overhauling a few days earlier. Since then exhaust leakage had started from the Turbocharger casing. Ship's staff tried to tighten the bolts of the turbine casing, but found all bolts fully tightened. Incorrect alignment or improper cleaning of faces was suspected.
- Main Engine exhaust manifold bellows were also found to be leaking.
- Exhaust leakage from Main engine was also contributing to a rise in the Engine room ambient temperature. Temperatures of the components near the leakage were also higher than expected.
- On all 3 Auxiliary Engines, Exhaust leakages were discovered at a few places, such as the turbocharger exhaust uptake flanges and exhaust bellows, which were causing carbon build-up & eventual blockage of the Auxiliary Engine Air cooler fins.

Exhaust Leakage at AE Update

Exhaust leakage with Lub Oil carryover

- These exhaust leakages and back pressure were causing exhaust leakages beyond the labyrinth seal and caused blockages in the Lubricating Oil drain port on the Turbine side.

Exhaust leakage Effects on Engines.

- Carbon particles from the exhaust leakages were choking the air coolers and resulting in lesser scavenge pressures and subsequent improper combustion, high exhaust temperature, and exhaust deposits on the bellow's flanges. Exhaust particles are acidic in nature and get deposited on flanges. The affected gaskets then give way thus multiplying the problem of leakages.
- Due to Improper combustion in Auxiliary engines, the exhaust gas leaked past the turbine side seals and choked the lubricating oil drain passages, thus causing oil carryover to the blower side and further on to the air cooler leading to choking of the complete air passage.
- Main engine exhaust leakages were increasing the Engine room overall temperature.
- Exhaust Leakages were contributing to increased temperatures on the operational alternators and alternator bearings.

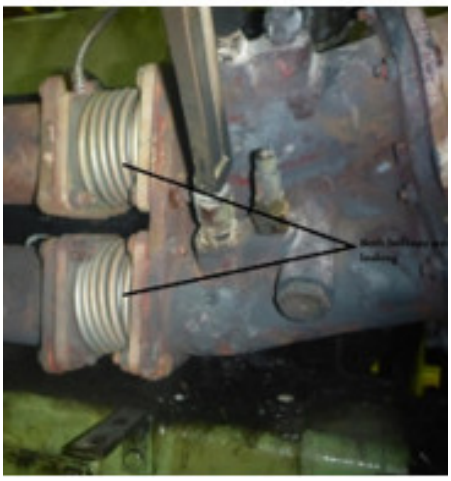
STEPS TAKEN TO IMPROVE PERFORMANCE

To improve the Engines efficiency, exhaust leakages needed to be stopped completely.

All Auxiliary Engines were checked for exhaust leakages after removing the exhaust trunk covers and the turbochargers' insulation.

The exhaust leakages on the Main Engine and Auxiliary Engines were more easily visible during starting of the engines. During normal running, the leaked exhaust smoke was less visible but could be heard & smelt.

- Starting with AE # 1, all Turbocharger lagging were removed. The exhaust trunk cover was removed, and the Engine was started. Leakages were noticed on the exhaust bellow (see attached photo). Both the bellows were renewed for Auxiliary engine # 1 and exhaust leakage was rectified.



Continue on Page 4

ENVIRONMENTAL NEWS

Silent Marine Robots Record Sounds From Underwater

Researchers at the University of East Aglia (UEA), England, United Kingdom are using silent, marine robots that record the sounds of the ocean to both study and observe the ocean and its eco-system. While technologies that allow for the exploration and recording of sounds under the ocean are by no means novel, the marine robots are.

An underwater ocean glider

Credit: University of East Anglia

Weighing at 50 kgs and 1.5m in height, a size comparable to that of a small, human diver, the silent robot, known as the Seaglider, can reach depths of 1,000 meters while travelling within the ocean for months at a time as it passively collects information in the most inaccessible of areas about the marine eco-system without causing a disturbance due to its lack of motor. The beauty of this technology is that it can also be sent to a hurricane.

Determining the overall health of an eco-system can be done by both looking and listening to sounds as it travels five times faster and more efficiently under water than it does in the air. The sea, a great reflector of sound, constantly sends sound coming up from the sea, back down without fading, making the oceans depths into an echo-y place. This has made it difficult to listen to or even discern any sounds. While oceanographers and researchers can scuba-dive, they are usually limited to an hour before they run short of air. Certain areas under the sea are also inaccessible to humans due to underwater pressure amongst other factors.

