



### MAIN NEWS

## Best Ship Performers for first half of 2020 announced

The HSSEQA has announced the Best Ship Performers' as well as the Most Improved performances for the Oil/Gas and Chemical tankers categories for the first half of 2020. Winners of the respective categories were assessed based on crew teamwork and the quality of safety standards implemented during onboard operations. Our heartiest congratulations to MT Salaminia and

MT Cartagena for winning first place in the Oil/Gas Tanker and Chemical Tanker categories respectively.

We would like to thank the Masters and Chief Engineers for their leadership in achieving exemplary performances onboard. We congratulate Capt Hanumana Ram (Salaminia) and Capt Biswajyoti Birendra Roy (Cartagena) as well as Chief Engineers Mr Venkatesha Bhuvanahally Shetty and Mr Sanjeev Basu (Salaminia) as well as Mr Gurvinder Singh Hayer (Cartagena) for their stellar efforts onboard their respective vessels.

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## Updates on crew changes in July

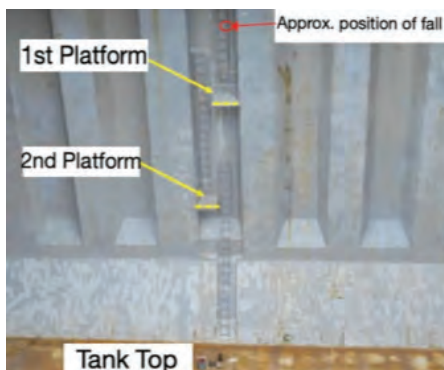
ESM successfully conducted crew changeovers on 54 vessels in various international ports in the month of July. The company also chartered four direct flights from Mumbai to Singapore and back, to facilitate crew relief in July. With the increase in measures due to fears of a new wave of COVID-19 cases, ESM remains undeterred in its efforts to continue safe crew relief.

The company's efforts in conducting a safe crew changeover has received much praises and appreciation from many seafarers. In an email, Captain Vaibhav Bhadbhade of vessel British Captain conveyed his heartfelt thanks

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### SAFETY MOMENT OF THE MONTH

## Fatal fall from ladder



A bulk carrier was underway and in ballast, hold washing was carried out in preparation for taking the next cargo.

A crew member standing on the first platform started climbing up the vertical ladder to reach the main deck. He slipped and fell to the bottom of the cargo hold, about 12 metres below. An emergency team was quickly mustered to help the victim, who was conscious but complained of severe abdominal pain and difficulty breathing. The victim was evacuated from the cargo hold and transferred to the ship's hospital under constant observation. About six hours later, all vital signs were absent and he was declared deceased.

The investigation found that there was no securing arrangement to fasten a safety harness lifeline. Due to this, it was common practice for the crew to climb up and down the ladder without securing the safety harness lifeline to any point and without any fall arresting device. A damp and wet cargo hold, wet gloves and a ladder slippery with seawater from the wash were probably contributing factors to the fall. The risk assessment carried out for cargo hold washing operations did not identify the risk of falling from height during climbing up or down the vertical ladder.

#### Lessons learned

- As is often the case, hazards remain in plain sight but go unseen by crew who have become desensitised to them. In this case it was accepted practice to climb up and down the hold ladder, which was not fitted with a cage, without fall arrest or safety lines.
- Another indicator of this particular fall hazard going unseen by crew: the hold washing risk assessment did not mention this risk.
- Using Australian ladder instead of vertical ladder.
- Anti-skid shoes to be used during the Hold washing.





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## Letter from ESM

It's a matter of great satisfaction that despite the current challenging situation around us, ESM crew department managed crew changes on a whopping 54 ships during July! The company used its own chartered flights along with those available in the market. The good news is that they are further confident that with the plans afoot to seize every opportunity, more crew changes will be seen for the rest in the fleet, in the coming months. Besides, ESM managed to take over a new vessel which was previously stalled due to COVID in the last few months. We are likely to see more pending takeovers whenever an opportunity comes by.

Life has indeed been severely disrupted by the pandemic, but our efforts have been to prioritise a safe and healthy living on board as well ashore. It's also essential that we are meaningfully engaged in life under such difficult circumstances. Hence, the overwhelming response of our seafarers to the Create and Innovation contest we had launched two months back is an indication that they have not allowed their mind to be beaten by the inclement weather around. Hearty congratulations to the winners and all the participants who showed their innovative and creative skills and minds through each entry submitted to us. Please also keep tuned for our next contests and campaigns towards encouraging creative and innovative talents of our sailing staff.

Similarly, we are pleased to announce the results of the half-yearly best ships contest in different categories in this issue of the newsletter. Maintaining the exacting standard required by the company during the current situation is a considerable challenge for sailing as well as the shore staff. Our heartfelt appreciation for all of them as we understand from results achieved in various internal and external audits and inspections indicated achieving better performance in the last half-year.

Coping with the impact of the COVID19 pandemic has taken a toll on the health and the overall economy and life of nations worldwide. Some dealt better than others but beyond luck it's only our efforts and hard work which will determine how far we can continue to go in future. It's the trust and belief that each one in the organisation is working as a team to support and cooperate can only ensure the future for all of us. It's our fervent request for the sailing staff to trust that the rest of the team ashore are working round the clock to ensure their safe passage home.

Finally, August remains a significant month of historical and national interest in India and Singapore. We wish all our Singaporean and Indian readers a Happy Independence Day on August 9th and August 15th respectively. Our best wishes, prayers and greetings on Raksha Bandhan (August 03rd), Ganesh Chaturthi (August 22nd) and Onam (August 22nd) too.

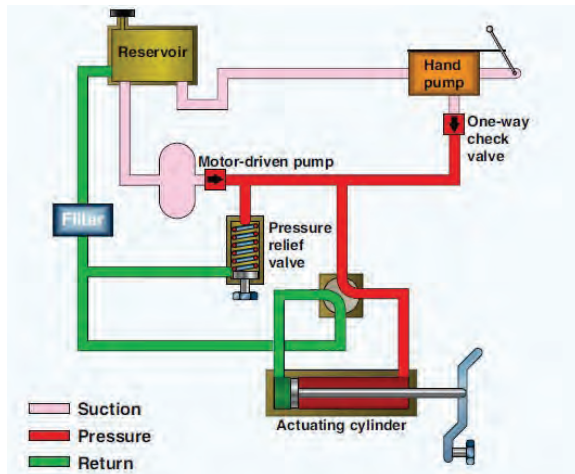
Till we meet again in September, remain safe and healthy always,

Sikha Singh



## TECHNICAL NEWS

# How to Ensure Well-being of Shipboard Hydraulic Systems



Hydraulic Systems onboard the ships perform a crucial role in shipboard machineries' functionality - be it a Framo system for cargo pumps, deck machinery system (for Windlass, Winches, Cranes operation and Cargo valves operation), steering gear system, lifeboat/ rescue boat davits, or numerous other hydraulic systems inside the Engine room for various machineries. The main cause of the breakdown of these machineries is due to improper care & maintenance of the hydraulic systems.

Hydraulic systems comprise of a pumping arrangement, hoses and lines, a cooling unit, a reservoir, filters and hydraulic fluid (oil) - which create the hydraulic flow & optimum pressure to act upon the cylinders, motors, actuators and valves, etc. The pumping arrangement could consist of an electric motor or an engine to drive the pump.

The hydraulic system can provide trouble-free service by adhering to good maintenance & operational procedures.

## Operational Recommendation

Most of the systems fail due to ignoring simple operational steps, hence follow the recommendations below:

1. Hydraulic systems are generally sturdy and do not require recurrent maintenance other than cleaning the filter and keeping the system clean.
2. Hydraulic systems (depending on the service they are employed for) generate high pressure. For high pressure generation, the clearances need to be minute and these require a very

clean lube oil. The main cause of the system breakdown is poor maintenance of system oil.

3. Not priming or warming up the system prior putting it on load is another reason for damage to system components. Usually during ambient low temperature conditions, viscosity of the hydraulic oil increases reducing its fluidity and creating insufficient flow in the system. This is like having a choked filter and can lead to a breakdown, if the system is put on load.
4. On the other hand, high temperatures reduce the viscosity of the oil thereby increasing leakage through the working surfaces of the components. This can reduce the load bearing/ lifting capacity of the equipment.
5. Before starting any hydraulic unit, its oil level and physical oil condition should be checked.
6. For the cylinder actuators of the crane, lifeboats, hatch cover rams, etc. extra initiatives should be taken to prevent any dust/ debris collecting on the cylinder piston. So, wiper seals or dust cover in good condition on the cylinder rams are a must and these should be cleaned at regular intervals. Replace a worn-out or damaged seal immediately. Fitting rod protector (bellow) to cylinders operating in an abrasive or corrosive atmosphere is another good option.
7. It is a good practice to start a high load system (like crane, hatch cover rams, etc.) 10-15 minutes before it is required and work the various components on no load. This lubricates all the components before they are put on load.
8. Pre-heating the system prior operation and maintaining the temperature within maker's recommended limits is very important.
9. Number of safeties/ alarms are provided in the system to safeguard its components. These should never be bypassed without fully understanding the system and its use.
10. Check voltage and amperage readings of the pump.
11. Maker's recommended maintenance routines should be followed.
12. Ensure to prevent ingress of any dust or airborne contaminants/ moisture that may find its way inside the reservoir from the breather pipe of the reservoir tank. Hence, instead of standard filler cap breather, desiccant breathers should be used. Particle contamination may lead to

depletion of additives and promote oxidation.

13. Number of connections are provided to directional control valves for flow of oil into the working components like motors, brakes, load controllers, drains etc. All of these connections lead to specific pressure source or drain and as a pilot control to reposition the control valve to get the desired action from the motor, brake, relief valve, reducing valve, etc. These connections should never be changed or modified without having full knowledge of the system and maker's approval.

## Maintenance

Maintenance is focused in two ways mainly, but preventive maintenance is the key to reduce number of damages and downtime:

1. Preventive Maintenance, which is the best way to maintain the hydraulic system and enable equipment to operate at its full efficiency and promote longer life of the machinery. Regular preventive maintenance will improve the machinery's reliability by saving it from damage.
2. Corrective maintenance, which is undertaken to rectify the problem detected and prevent further damages to components in the hydraulic system.

## Preventive Maintenance

Hydraulic oil is like blood flow in our bodies. Cleaner and purer is blood, the healthier our body & mind remains. Maintaining hydraulic oil in clean condition without any contamination is the key for maintaining the machinery in good operational condition. Preventive maintenance can be done in following steps:

1. Checking the condition of oil onboard monthly and offloading the hydraulic oil sample once every 3 months/ 6 months as recommended by the makers to analyse and check for contamination. Follow the makers'/ analysing laboratory's guidance on oil purification/ renewal.
2. Checking the condition of the system return filter. Ensure that this filter is maintained clean and renewed as per maker's recommendation.
3. Checking and cleaning of the hydraulic oil tank/ reservoir. Drain the bottom regularly to check whether any dirt/ water comes out. Check the colour/ smell and visual condition of oil, which will also give sufficient indication of the machinery's health.
4. If there is any wear or particle contamination,

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## COMMERCIAL NEWS

## Key points of a Voyage Charter

In last month's commercial article, we gave a hypothetical scenario as stated below:

"The Voyage order gives me the flexibility to load 70,000MT +/- 10%. I think I can stretch to load more than 70,000 MT, shall I put that extra effort or I play safe, who cares as long as I am within a loadable limit? "A question, which may pop up many times in the Master's mind. Another question that pops up in Chief Engineer's mind is "Charter party (CP) description says 12 knots speed at 25 MT/day consumption. But, I am achieving 12 Knots speed at 24 MT/ day consumption only, Shall I consume till 25 MT and speed up to reach faster?" Interestingly, the answer to these doubts will vary, depending upon the way the ship has been chartered.

While answering these questions in the previous article, we touched upon three broader ways a ship can be hired, i.e. Spot/ Voyage Charter, Time/ Trip Time Charter and Bareboat/ Demise Charter. We understood how the Master should approach solving these doubts if the vessel is on time charter. In this article, we will see striking changes in the approach taken for similar vital points, if the vessel is on Voyage Charter.

As we know, in a Voyage Charter, the owner picks up the cargo from the spot market, allowing the charterers to use ship's cargo storage capacity from load port A to discharge port B. In exchange, the

shipowner receives freight on the quantity of cargo carried. In contrast with the Time Charter, in this case, the shipowner even takes care of costs specific to the venture such as bunkers, port dues, agency charges, etc.

Say, CP states cargo quantity of 70,000 +/- 10%, giving a flexibility to load from 63,000 to 77,000 MT. Master should be mindful that, unlike time charter, in voyage charter, the owner is earning on every ton of cargo carried on board. Hence, the Master should now think of all the ways to maximize the intake. For example, taking freshwater and bunkers at discharge port instead of load port so that vessel can accommodate higher cargo intake at load port, closely checking density and draft at loading berth to ensure maximum allowed quantity is loaded and planning stowage for minimum sag so that Plimsol marks at midships are submerged as late as possible, stripping ballast to keep un-pumpable as minimum as possible etc. The idea is that the Master should be commercially mindful of providing proactive feedback to owners on how loadable quantity can be increased without taking undue risk. Instead of a cautious approach suggested in time charter, to be within +/-10% range, in voyage charter, an aggressive approach to maximize loadable is expected from the vessel.

As far as speed/ bunker consumption goes, unlike time charter, where the vessel had to meet pre-agreed figures, in voyage charter, the ship does not have any such expectations from charterers

as long as she reaches the load port within laycan. Laydays / cancelling date is referred to as laycan and defined as the period within which the vessel must be presented at the agreed port or place. If the ship arrives before the first day of the period, charterers don't have to accept her until the commencement of the agreed laydays.

Additionally, if she arrives after her final layday (cancelling date), the charterers are well within their rights to reject the vessel and cancel the charter. Hence, the Master's focus should be on laycan date/ time and adjust speed accordingly to ensure that minimum bunker is consumed to arrive just in time for laycan. For example, if Laycan is commencing on 11th March/ 0001 LT and there is no benefit in consuming more bunkers to reach early. Instead, the Master can plan to drift and use the current to cover some distance without wasting bunkers. In another example, if Notice of readiness (NOR) is required to be tendered within office hours (0900 ~ 1700 LT) and Master observes that ship is reaching at 1730LT, it is prudent for him to inform owners and speed up to arrive before 1700 LT to tender NOR within that day. To conclude, the Master should change his focus from speed/ consumption agreement to laycan and instead give proactive suggestions to owners to optimize the bunker consumption while reaching just in time for laycan.

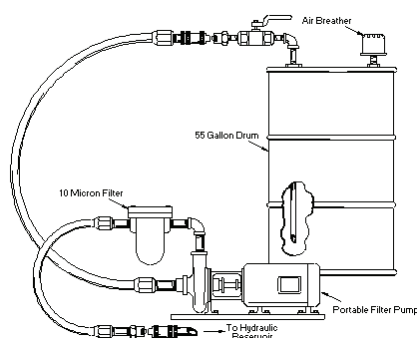
In the next article, we will discuss the commercial criticality of the term Notice of Readiness (NOR) in Voyage Charter.

## TECHNICAL NEWS

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it should be removed from the hydraulic liquid by filtration/ purification. Sometimes we even install an external filtration arrangement to purify & clean up the reservoir tank oil

5. Check the pump pressure & flow. Compare it with the trial report to receive indication of internal leaks, if the pressure is less. Internal leaks will lead



Hydraulic liquid filtration unit

to excessive friction and generation of heat which will cause detrimental effect on the oil.

6. Check the vacuum developed by the pump, in case such an arrangement is fitted. Otherwise can install a pressure gauge on the suction side of the pump.
7. Check condition of hydraulic hoses, tubing, and fittings.
8. Check condition of the Hydraulic Motors/ Hydraulic Actuators by comparing their current performance with the trial performance reports.
9. When assembling back the hydraulic components after overhaul or repair, care must be taken to pre-fill the components of pumps or motor with clean hydraulic fluid. Ensure that system is filled with oil before operating otherwise dry run will damage the components.
10. Leaking and badly corroded connectors are another source of contamination inside the

hydraulic system. Hence the hydraulic hoses/ tubing, fitting & connectors shall be periodically inspected and replaced.

### Corrective Maintenance

If any component fails in the hydraulic system, its failure should be analyzed for determining the root cause of the damage. Corrective action should be prompted to eliminate/ prevent further damages to other components in the hydraulic system.