At the same time, plenty of the ocean's marine life live out of sight. Research has shown that plenty of organisms reside inside chunks of coral reefs, invisible to the human eye. The sounds produced, however, can be transmitted and recorded. The presence of a diver can also startle sea creatures, making them hide. Thus, listening as a means of research can help in the discovery of hidden layers and attributes in an aquatic universe whose vastness and depths lead towards remaining hidden and undiscovered.

The Seaglider robot is propelled by its own buoyancy where a bladder is filled and deflated with water continuously, providing it wings to guide it forward. Communication is done via satellite with information provided to the pilot. Alternatively, it can also be retrieved from the glider upon its return. The recordings obtained from its voyages have a variety of uses to different industries. Researchers may be able to use sounds to measure sea-surface wind speed and monitor storm patterns especially in areas where meteorological stations are scarce. They can judge the overall health of the eco-system by listening to the dissonance made by marine animals such as whales, dolphins and fishes etc. Maritime traffic and seismic surveys can also be observed.

While satellites have always had a huge role to play in oceanography, the Seaglider may further aid in providing additional information that may help or corroborate with data obtained from above. It may potentially aid climate change research by receiving data on sea temperatures, water and pollution levels. It can also perhaps help in the study of whale population and the reducing the endangerment of marine animals thereby reducing climate change.

TECHNICAL NEWS

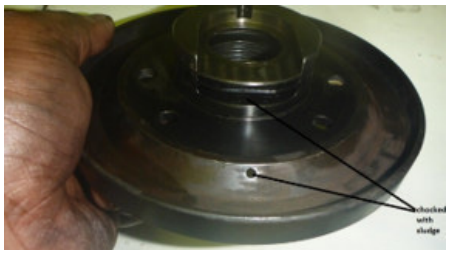
Continued From Page 3

- See below photos showing condition of Aux. engine # 1 & Air cooler, choked with exhaust and lube Oil because of above reasons.

Cleaned fins / elements

Carbon-choked fins before cleaning

- On AE # 3, exhaust leakages were found on the Turbocharger turbine casing uptake flange and the exhaust intake flange. The turbocharger was removed from its place and the gaskets were renewed.
- Also, the AE 3 turbocharger was dismantled, and it was found that the turbine side lubricating oil drain port was clogged with oil-soaked carbon. (See photo below) Turbocharger was overhauled without renewing the bearings. Post overhaul testing proved satisfactory.
- The Main engine Turbocharger was dismantled, and exhaust leakages were traced to the turbine casing. The mating surfaces were cleaned properly and surface to surface contact checked carefully prior final fitting. It is IMPORTANT to check the face to face contact if no gasket is provided.
- Main Engine air cooler chemical cleaning was also carried out to improve the thermal efficiency. The chemical was heated & sprayed/ circulated for several hours. The spray nozzles installed were



cleaned at regular intervals during this work.

LEARNING

The lesson learnt through this whole exercise was that several seemingly small exhaust leaks can easily multiply & pose much larger problems.
When troubleshooting a problem on machinery efficiency, it is rather important to start from the first principles.

Basic seamanship practices of good housekeeping & cleanliness will help to avoid major problems arising.

MIND YOUR BODY

Bloodless Revolution in Diabetes Monitoring

Scientists from the University of Bath, United Kingdom have devised a non-invasive, adhesive patch which can measure glucose levels through the skin without requiring a painful finger – prick blood test. This development has resulted in a potential, new avenue of glucose measurement for people with diabetes.

The patch, without piercing the skin, draws glucose out from fluid between cells across hair follicles. Glucose is drawn in small amounts in a reservoir for measurement which can be taken even 10 to 15 minutes over the course of several hours. The design of the patch sensors and reservoirs has been constructed in a manner in which a blood sample is not necessary for measurement.

One advantage that this patch has is each sensor can function on a small area over an individual hair follicle. This reduces inconsistency between and within contact skin and improves overall measurement accuracy.

The patch is made from a variety of materials including graphene in particular as it is strong, conductive, flexible, potentially low-cost and environmentally friendly. Its design can also be actualized using high-throughput fabrication techniques such as screen printing thus eventually leading it to be able to support both a disposable and cost-effective device.

According to the World Health Organization (WHO), over 422 million people were reported to have diabetes. It is a serious health condition where the human body loses it's ability to produce or respond to insulin, a hormone which allows glucose to enter cells to produce energy. This results in an abnormal metabolism of carbohydrates and high levels of glucose in the blood. Although there are two types of diabetes, Type 2 diabetes is the more common form of the condition resulting from the body's ineffective use of insulin.