After investigation and ascertaining which components have failed & causes of their failure, rectify the cause of failure, and replace the damaged parts. You must also investigate whether the broken parts/ damaged parts have caused collateral damage to other components of the hydraulic system. Flush a hydraulic system after a major repair, or overhaul to eliminate any foreign particles/ contaminants.

## ENVIRONMENTAL NEWS

## Methane emissions deepens threats to global warming

Recent studies examining methane emissions have found that the greenhouse gas has seen a dramatic increase in the last decade in natural and human-made aspects. As the urgency of addressing climate change deepens, it is imperative to acknowledge that carbon emissions are no longer the sole contributor to this crisis.

Methane is a potent greenhouse gas. While there may be far less methane in the atmosphere than carbon dioxide, methane is much better at holding in heat. Its global warming potential (GWP) is 84 times higher than carbon dioxide in a 20-year time frame and 28 times higher in 100 years.

Wetlands are a primary natural source of methane from the Earth. Other natural sources include volcanoes, vents in the ocean floor as well as beneath Antarctic ice and Arctic permafrost. The production and removal of methane from ecosystems are regulated by two different types of microorganisms, namely methanogens, that naturally produce the greenhouse gas and methanotrophs that remove methane by converting it into carbon dioxide.

### Natural methane

The amount of methane emitted by ecosystems is strongly related to characteristics such as air temperature, the depth of the water and the unique features of organic substances they contain. Prior research has also shown that warming temperatures impact all three aspects. In predicting global warming, previous analyses have also incited scientists to fear that vast stores of the gas will be released from these

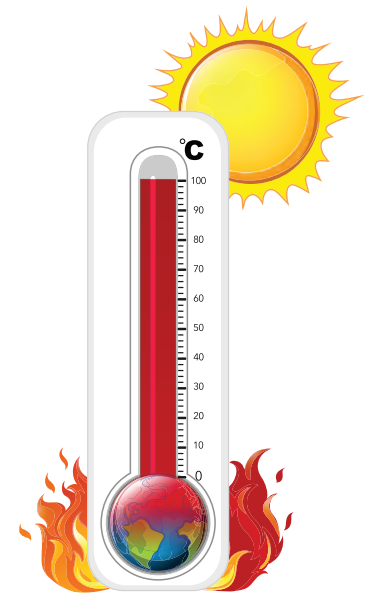
sources, warming the planet even further. A new study conducted by researchers from Queen Mary University of London and the University of Warwick has found that as the Earth warms natural ecosystems such as freshwaters, more methane will be released than expected from predictions based on temperature increases alone.

The study examined the impact of global warming on freshwater microbial communities and methane emissions by observing the effect of experimental warming of artificial ponds over 11 years. Observations were further supported by a meta-analysis of available data on methane emissions collected from wetlands, forests and grasslands worldwide, which showed that naturally warmer ecosystems also produce disproportionately more methane.

Overall, the research found warming produced a disproportionate increase in methane production over methane removal, resulting in increased methane emissions that exceeded temperature-based predictions. A separate study has found that if global temperatures continue to rise at their current rate over the remainder of this century and if global warming is not curbed by 2100, methane emissions from the world's wetlands could increase by 50% to 80%.

### Human-made methane

While this is the case for the natural aspect, a recently concluded international study has found that 60 per cent of methane emissions are currently human-made. It also found that methane emissions have risen by nine per cent in the last decade. This is attributable to



extracting and burning of fossil fuels for power, agriculture including livestock as well as waste management.

The study which gathered data from The Global Carbon Project research institutions around the world found that the world at present produces around 50 million additional tonnes of methane each year as opposed to years 2000–2006. Sixty per cent of human-made methane emissions came from agriculture and waste, 30 per cent from the digestive processes of livestock and the remainder from extraction and burning of oil and gas and coal mines. Recent studies suggest that emissions from the oil and gas sector may also be significantly higher. Although emission levels have increased, it fluctuates in regions and is higher in Africa, China and Asia.

Although global warming and climate change are mostly attributed to carbon emissions, the potential dangers of other greenhouse gases such as methane should not be diminished. As the urgency to address climate change further deepens, it is imperative to consider all aspects of contributory factors and have global, regional and sector-specific approaches in mitigation strategies.



## ESM NEWS

# SIMS alumni take leadership positions at ESM

*Executive Ship Management and the Samundra Institute of Maritime Studies (SIMS) are proud to mark yet another milestone as SIMS alumni from the pioneering batch are now helping various leadership positions in the company.*

*Chief Engineer Sameer Puthenpurayil Sainul Abdeen became the first amongst his peers to join the Technical team in ESM, Singapore as Deputy Technical Superintendent in ESM Singapore in March 2020.*

*Presently the Master of vessel Claxton Bay, Atul Kumar Singh is the first SIMS alumni to be promoted as Captain in July 2020.*



## Capt. Atul Kumar

Captain Atul Kumar Singh joined SIMS as part of the pioneering batch of the Deck Officer Training in 2005. Graduating in 2006, he has since seen a long-spanning and rewarding sailing career of 14 years with ESM. Sharing his experiences in an interview with the Editorial team, Capt. Atul said, "It felt like a dream come true when

I was selected to train at the then brand-new SIMS pre-campus in Lonavala." Being a part of the pioneering batch, it was nothing short of adventure and excitement than sailing itself when he was a cadet.

His maiden voyage was a gradual learning and acclimatization process. "Being onboard is a completely different experience. You become a part of the ship, and every person counts." Thanks to a combination of personal determination and good mentorship from his seniors and peers, he was able to adapt. However, his seafaring days were not all smooth sailing. He underwent several ups and downs, making mistakes as a cadet, and later even as a first-mate, he recalls.

Attributing his learning and values to the support received from the organization, he said, "If you're honest to your work and to your organization, people will listen and support you." He also emphasized on the importance of viewing the positives in any situation.

He recounted one of the most challenging sails of his career as a Chief Officer, a voyage onboard then ESM-managed vessel, Dreggen to Quebec, Canada. The weather was -30°C. As they were entering the port, the weather temperature began affecting the crew and the cargo. Everything had been arranged accordingly, however, the heating failed. Crew members were alarmed at working under sub-zero weather conditions. Handling the operational aspect of the issue, Capt. Atul ensured that he was available for his crew throughout. "It was a tough situation, but everyone performed terrifically. I could not have done it by myself", he acknowledged humbly.

Along with several other memorable stories, Capt. Atul has also seen much changes and growth potential for seafarers in the company, "ESM has been a great company to work with. Along with ensuring continuous learning through annual seminars for officers and ratings as well as through courses and learning modules, there are great opportunities and exposure for individuals to build their careers."

Summing up the interview, Capt. Atul advised cadets of his alma mater to keep learning and not be distracted by vices. Concluding, he said, "Fortune favours the brave. And I have truly been very fortunate in my seafaring career with ESM."

Our heartiest congratulations to Master Atul Kumar Singh on his promotion and we wish him the very best in the next phase of his career.



## Mr. Sameer Abdeen

Freshly graduated with a Bachelor's degree in Mechanical Engineering, Sameer Abdeen was pondering on the next phase of his life. When he chanced upon an advertisement for the Samundra Institute of Maritime Studies Graduate Marine Engineering (GME) course, he knew this was the opportunity he was seeking. It had

everything he loved - travelling, the chance to apply his mechanical engineering knowledge and the added benefit of an attractive remuneration. Sameer was selected for the pioneering batch of the GME course at SIMS.

Coming from one of the southernmost parts of India, Sameer discovered the SIMS Lonavala campus with a diverse group of students from around India a totally different experience altogether. Regardless of our backgrounds, he noted, SIMS brought us together. "We created a community where we learnt together. This continued when we were on board as well and even until today." He mused.

Sameer joined his first ship Nord Optimiser in 2007 as a cadet. Although the initial transition to sailing was tough, he was an eager cadet. "Being prepared to accept sleepless nights to keep the ship running as part of the job, helped." He said as a matter of fact. Having a united team, support from SIMS alumni and the Executive Ship Management offices helped immensely. "Thanks to ESM's open-door policy, we could always count on the shore team, regardless of their positions they are ever ready for advice or any assistance." Recounting an incident that occurred during one of his voyages, Sameer remembers the awe he felt when a technical superintendent was present at the next port within 48 hours to assist the crew to sort out a challenging situation.

As an engineer, Sameer believes there was nothing that could not be fixed. His greatest accomplishment came as Chief Engineer onboard a chemical tanker. He had a chance to repair a lifeboat whose winch was rendered completely inoperative during a drill. Without an operational lifeboat, a vessel could not sail. This was not a routine job for the team of engineers; nevertheless, they took on the challenge. Testing out the repair works, they were successful, and approvals for the maintenance work was granted at the next port by external services.

After a sailing career of twelve years, Sameer eventually hung up his sea boots opting for a job at the shore with ESM Singapore. Months in, he realized there was much more to merchant navy. "Seafaring is only twenty per cent of what shipping is." He observed. There were many details to be

*Continued on next page*

## MIND YOUR BODY

## Replacing common unhealthy food and beverages with healthier alternatives

After a hard day's work, we often want to reward ourselves with our favorite treats or comfort foods. While there are no issues with indulging in things such as chocolate cake, a piping hot platter of fritters and other unhealthy foods from time to time, consuming these over a long-term will harm our overall health. Doing so on a regular basis has been linked to an increased risk of obesity, chronic diseases such as cardiovascular disease, high blood pressure, type 2 diabetes, liver disease, kidney damage or disease and even, some cancers. This is constantly advertised by health authorities as well as other bodies.

As the importance of good health and fitness has gained more popularity in the recent years, healthier options have been made available. However, these may not necessarily be truly healthy. For instance, zero-calorie soft drinks that taste the same as the original but promises no adverse health effects. Due to deceptive marketing and loopholes from food manufacturers, such options is filled with unhealthy fats, artificial ingredients and unnecessary preservatives that may be hazardous to our health.

Regardless of where we are at, onboard or at home, every meal is an opportunity to eat healthier than before and we should prioritize eating a healthy and balanced diet above all. Hence, wherever possible, it is always good to keep an eye out on the products that we are consuming while making efforts to replace unhealthy foods with healthier alternatives.

Here are some examples:

### Deep-fried foods

It is no secret that deep-fried foods are high in fat, calories and salt. Studies have linked deep-fried foods to health issues such as high blood cholesterol, Type 2 diabetes and heart disease. Wherever possible, cut such processed or fried foods, or else grill or bake meals in the oven.

### Salt

While our bodies need sodium for various functions, too much sodium is not suitable for our health. Having too much salt is linked to an increase in blood pressure. This thereby increases the strain on your heart, arteries, kidneys and brain and may cause heart attacks, strokes, dementia and kidney disease. Wherever possible, limit your salt intake. While this may make your food taste bland, adding other ingredients such as pepper or chilli flakes or herbs can help improve the overall taste.

### Sugar

Excessive sugar has many adverse effects such as obesity, Type 2 diabetes and other blood sugar problems. Although consuming small amounts now and then is perfectly healthy, natural sugar alternatives such as honey, maple syrup, coconut sugar, and molasses make for smart swaps for typical white sugar. Dieticians also recommend trying Stevia or Monkfruit as healthier, sweetening options. However, wherever possible, do try to cut back on sugar.

### Soda: Regular sodas

Regular sodas or soft drinks are high in sugar and have been linked to health issues such as obesity, Type 2 diabetes, elevated blood pressure, kidney issues and even some forms of cancer. Although plenty of diet options are available these days, they are not the healthiest option either.

### Diet Soda

Diet sodas contain aspartame, an artificial sweetener. Initially developed to aid in weight loss, recent studies have found that it has the opposite effect, raising glucose levels, overloading the liver and causing the excess to convert into fat. Studies also suggest that diet soda consumption increases the risks of a wide range of medical conditions. Some examples include, heart conditions, heart attacks, high blood pressure, metabolic issues such as diabetes and obesity as well as brain conditions such as dementia and stroke.

While drinking these drinks occasionally is alright, consuming such beverages on a near-daily basis will be a disadvantage on one's health. Hence, opt for zero-calorie drinks such as plain water, flavoured water, sparkling water, herbal tea, black coffee.

### Fruit juice

Although packaged fruit juice may be a hundred per cent pure fruit juice, it is unhealthy because it is high in sugars such as fructose. This must be converted into glucose by our liver, thus creating a burden. Additionally, juices without fibre are unhealthy as the fibre controls the release of sugar into the blood. A healthier alternative to drinking juice would be adding fresh sliced fruits such as oranges, lemon or grapefruit into water.

### Creamer

Ingredients listed on popular creamers include water, sugar, soybean/canola oil. They also have synthetic additives such as mono and diglycerides. Instead of relying on creamer for your hot beverage, relying on fresh milk is a healthier alternative. Additionally, dieticians also recommend opting for a plant-based creamer. These have fewer calories and sugar than the usual. Alternatively, adapt to drinking your hot beverages creamer-free.

## ESM NEWS

## Mr. Sameer Abdeen - Continued from Page 6

considered in making any decision, and every stakeholder had to be considered. Working at shore also provided him with the opportunity to build a relationship of confidence and trust with other seafarers, thereby narrowing the gap between seafarers and shore staff. Additionally, it was also different because now, he was working alongside individuals he admired from his days as a SIMS cadet whose stories he read via SIMS quarterly magazine, the Samundra Spirit or met at ESM seminars.

"It fills me with a sense of pride to know that I am now working for the same cause, shoulder-to-shoulder with people I've admired from afar," Sameer admitted.

Over the years, he has seen many changes to the shipping industry and, ESM. Recalling his cadet days, Sameer reflected, "I can honestly say that every vision and promise given to cadets has been fulfilled in stages by ESM."

Concluding the interview with some words of wisdom for current students of his alma mater, Sameer said, "To anyone who is pursuing a job of any kind, love your job. We will not find success otherwise. Find something that you can love and give it your all. Keep giving, and one day, you will be rewarded."

We would like to extend our warmest welcome to Sameer, and we wish him the best for his career at ESM Singapore.



# CREATE INNOVATE

## Innovation Competition Results

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As the competition concludes, we would like to thank all Masters and Chief Engineers for encouraging participation on board their respective vessels. Additionally, we appreciate all participating seafarers for their enthusiasm and encourage them to keep an eye out for future competitions and initiatives that will be made available in subsequent issues of the Executive News Bulletin.

Our heartiest congratulations to all winners!

### Top Individual-entry Winners:

	Prize:	Name:	Rank:	Vessel:	Entry
1st Prize:	\$200	Jaswant Singh Dhillon	Master	Mitera	PV Valve Testing Machine
2nd Prize:	\$175	Abhishek Singh Jamwal	Deck Cadet	Princess Mary	Rubber Stencil
3rd Prize:	\$150	Soumen Chakraborty	Motorman	Claxton Bay	Felt Filter and Rag Cutter

### Top Group-entry Winners:

	Prize:	Name:	Rank:	Vessel:	Entry:
1st Prize:	\$300	Suvadeep Panty	Fourth Engineer	Forres Park	Mooring Wire Greaser
		Surendra Kumar Patel	Motorman		
2nd Prize:	\$275	Ahamed Kabeer Ibrahim	Bosun	Marlin Mythic	Sandbag Arrangement
		Santosh Peter Kama	Able Seaman		
		Ketankumar Thakorbbhai Tandel	Able Seaman		
		Manish Mankotia	Able Seaman		
		Ramana Chidipilli	Ordinary Seaman		
		Ashutosh Shalil	Deck Cadet		
3rd Prize:	\$250	Abdul Vahid Pokkattungal	Second Officer	Victoire	Pedal Operated Dispenser for Hand Sanitizing
		Balu Kumaresh Vadivelu	Chief Engineer		
		Joseph Benlee Rebeiro	Third Engineer		
		Nirmal Kumar	Motorman		
		Georgy Jose	Deck Cadet		

### Creative-at-Sea Winners (Hobby based entries):

Name:	Rank:	Vessel:	Entry
Christian Braza Degutierrez	Bosun	Glorious Kauri	Infinity Pool
Roy Lamsin Huesca	Oiler	Glorious Kauri	Basketball Court
Vishesh Kumar Dubey	Junior Engineer Trainee	The Blacksmith	Chess Pieces
Ramkishore Koda	Pumpman	The Blacksmith	Chess Pieces
Arun Kumar Yadav	Ordinary Seaman	The Judge	Bansuri (Flute)
Badri Narayan Singh	Motorman	The Blacksmith	Metallic Keychains

**1st Prize - Individual Category**



**Captain Jaswant Singh Dhillon**  
Mitera  
PV Valve Calibration and Testing Machine



**2nd Prize - Individual Category**



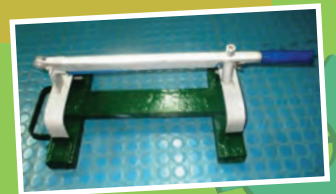
**Abhishek Singh Jamwal**  
Princess Mary  
Rubber stencils - a necessity for safety markings onboard



**3rd Prize - Individual Category**



**Soumen Chakraborty**  
Claxton Bay  
Felt Filter and Rag Cutter - helps to reduce wastage of felt material and saves time in cutting.