On an individual level, a diabetic should work towards managing his or her condition on a daily basis. Millions of people are able to self-monitor their glucose levels with finger-pricking devices and lancets. They have to prick themselves anywhere from one to ten times a day. Research has shown that this form of testing is a burden for many people with diabetes with a fear of pain and needles, the cost of blood test strips and the inconvenience of self-monitoring constantly coming up as barriers cited to good diabetes management.

Perhaps a calibration free approach that is non-invasive may be a more effective way of diabetes monitoring for those with the condition and at risk. With many smart, wearable devices being developed with both health and efficiency in mind that keep track our heart-rates, sleep cycles, step counts etc, a wearable sensor that sends glucose measurements and alerts at a regular interval to a wearer's phone or smartwatch may bring about a great change towards diabetes management by helping diabetics or at-risks to remain informed and make better choices. This, together with overall awareness may just make an impressive combination towards eliminating diabetes as a detriment towards one's health.

NEW JOINERS

SIMS Cadets Joining the Fleet as Officer

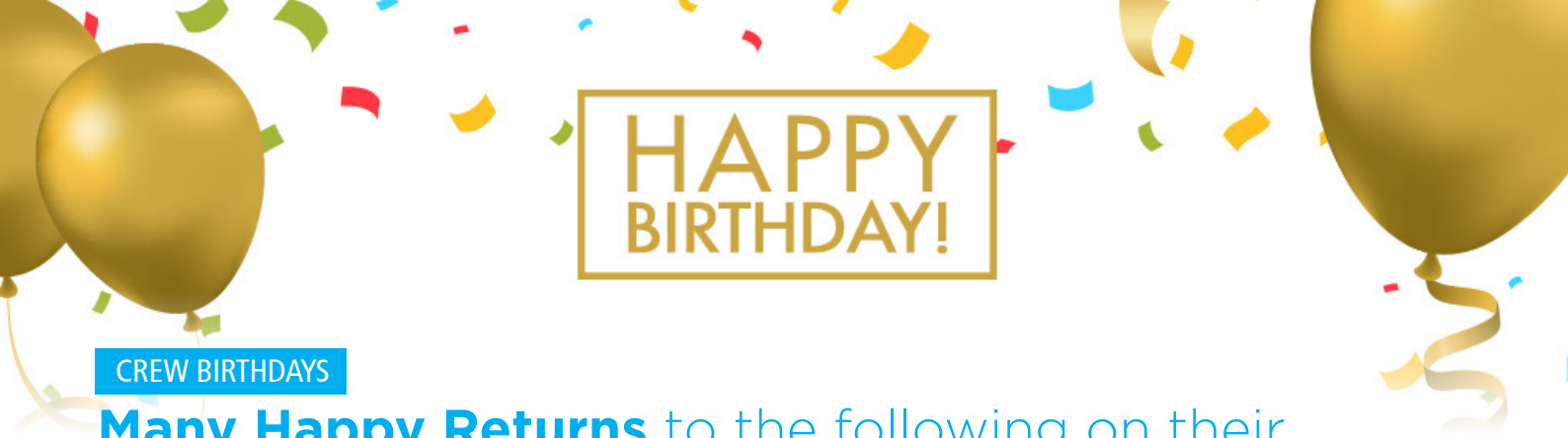
Adding to the growing number of cadets from SIMS Lonavala who join onboard ships managed by ESM as Officers, are the following:







1.	JO	AMIT KUMAR	UACC HARMONY
2.	JO	SHIVAM GANDHI	GSW FIGHTER
3.	JO	VINEET JAMWAL	GOLDEN AVENUE
4.	JE	JOEL RAJESH NORONHA	JOSEPH WISDOM
5.	JE	AMAN GODARA	BAKU
6.	JE	KAMJEET SINHA	LAPEROUSE
7.	JE	SUVADEEP PANTY	UACC RAS LAFFAN



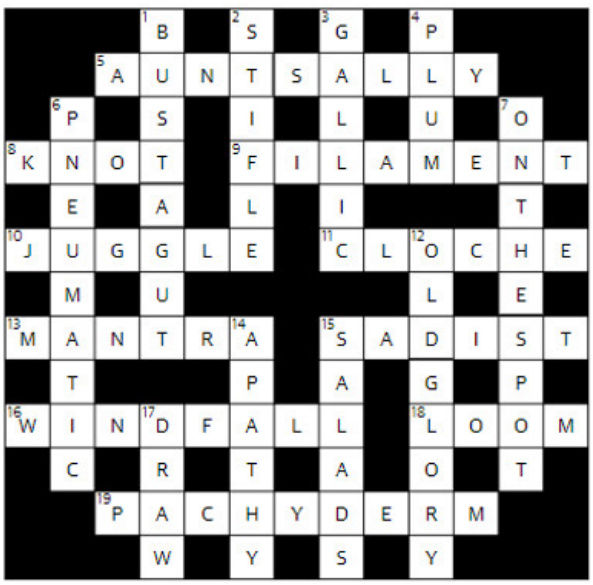
CREW BIRTHDAYS

Many Happy Returns to the following on their Birthdays during the month of Aug 2018!