**1st Prize - Group Category**



**Suvadeep Panty**  
**Surendra Kumar Patel**  
(L-R)  
Forres Park

Mooring wire greaser - increases safety, reduces manpower and time consumed in mooring wire operations.



**2nd Prize - Group Category**



**Ahamed Kabeer Ibrahim**  
**Santosh Peter Kama**  
**Ketankumar Thakorbbhai Tandel**  
**Manish Mankotia**  
Marlin Mythic

**Ramana Chidipilli**  
**Ashutosh Shalil**  
(L-R)

Sand bag storage in plastic drums reduces spillage and increases environmental cleanliness.



**3rd Prize - Group Category**



**Abdul Wahid Pokkattungal**  
**Balu Kumaresh Vadivelu**  
**Joseph Benlee Rebeiro**

**Nirmal Kumar**  
**Georgy Jose**  
(L-R)

Victoire

Pedal Operated Dispenser for hand sanitizing prevents using hands to touch surfaces thereby reducing the spread of bacteria and viruses.



**Creative-at-Sea Winners**



**Christian Braza Degutierrez**  
**Glorious Kauri**  
 Infinity Pool – relieves stress and an opportunity for crew bonding



**Roy Lamsin Huesca**  
**Glorious Kauri**  
 Basketball Court – provides onboard fitness opportunity



**Arun Kumar Yadav**  
**The Judge**  
 Bansuri (Flute) - a fun way to spend extra time



**Ramkishore Koda**  
**Vishesh Kumar Dubey**  
**The Blacksmith**  
 Chess Pieces – promotes crew bonding with table games



**Badri Narayan Singh**  
**The Blacksmith**  
 Metallic Keychains - creativity using waste materials



**MAIN NEWS**

# Best Ship Performers for first half of 2020 announced - Continued from Page 1

Additionally, we would like to extend our heartiest congratulations to the crew onboard vessels Santo and Laperouse for attaining the second and third place in the Oil/Gas Tanker category respectively. Our heartiest congratulations to the crew onboard Marlin Amber and Marlin Azurite for winning the second and third place for the Chemical Tanker category respectively. We would also like to congratulate the following vessels, Kamome Victoria (Oil/ Gas Tanker category), and UACC Shams (Chemical Tanker category) for achieving the Most Improved vessels.

Lauding the efforts of all vessels, Mr SP Singh, Managing Director, ESM Singapore said, "We would like to extend our appreciation for the continuous hard work and efforts put in by all crew. We are aware and fully understand that it has been a period of uncertainty and disruption for our seafarers, but they have continued with their hundred per cent in carrying out their tasks and maintaining excellent standards onboard our vessels."

The bi-annual Best Ship Awards seeks to recognize and encourage optimum crew performance in cultivating and maintaining safe, efficient and excellent standards of operations



performances across vessels. Several factors are taken into consideration when determining the winners. These include vetting performances for tankers, PSC performance, overdue jobs in PMS, cargo claims, charter party compliance, off-hire claims, external audit inspection and performances, number of incidents on the vessels, high-risk navigation observations, best practice suggestions as well as campaign performance.

Noting the performance of ships under the managed fleet, Mr Gaurav Dwivedi, Director, Technical, ESM Singapore congratulated the winning crew, "It is truly an amalgamation of ability, motivation and attitude that has brought laurels to the deserving winners in this latest **Winners:**

edition of Best Ship Awards. These extraordinary times of the COVID – 19 pandemic has tested everyone’s patience and resilience and we are proud that our ESM family has been sailing through all this together with a lot of grit and resolve. We salute your spirit."

Winners will receive certificates and the monetary reward of USD 500. Awardees in the second and third places will receive USD 300 and USD 100 respectively. We hope these recognitions continue to inspire and motivate our seafarers towards striving for excellence in safety and operations onboard.

Our heartiest congratulations to all winners!

**Oil/Gas Tankers**  
 1st Prize: Salaminia  
 2nd Prize: Santos  
 3rd Prize: Laperouse

**Chemical Tankers**  
 1st Prize: Cartagena  
 2nd Prize: Marlin Amber  
 3rd Prize: Marlin Azurite

**Most Improved Ship**  
 Kamome Victoria  
 UACC Shams

## MAIN NEWS

## Updates on crew changes in July - Continued from Page 1

to the crewing team for their prompt assistance in conducting a crew change at Lomé, Togo, West Africa. He wrote "Considering the circumstances, kudos to your team for working tirelessly and late into the night to ensure we boarded the flight and later, the vessel safely."

ESM has conducted crew change of a total of 85 managed vessels till date and the number is steadily increasing as the respective teams work in tandem to ensure seafarers can sign off safely while meeting the requirements of each port.

However as per latest information, international flights in India continue to remain restricted. Additionally, several countries namely Hong Kong, South Korea, Singapore and Malaysia, have tightened measures or stopped crew changes altogether, as they experience a new wave of confirmed COVID-19 cases in the community as well as outbreaks onboard several vessels.

### India

With the latest announcement of 'Unlock 3' plans on 30th July 2020, international flights will continue to remain restricted. A statement from the Ministry of Home Affairs (India) noted that further opening will take place in a calibrated manner. In the recent weeks, news of air bubble agreements between India and countries such as France, Germany, the United States of America and the United Arab Emirates has emerged. Based on this, few commercial flights with predefined conditions are set to resume with these countries, on a demand

basis, prioritising the ongoing Vande Bharat Mission and with schedules that have yet to be finalised. It must be noted that these agreements are at an experimental stage where the number of passengers will also depend on quarantine capacities at the respective countries. Travellers would also be subject to meeting several terms and conditions such as having a valid visa of the destination country, attaining permission from the Home Ministry and fulfilling the travel requirements of the destination country.

### Hong Kong

After experiencing a rising third wave of infections, Hong Kong has temporarily halted crew change. From 29th July, vessels with freight destined for only Hong Kong will be able to make crew changes. Seafarers who are undergoing these changes are required to go straight to the airport or stay in a designated quarantine venue, without any public visits. Virus tests and a 14-day quarantine for incoming seafarers have also been made mandatory. A front runner of crew changeovers, the country previously allowed vessels without cargo operations to change crew and had also exempted entering seafarers from quarantine measures.

### South Korea

From 24th July 2020, all crew entering South Korea for ship crew changes must have a visa and a health certificate proving that they tested negative for COVID-19. On-signing crew will have to observe a two – week quarantine on arrival while Off-signers can disembark after undergoing quarantine procedures and downloading the

government's self-diagnosis mobile application. Shipowners, managers and agencies are required to clearly state the purpose and crew's next route on application documents, which must be strictly adhered to. Foreign crew will only be permitted to leave the country if they pass the two-week quarantine period.

### Singapore

In a circular dated 24th July 2020, the Maritime Port Authority of Singapore announced that safety measures concerning crew changes would be further enhanced due to heightened risks of imported COVID-19 cases.

Crew change applications of crew with the expiry of contracts which flag States are not extending further, Singapore-registered ships, and crew signoffs will be prioritised. Additionally, shipping companies may face suspension in performing any further crew changes for a stipulated period if a crew member is found to be COVID-19 positive while in Singapore for crew change. This is to allow the company sufficient time to review its internal processes to ensure strict compliance with MPA's crew change procedures.

### Malaysia

As per a federal directive issued on 24th July 2020, all seafarers must undergo 14 days quarantine before joining their respective vessels.

All seafarers are advised to take necessary precautionary measures and adhere to the regulations and advisories issued by each port when undergoing crew changeover.