	NAME	BIRTHDAY	VESSEL
MST	SUNIL ANANT KARNIK	25/08	YAMABUKI
MST	INDERJIT SINGH MUTIAR	03/08	HOUYOSHI EXPRESS II
MST	ARVIND BIRENDRA CHOPRA	20/08	NORD TITAN
MST	MADHU BALAKRISHNAN	01/08	PIONEER EXPRESS
MST	ANIL KUMAR RAGHUBIR SINGH	12/08	BRITISH RESOLUTION
MST	SRINIVASA RAO BORA	12/08	AFRA LAUREL
MST	ROMANUS SAVIO GRACIAS	09/08	ADRIATIC WAVE
MST	GOPIKANTH REDDY POLAM	16/08	MARLIN AVENTURINE
MST	PRASHANT KUMAR	21/08	YAMABUKI
MST	SAJAL JAIN	31/08	AEGEAN WAVE
MST	SUDIP MUKHERJEE	04/08	GRAN COUVA
MST	SUNIL SABBINENI	08/08	ARIANE MAKARA
MST	KHEMRAJ UMAPATI PANDEY	12/08	RENAUD
MST	DAVID MALIAKAN	12/08	MARLIN AQUAMARINE
MST	SAISH KAMLAKAR KALGUTKAR	16/08	MAREX NOA
MST	NASIR KHAN	06/08	ATLANTIC CANYON
CO	DEBANSHU ROY CHOUDHURY	10/08	MAETIGA
CO	RAVI KIRAN SUSARLA	23/08	JOSEPH WISDOM
CO	PRAFULKUMAR PRAKASH JADHAV	07/08	BRITISH REGARD
CO	ANKUSH SHARMA	07/08	BRITISH CORMORANT
CO	SAROJ KUMAR	20/08	BRITISH RESOURCE
CO	MOHIT OBEROI	12/08	BRITISH CIRRUS
CO	BISHAL KUMAR SINGH	18/08	HIGH JUPITER
CO	RAJAT UMESH AGGARWAL	19/08	SANTOS
CO	RAMKI DHAYAANIDHI	23/08	ATLANTIC EAGLE
CO	ROYSTAN DSOUZA	26/08	GRAN COUVA
CO	MAYANK SRIVASTAVA	20/08	MARLIN AMETHYST
CO	VAIBHAV BHUTANI	21/08	BRITISH HERITAGE
CO	UMESH KUMAR	12/08	SPRUCE 2
CO	VEERA BRAHMAJI VADLAPUDI	17/08	PALANCA MAPUTO
CO	THOMAS JERRIN ARAKKAPARAMBIL JOSEPH	22/08	GSW FUTURE
CO	SHRUCHIT TRIPATHI	28/08	UACC SHAMS
CO	NARENDRA MORAWAL	20/08	GUNESHLI
20	RAKESH KUMAR TIWARI	15/08	SANTOS
20	SAURVENDU BOSE	12/08	FORRES PARK
20	VIJAY AMIRTHARAJ ANTHONY DOSS	17/08	BRITISH RESOURCE
20	ABHIMANYU SINGH	15/08	RED EAGLE
20	VISHAL SHARMA	22/08	ATLANTIC CANYON
20	SUJEET SINGH	20/08	ZARIFA ALIYEVA
20	ROJIE BEBOSO VILLARUEL	29/08	ROYAL SAMURAI
20	EUSEBIO ANTHONY PEREIRA	15/08	GREAT MANTA
20	NITISH NANDAKUMAR SHETH	11/08	CRIMSON MONARCH
20	KUMAR DRIGPAL	29/08	UACC FALCON
20	PRADYUT SHUKLA	30/08	UACC HARMONY
20	AVEEK NATH	10/08	RENAUD
20	DALJEET SINGH MAKKAR	03/08	BOUGAINVILLE
20	HANSEL XAVIER PARMAR	31/08	SHAH DENIZ
20	VIDYA SAGAR DUMMU	11/08	ASTRID
20	RANJODH SINGH	14/08	AFRA LAUREL
30	RAGUEL EUDORE BALENA CUEVAS	15/08	NAVIOS SOUTHERN STAR
30	AMANPREET SINGH BAINS	22/08	THE SHERIFF
30	DEBOJIT BAIDYA	16/08	AEGEAN WAVE
30	RAJAT KAKKAR	22/08	AFRA OAK

	NAME	BIRTHDAY	VESSEL
3O	NANDAKISHORE PALAKKEEL PUTHIYAVEETTIL	01/08	BRITISH ALTUS
3O	RIJUL SHARMA	20/08	AFRAMAX RIVER
3O	ADITYA RAMESH LAKSHMAN	30/08	BRITISH RIGOUR
CE	YURIY BUDYKIN	27/08	EXECUTIVE PRIDE
CE	MUNISH PATIYAL	13/08	ATLANTIC CROWN
CE	HARDEEP SINGH HUNJAN	15/08	AFRAMAX RIVER
CE	JAYAKUMAR PANDIAN	27/08	PIONEER EXPRESS
CE	PARDEEP KUMAR	17/08	ARIANE MAKARA
2E	BALASUBRAMANI SHANMUGAM	16/08	AZERI GAS
2E	HARMEET SINGH	08/08	BRITISH FALCON
2E	RUPESH KUMAR SINHA	26/08	BRITISH RESTRAINT
2E	GAURAV MOHAN KULKARNI	02/08	BRITISH NIMBUS
2E	VIJAY KUMAR DAS	25/08	BRITISH VENTURE
2E	TARUN AGARWAL	18/08	BRITISH MARINER
2E	VISHAL SHARMA	17/08	LAPEROUSE
2E	SUMAN DATTA	14/08	ARAGO
2E	PUSHKAR SHYAM RAUT	01/08	BRITISH RESPECT
2E	VIVIAN DSOUZA	08/08	MAREX EXPRESS
3E	ALBERTO ESMERALDA ESPANOLA	07/08	NEW HORIZON
3E	SAMUEL NUNEZ BURRO	05/08	BITUMEN EIKO
3E	NITIN YADAV	16/08	LUBERSAC
3E	MUHAMMED ALI PALAPPURA KOTTOTH	11/08	ATLANTIC LEO
3E	SUDHAKARAN SIVALINGAMOORTHY	04/08	GSW ADVENTURE
3E	ANJAN GAUTAM	09/08	KOBAI
3E	DASS DEIVASIGAMANI	21/08	ATLANTIC EAGLE
3E	SIVAGURU GURUSAMY	22/08	LR2 PIONEER
3E	DILEEP ACHUTHANKUTTY	01/08	FS DILIGENCE
3E	SANDEEP DHANKHER	15/08	PALANCA MIAMI
3E	KSHITIJ GUPTA	19/08	AZERBAIJAN
3E	VIKAS KUMAR	28/08	BRITISH GANNET
3E	SHIV SHANKER MISHRA	09/08	NORD TITAN
3E	ANKUSH PURI	20/08	RENAUD
4E	MOHIT KUMAR RAJPUT	04/08	BRITISH COMMERCE
4E	PRITESH PANDURANG KAMBLE	08/08	BRITISH RESOLUTION
4E	VIVIN VELAYUDHAN PUSHKARAN	31/08	ZARIFA ALIYEVA
4E	DILEEP SIVA KUMAR SIDAGAM	12/08	BRITISH CUMULUS
4E	SHYAMLAL MORANKANDY PUTHUSSERY	04/08	BRITISH RESPECT
4E	SANDEEP BHADU	10/08	PRINCESS MARY
4E	RIJO MICHAEL	12/08	ATLANTIC CROWN
4E	SINO SIMON	05/08	GOLDEN AVENUE
4E	JOSEPH BENLEE REBEIRO	14/08	GSW FIGHTER
4E	SUJAI PRASATH MANOHARAN	22/08	FS ENDEAVOR
4E	ANIL KUMAR RANOUT	15/08	GRAN COUVA
4E	FRANCIS ALBERT JUAN BUNING	18/08	CRIMSON PRINCESS
4E	MUKESH CHANDRA JOSHI	20/08	LR2 POSEIDON
4E	ANKUR SHARMA	23/08	GSW FABULOUS
4E	ANUJ PRATAP SINGH	05/08	CRIMSON KNIGHT
4E	THUFILE KAIYYALAKKATH	09/08	BRITISH GANNET
4E	PRASHANT DHASMANA	13/08	BOUGAINVILLE
4E	SACHIN SHREESHAIL BIRAJDAR	16/08	CLAXTON BAY
4E	ASHUTOSH JHA	27/08	ST. GERTRUD