## ESM NEWS

## SIMS faculty authors guidebook on ECDIS

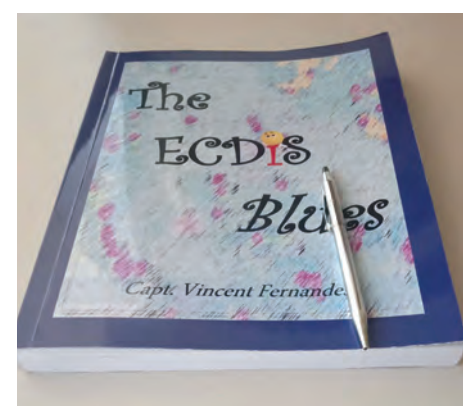
**Capt. Vincent Fernandes, Dean-Nautical faculty at the Samundra Institute of Maritime Studies, Lonavala, has authored and launched a guidebook on ECDIS titled 'The ECDIS Blues'.**

The practical guidebook explains issues such as Introduction and handling of ECDIS and ENC, Managing T&P corrections, CatZOC and Contour settings. It also guides the readers on six steps to a safe passage, route monitoring and ECDIS alerts in an engaging manner.

With his keen interest and passion on the subject, Capt. Vincent has played a significant role in ESM's successful transition to paperless navigation by assisting in developing the company's SMS procedures. He has also spearheaded many training initiatives in enhancing these skills.

We congratulate Capt. Vincent for his valuable contribution and wish him success on the launch of his book.

*(The book is available on the Amazon online store in both Kindle and paperback formats.)*



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*\*Please note only successful applicants will be contacted*



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*\*Please note only successful applicants will be contacted*



SIMS





# 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 2020

### 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

- 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)

# HAPPY BIRTHDAY!

## CREW BIRTHDAYS

**Many Happy Returns** to the following on their Birthdays during the month of August 2020!

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL		
MST	SUNIL ANANT KARNIK	25/08	REFERENCE POINT	CE	BALAMURUGAN AVOODAYAPPAN	12/08	AFRAMAX RIVER
MST	ASHWANI KUMAR PALIWAL	18/08	TOLEDO TRIUMPH	CE	ASHWANI KUMAR THAKUR	20/08	CHOLA VIRTUE
MST	MANOJ KUMAR CHATURVEDI	05/08	MARION	CE	RAJ KUMAR SINGH	26/08	LR2 PIONEER
MST	SANJEEV BHATTI	05/08	EVER GOVERN	CE	SOMNATH PATHAK	12/08	AEGEAN WAVE
MST	HYONGIL KWAK	24/08	ATLANTIC PRINCE	CE	MURALI VILLURI	15/08	EVER GLORY
MST	PRABHAT LOUIS ALVA	25/08	PRINCESS ALEXIA	CE	RAKESH KUMAR SINGH	30/08	AFRICAN JACANA
MST	MELROY SAVIO PEREIRA	22/08	VICTOIRE	CE	HARDEEP SINGH HUNJAN	15/08	FRONT SANTIAGO
MST	AMIT BIKRAM	24/08	THE SHERIFF	CE	NAVEEN KUMAR THIYAGARAJAN	19/08	THE JUDGE
MST	SAJAL JAIN	31/08	ALPINE MYSTERY	CE	SURENDRAN GOVINDARAJ	16/08	CHEM NICHOLAS
MST	SUDIP MUKHERJEE	04/08	MARLIN MASTER	CE	VISHAL SHARMA	17/08	LAPEROUSE
MST	LIONEL CLYTON	18/08	THE DIPLOMAT	CE	LOMAS HANDA	02/08	ALPINE MYSTERY
MST	ROHIT MISRA	23/08	GUNESHLI	CE	VIJAY KUMAR SUDAM	08/08	THE SHERIFF
MST	HARISH MAINI	20/08	VELOS RUBY	CE	ASHISH MOHAN SHETYE	24/08	UACC SHAMS
MST	BISWAJYOTI BIRENDRA ROY	22/08	CARTAGENA	2E	MARIOLITO PETILUNA DUNGOG	23/08	BITUMEN EIKO
MST	AVINASH KUMAR CHAND	29/08	UACC SILA	2E	ABHISHEK MUKHERJEE	16/08	CHOLA HARMONY
MST	SHRAVAN KUMAR DEVULAPALLI	01/08	MAETIGA	2E	GOKUL PRASHANTH ELANGOVAN	30/08	UACC RAS LAFFAN
MST	DAVID MALIAKAN	12/08	MARLIN APATITE	2E	RAJESH BABU ARJUN	13/08	ARISTODIMOS
MST	NASIR KHAN	06/08	ATLANTIC CANYON	2E	SUMAN DATTA	14/08	KOBAI
MST	RAJAT UMESH AGGARWAL	19/08	ASTRID	2E	KULDEEP SINGH	18/08	LR1 CARRIER
MST	ROYSTAN DSOUZA	26/08	MARLIN MYTHIC	2E	MOHAMAD FAIZAL ANSARI	07/08	MARLIN MYTHIC
MST	MUDIT KAKAR	05/08	AZERI GAS	2E	VIVIAN DSOUZA	08/08	MARLIN MILLENNIA
CO	DEBANSHU ROY CHOUDHURY	10/08	SAMRAA ALKHALEEJ	2E	SUDHAKARAN SIVALINGAMOORTHY	04/08	JAL KAMADHENU
CO	RAVI KIRAN SUSARLA	23/08	LAPEROUSE	2E	SUKHIJINDER SINGH	31/08	FRONT SANTIAGO
CO	BISHAL KUMAR SINGH	18/08	MAETIGA	3E	SAMUEL NUNEZ BURRO	05/08	BITUMEN EIKO
CO	SUDHIRKUMAR GANESH JADHAV	06/08	PRINCESS ALEXIA	3E	JITENDRA KUMAR RAI	06/08	MARLIN MASTER
CO	KIRITH ANDREW LOBO	10/08	TOLEDO TRIUMPH	3E	MANIKANDA PRABHU MALAIMAN	10/08	E PIONEER
CO	VEERA BRAHMAJI VADLAPUDI	17/08	RED EAGLE	3E	THRINADH MANDAVA	16/08	MARLIN AVENTURINE
CO	HARDEEP SINGH	05/08	AFRA LAUREL	3E	SHASHI PRAKASH DUBEY	18/08	ALQADISIA
CO	YATIN MEHTA	14/08	UACC SILA	3E	SHAKTI SWARUP MISHRA	22/08	LR1 AMBASSADOR
CO	ANKUL PRASAD GAUTAM	26/08	MAREX NOA	3E	DILEEP ACHUTHANKUTTY	01/08	MARLIN AZURITE
CO	SUMIT KUMAR	27/08	RED RUM	3E	SANDEEP BHADU	10/08	PRINCESS ALEXIA
CO	NARENDRA MORAWAL	20/08	KAMOME VICTORIA	3E	SANDEEP DHANKHER	15/08	KOBAI
CO	AMAN THAKUR	23/08	MANDALA	3E	JOSEPH BENLEE REBEIRO	14/08	VICTOIRE
CO	PRADYUT SHUKLA	30/08	LR1 AMBASSADOR	3E	JAIDEEP RAWAT	15/08	THE BLACKSMITH
20	RAKESH KUMAR TIWARI	15/08	LAPEROUSE	3E	FRANCIS ALBERT JUAN BUNING	18/08	NAVIOS SOUTHERN STAR
20	JERRY TRANGIA RESTAURO	26/08	BITUMEN EIKO	3E	MUKESH CHANDRA JOSHI	20/08	ASTRID
20	ABHIMANYU SINGH	15/08	KANALA	3E	SACHIN SHREESHAIL BIRAJDAR	16/08	ARAGO
20	ROJIE BEBOSO VILLARUEL	29/08	NAVIOS SOUTHERN STAR	4E	RAVILOKESH REDDY BONTHALA	05/08	ADMIRAL
20	EUSEBIO ANTHONY PEREIRA	15/08	ALHANI	4E	VIVEK PADIKKAL	02/08	MIFERA
20	NITISH NANDAKUMAR SHETH	11/08	CHOLA VIRTUE	4E	HIRA LAL	10/08	BAKU
20	GORAKSHA LAHU GHULE	16/08	ARAGO	4E	BALDEEP SINGH	17/08	THE JUDGE
20	KUMAR DRIGPAL	29/08	ALPINE MYSTERY	4E	SHESHANK SINGH THAKUR	21/08	ALPINE MYSTERY
20	DEVESH KUMAR TRIPATHI	07/08	E PIONEER	4E	ASHUTOSH JHA	27/08	ANL GIPPSLAND
20	VAIBHAV SAIGAL	16/08	SUMAC	4E	NAVEEN KUMAR	01/08	MOL TRUTH
20	DEBOJIT BAIDYA	16/08	ATLANTIC EAGLE	4E	HARSHAL SHRIVASTAVA	04/08	BOUGAINVILLE
20	PRAKHAR BEDI	20/08	PLATYTERA	4E	ARITRA DAS	09/08	MARLIN AMBER
30	NITHIN SURESH KUTTIPIRAN	20/08	ST. GERTRUD	4E	PRABAHAR SEKAR	10/08	JAL KAMADHENU
30	JAI SINGH	15/08	FRONT SANTIAGO	4E	ANKIT TANDON	24/08	SUMAC
30	VIKAS GANESH KHENGRE	25/08	AFRAMAX RIO	4E	GIRENDRA SOLANKI	05/08	GUNESHLI
30	GAURAV KAPOOR	30/08	MARLIN MAGNETIC	4E	DEVENDER BHYAN	07/08	VELOS RUBY
30	LAKSHYA AMOD TYAGI	01/08	CLAXTON BAY	4E	BEN JOSHUA LEDAMA HERNANDEZ	05/08	NAVIOS SOUTHERN STAR
30	AJAI SREEDHAR	01/08	MARLIN AQUAMARINE	4E	VINAY KUMAR	13/08	UACC SILA
30	ANKIT SINGH	15/08	FORRES PARK	JE	SATHYAVATHI SHARATH CHANDRAN VIJAYAGIRI	16/08	SUMAC
30	ADARSH CHANDRABABU DEEPHTY	18/08	MARLIN APATITE	JE	ARUNKUMAR KOCHUKALEECKAL GOPAKUMAR	17/08	OAKA
30	NIHAD YASIN SHIKALGAR	08/08	PLATYTERA	JE	ANUSH BHAGAWATH	17/08	MARLIN APATITE
30	MAYANK JOSHI	17/08	MARION	JE	YASHJEET SINGH	08/08	CRIMSON MAJESTY
JO	ABHISHEK MANNA	06/08	THE JUDGE	JE	ADAMS JOSE STEWART JOSEPH RAJ	13/08	UACC HARMONY
JO	GURNOOR SINGH MAKIN	03/08	E PIONEER	JE	SOURABH SUKHADEV SULAKUDE	26/08	THE BLACKSMITH
JO	PRINCE SHARMA	18/08	MAREX NOA	JE	DEEPAK SINGH BISHT	05/08	VELOS RUBY
JO	MUHAMMED SHANOOB	22/08	OAKA	JE	NAVEEN PHILIP	04/08	MAREX NOA
JO	SHOEB ABDUL GANI CHOUGLE	11/08	AFRAMAX RIVER	JE	NASARUDDIN GOBICHTETIPALA. UBAITHULLAH	26/08	LR2 ETERNITY
CE	SANJEEV BASU	30/08	SALAMINIA	JE	HARSHDEEP SINGH SANDHU	15/08	MARLIN MAGNETIC
CE	HERBERT RAMOS JULIAN	13/08	BITUMEN EIKO				