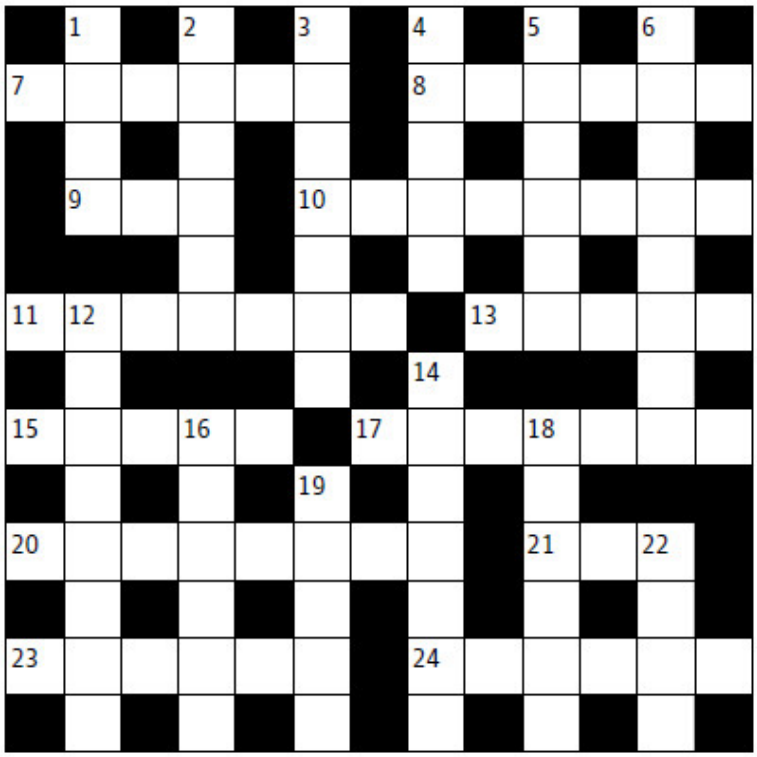
PUZZLES ANSWERS FOR ISSUE 159



	1	2	3	4	5	6	7	8	9
A	1	7	2	5	6	4	3	8	9
B	5	3	8	1	2	9	7	6	4
C	4	9	6	8	7	3	2	1	5
D	6	5	4	3	8	2	9	7	1
E	3	1	7	4	9	5	8	2	6
F	8	2	9	6	1	7	5	4	3
G	9	8	3	2	4	1	6	5	7
H	7	6	1	9	5	8	4	3	2
I	2	4	5	7	3	6	1	9	8

PUZZLES

CROSSWORD PUZZLE



Across

7 The capital of Alaska (6)
8/20 Leader of the Soviet Union, 1964-1982 (6,8)
9/5 Leader of North Korea since 2011 (3,4-2)
10 French delicacy made through gavage (4,4)
11 Holistic school of psychotherapy (7)
13 The world's second most populous country (5)
15 Sweden's third city? (5)
17 The husband of Eurydice (7)
20 See 8
21 Obi-Wan Kenobi's nickname (3)
23 Excessive pride? (6)
24 See 4 Down

Down

1 The nickname of Robin Goodfellow? (4)
2 Pierre de _, French mathematician known for his 'last theorem' (6)
3 US city south of Niagara Falls (7)
4/24 Former immigrant reception centre in New York City (5,6)
5 See 9 Across
6 Italian coffee flavoured dessert (8)
12 Woman who married Hitler on 29 April 1945 (3,5)
14 Ukraine's currency (7)
16 The subject of Peter Shaffer's Amadeus (6)
18 Space telescope launched in 1990 (6)
19 Jewish fried or baked savory snack (5)
22 Number of players in a baseball team (4)

	1	2	3	4	5	6	7	8	9
A					8		4	2	
B				4	9			3	1
C				3		5			
D	3	5							2
E		6			3			9	
F	4						3	7	6
G				6		8			
H	7	2			4	3			
I		8	6		5				3

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.