**NEW JOINERS**

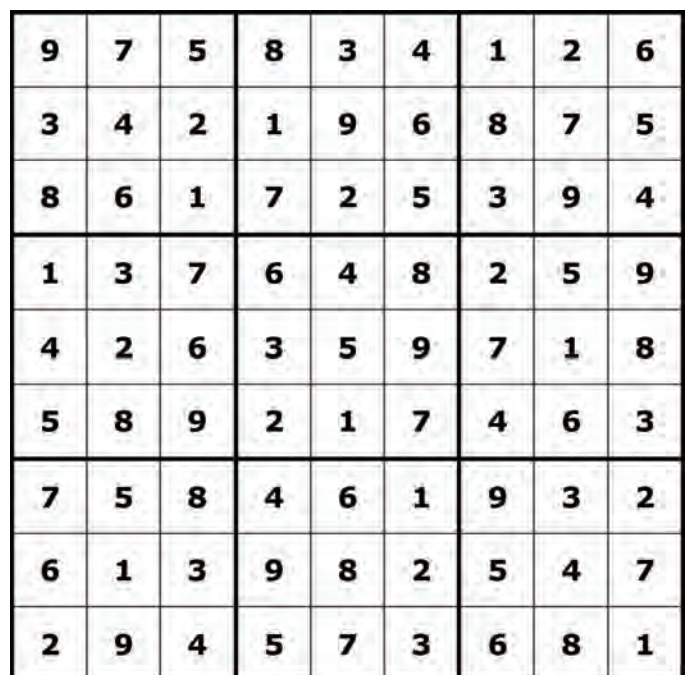
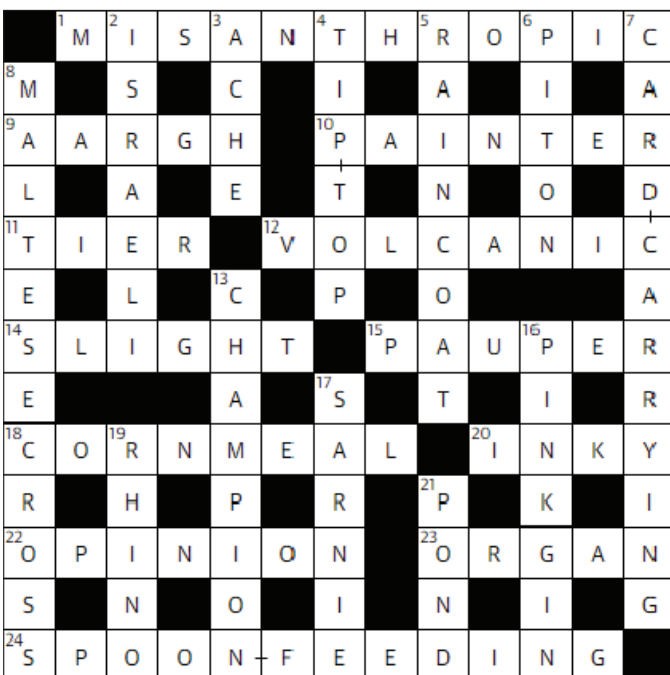
# ESM welcomes new joiners from SIMS