SAMUNDRA INSTITUTE OF MARITIME STUDIES (SIMS)

Graded A1 outstanding (Amongst top Maritime Institutes in India), obtained in the inspection conducted by the Government-recognised independent body ClassNK, Japan (Nippon Kaiji Kyokai) – largest classification society in the world

COURSE SCHEDULE – AUGUST 2018 TO OCTOBER 2018

SIMS MUMBAI - DG APPROVED COURSES

COURSE	DURATION	DATES
Basic Training for Oil and Chemical Tanker Cargo Operation (BTOCT)	6 days	On Request
Specialized Training for Oil Tanker Course (TASCO)	12 days	23 Jul
Specialized Training on Chemical Tanker Operation (CHEMCO)	12 days	13 Aug
Specialized Training on Gas Tanker Operation (GASCO)	11 days	27 Aug
Ship Manoeuvring Simulator (SMS)	5 days	27 Aug, 24 Sep

SIMS LONAVALA STATUTORY - DG APPROVED COURSES

COURSE	DURATION	DATES
Electronic Chart Display and Information System (ECDIS)	5 days	06 Aug, 03 Sep, 08 Oct
Engine Room Simulator - ML	5 days	20 Aug, 17 Sep, 22 Oct
Engine Room Simulator - OL	3 days	27 Aug, 10 Sep, 15 Oct
Free Fall Lifeboat (FFLB)	2 days	28 Aug, 04 Sep, 16 Oct

SIMS MUMBAI - OFFSHORE COURSES

COURSE	DURATION	DATES
Basic H2S (OPITO Approved)	½ day	On Request
DP Basic (N.I Approved)	5 days	13 Aug, 27 Aug, 13 Sep, 24 Sep, 01 Oct, 15 Oct
DP Advanced (N.I Approved)	5 days	06 Aug, 20 Aug, 03 Sep, 17 Sep, 08 Oct, 22 Oct
DP Maintenance	5 days	Every Monday

SIMS - VALUE ADDED COURSES

COURSE	DURATION	DATES	COURSE LOCATION
FRAMO Cargo Pumping System (FRAMO)	3 days	06 Aug, 03 Sep, 01 Oct	Mumbai
ME Engine	2 days	On Request	Mumbai
Turkish Straits Dardanelles & Bosphorus (TSDB)	2 days	On Request	Mumbai
Ice Navigation	2 days	On Request	Mumbai
Large Vessel Manoeuvring (LVM)	2 days	On Request	Mumbai
Advance Safety Training on Chemical Tankers - Type 2 (ASCT - Type 2)	3 days	On Request	Mumbai
Marine Electrical Pratice (MEP)	5 days	27 Aug, 24 Sep, 22 Oct	Mumbai
Chartworld ECDIS	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
JRC – ECDIS (JAN-7201/9201 JAN-701/901M/701B/901B/2000) 2 days	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
TRANSAS ECDIS (NAVI SAILOR 4000)	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
ECDIS SIMPLIFIED	1 day	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Port State Control & Oil Major Inspections (PSCOM)	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Risk Assessment	1 day	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Incident Investigation	1 day	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Maritime Resource Management (MRM) (All Academy, Swedish Transport Agency Approved)	4 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Furuno ECDIS	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata

SIMS Advantage

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- *SIMS introduces "Interpersonal & Leadership Skill" one day training.*
- *SIMS offers Navigational Training on full mission bridge simulator for Dover, Messina, Gibraltar, Singapore and Turkish Straits.*
- *We conduct the* **"ECDIS SIMPLIFIED"** *one day course for seafarers, auditors and inspectors.*
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Advt_37

For Course Bookings, Please Contact:

SIMS Lonavala
Village Takwe Khurd
Mumbai-Pune Highway
(NH4), Lonavala, Dist. Pune,
Maharashtra - 410405
https://goo.gl/maps/4J9YT2BE1NT2

SIMS Kolkata
Godrej Genisis, Unit No #503,
5th Floor, Plot #11, Block E.P
& G.P, Salt lake, Sector V,
Kolkata 700091
https://goo.gl/maps/4nUiq1CrSuN2

SIMS Mumbai
5th Floor, Sai Commercial Building, BKS Devshi Marg,
Govandi Station Road, Govandi East Mumbai, PIN- 400088 India
Tel: (91)22 67031571/67993545 Fax: 67993546 Mobile: **9819811366**
Email for Offshore Courses: dp@samundra.com
Email for all other courses: **training.sims@samundra.com**
https://goo.gl/maps/AbqJKfk2Mty

SIMS Chandigarh
CVU-1 Central Plaza,
Sector 105, Mohali Hills,
Banur Landran Road
Greater Mohali
https://goo.gl/maps/RvwukP914RS2

SIMS Kochi
ESM Complex, Near Gold Souk,
St. Rita's Road, Ponnuruni,
Vytiila PO, Kochi 682019
https://goo.gl/maps/YyTjJaHbKw32

ESM NEWS

Salute the Stalwart of ESM's Quiet Success Story

Making an International debut for a budding ship management company, indeed required the foresight and "fire in the belly"- as quoted by Capt Aranke on his journey of setting up shop for ESM in the U.S, sixteen years back. In conversation with, Capt Aranke, General Manger Operations, Executive Shipping Services, U.S.A, we found out more about the odyssey.

Capt. Naval Aranke

Progressing with an illustrious career in chemical tankers and a sailing stint in ESM's first chemical tanker under its management 'Yardbirds', Capt Aranke joined onshore ESM Singapore in the year 2000 as Quality Assurance Manager.

"I sailed in ESM vessel with a view to join ashore at an opportune moment. Eventual onshore transition was smooth as it was a small unit then, with a steep learning curve. We had a good mentor in Mr. Teeka", recalled Capt Aranke.

With subsequent expansion of ESM's chemical tanker fleet calling U.S ports, the need for establishing International presence at the epicenter of the action was felt. Being one of the oldest employee and having set up the quality management systems in Singapore, Capt Aranke became the first appointee at ESM's subsidiary, Executive Shipping Services (ESS), Houston, USA in the year 2002 for managing operations in the hawkish and demanding U.S waters.

Mr. SP Singh, present M.D, ESM, worked with Capt Aranke, since his early days as Technical Superintendent in the company, remarked, "His expertise and hands-on problem solving skills was indeed resourceful in building the Executive brand at a place where important regulatory bodies and stakeholders commanded precision", noted Mr. Singh.

"Got to have a fire in the belly to keep you going."

Due to the strategic location of the U.S support office and the increased expertise provided by Capt Aranke and his team of chemical masters, ESM was able to establish its reputation for managing chemical tankers. Capt Aranke noted the company maintained it's chemical expertise and high standards throughout the two decades, even during the industry downturns.

"With many big and small ship management companies entering the market, maintaining quality was the key, which we did very well. And I believe we will continue to do so", asserted Capt Aranke.

When probed further as to what keeps ESM going strong, he states key factors integral to the company such as exceptional training, one nationality onboard policy, strict onboard work culture and care for the crew leading to good retention rate that has kept it insulated and kept the company solid under any weather.

A man of few words, cool demeanor and plenty of action, as noted by Mr. SP Singh, Capt Aranke has inspired many from the fraternity.

"Through various stages of life people seek heroes to idolize…for last decade or so, that figure has been Capt. Aranke for me", revealed Capt Thomas, General Manager, Vetting & Operations, ESM Singapore. With common interest-expertise in chemical tanker operations, both have worked closely in achieving goals for the company in their respective domains. Capt Thomas commended Capt Aranke's experience and knowledge besides his frank openness, straight to the point, practical approach, that has made him the 'go to' man for sailing masters around the US Coast.

Recalling receiving his share of guidance from Capt Aranke during his days at sea, Capt Thomas mused, "It's been a true pleasure knowing and working with him. I look forward to the years ahead with an occasional possibility of an evening of tipple".

Professional prowess in U.S waters

Managing operations and moving with his young family, the initial days were understandably quite a challenge. However with his go-getter stance and the support of his wife Rupa, Capt Aranke said persistence and dedication saw him successfully overcome them. "You got to struggle if you got to succeed. Once you give it all, things falls in place no matter how difficult they seem initially".

Capt Aranke was subsequently joined by Mr. Chawla, about two years after the office was set up. The team added to the growth in Executive's success story, with Mr. Chawla providing exigency support in technical management.

Having utilized his chemical tanker expertise in operations, Capt Aranke now actively participates in various industry conventions. Due to his sheer professional abilities and caliber, he commands respect from the industry including the U.S Coast Guard and local Pilot Associations. Internally he now is a mentor per excellence for all seeking advice and information on the highly specialized chemical tanker industry and operations. .

With his industry prowess and conviction in the company's growth, along with him we too at ESM strong believe, "ESM's best days are still to come".

Many thanks Capt. Aranke for being with us yesterday and be there to take us to the next level tomorrow…

"ESM's best days are still to come"

ESM NEW TAKEOVER

MT Kanala at Taichung, Taiwan on 30th July 2018

Congratulations to Master- Capt Rahul Kumar, Chief Engineer- Shashikant Srivastava, and all the crew members on the safe management takeover of MT Kanala.


EXECUTIVE
NEWS BULLETIN