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

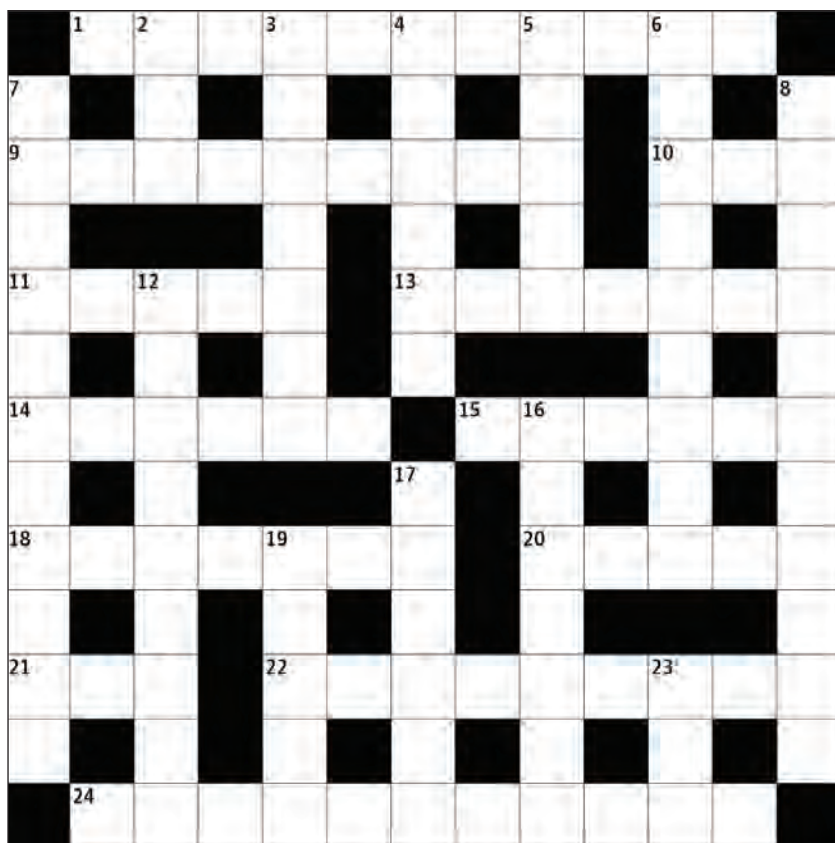


- |       |                                   |                |       |                              |                 |
|-------|-----------------------------------|----------------|-------|------------------------------|-----------------|
| 1. JO | ABHISHEK MANNA                    | THE JUDGE      | 12.JE | HRISHAB BOHRA                | AZERI GAS       |
| 2. JO | ROBSON JOHNSON                    | CRIMSON KNIGHT | 13.JE | SANGRAM BALASAHEB BHOSALE    | BAKU            |
| 3. JE | AVIRAJ KUMBHAR                    | VELOS AQUARIUS | 14.JE | RONNIE CLINTON               | BAKU            |
| 4. JE | ARUNKUMAR K. GOPAKUMAR            | OAKA           | 15.JE | YASHJEET SINGH               | CRIMSON MAJESTY |
| 5. JE | RAHUL VIKRAMAN                    | VELOS LEO      | 16.JE | NITESH CHANDRA PRAKASH DUBEY | CRIMSON KNIGHT  |
| 6. JE | DEEPAK SINGH BISHT                | VELOS RUBY     | 17.JE | RACHIT SHAW                  | FRONT SANTIAGO  |
| 7. JE | SUMIT SIGROHA                     | PALANCA CADIZ  | 18.JE | HARDEEP SINGH                | ZARIFA ALIYEVA  |
| 8. JE | SAGAR SINGH                       | SUMAC          | 19.JE | AVINASH AMOD SINGH           | MARLIN MAJESTIC |
| 9. JE | SATHYAVATHI SHARATH C. VIJAYAGIRI | SUMAC          | 20.JE | DEEPAK JAISWAL               | SAMA            |
| 10.JE | SOM DEO JOSHI                     | VELOS FORTUNA  | 21.JE | DEEPAK CHAUHAN               | AZERBAIJAN      |
| 11.JE | SHERIN SAVIO JOY PINNARO          | LR1 CARRIER    |       |                              |                 |

**PUZZLES ANSWERS FOR ISSUE 183**



PUZZLES

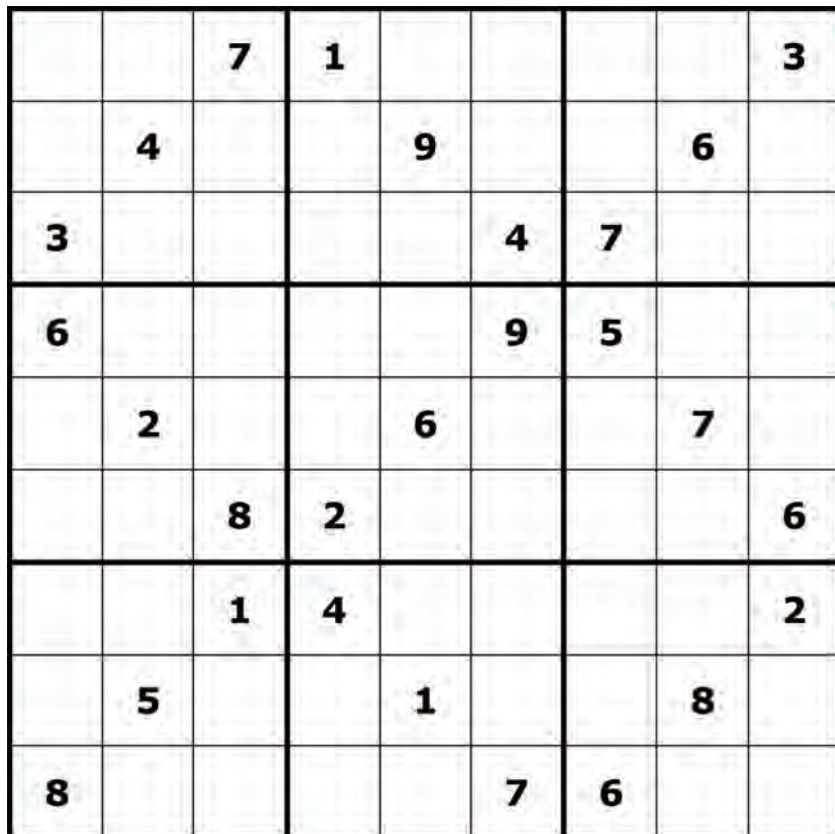


**Across**

- 1 Extravaganza (11)
- 9 He starved (anag) – gathered food (9)
- 10 Bond (3)
- 11 Appearances (5)
- 13 Satirical drawing (7)
- 14 Make allowances for (6)
- 15 Weaken – sieve (6)
- 18 Much (7)
- 20 Before a given time (5)
- 21 Catch – after all deductions (3)
- 22 Innkeepers (9)
- 24 Reckoning (11)

**Down**

- 2 The norm (3)
- 3 Dairy products, can be hard or soft (7)
- 4 Hit out (6)
- 5 Below (5)
- 6 Armstrong or Sharman, say (9)
- 7 Calling into question (11)
- 8 Men’s angle is (anag) – nonsensical (11)
- 12 Ensemble of players (9)
- 16 Sightseer (7)
- 17 Logo (6)
- 19 Theme (5)
- 23 In the past (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.

## ESM NEW TAKEOVER

## Takeover for August 2020



Executive Ship Management successfully took over crude oil tanker, Sama on 23rd July 2020 at Port Singapore.

Sama is helmed by Master Vipul Mehta, Chief Officer Vikas Falswal, Second Officer Lovepreet Singh Gahra, Chief Engineer Swayam Prakash Tiwari, Second Engineer Surendaran Jegan Mohan.

We would like to extend our heartfelt thanks to the crew and onshore teams for their efforts in ensuring a safe and efficient takeover during these challenging times. We wish the crew onboard Sama safe sailing and following seas on their voyages ahead!

## ESM NEWS

## Winners announced for the Executive News Bulletin Create. Innovate competition

Winners have been declared for the Executive News Bulletin Create. Innovate competition announced in the May issue of the newsletter. Keeping in line with the innovative culture of the organisation the competition, was an initiative to inspire and motivate the creative minds and talents on board the ESM fleet.

Sailing staff participated by submitting a working model or an idea of the onboard solution, made from recycled materials in the individual or group categories. This round of competition saw a team of expert panellists from Executive Group comprising of representative from ESM Technical, HSEQA teams as well as Arc Marine and the Samundra Institute of Maritime Studies. The main criteria for judgment included the following – provides onboard solution, use of recycled materials, innovativeness, feasibility and meets onboard safety standards. Judges also evaluated if the submissions had future research and development potential.

The panel also decided to award submissions on their creativity as some participants developed hobby-based items from recycled materials. All winners will receive corporate gifts, and all participants will receive a Certificate of Participation.

Members of the panel were impressed with the many submissions received. Capt. Arvind Karandikar, Director, Marine Assurance, ESM Singapore, said, "I was very impressed with the quality of the submissions and the innovative and creative ideas from our seafarers."

Congratulating the winners, Capt. Arun Sundaram, Group Director, HSEQA said, "We were encouraged in seeing the teamwork and involvement from seafarers of all ranks. We received a broad range of entries, some facilitating day to day shipboard operations on deck and engine – using simple and practical initiatives. Others came up with technological solutions. We also saw people submitting details of handicrafts, useful for individual or collective usage and ideas for engaging people in physical activities. All in all, these were laudable indeed."

Panellist Mr Maneesh Jha, Principal, Samundra Institute of Maritime Studies, Mumbai recognized the need for innovation and that often the best ideas lie in the heads of people who are in the thick of operational activities. He noted, "Sometimes we do not share our ideas, with a perception that it may not be valued by others. However, such competitions provide a good opportunity to pick the brain of our most valued work force."

He further expressed his sincere admiration for the efforts put up by ship staff, "Some of the ideas are worth taking up for Research and Development activities. And sometimes, the simplest ideas may be the best ones."

Meanwhile onboard staff appreciated the need for such campaigns with enthusiastic responses. Captain Anupam Prabhakara of vessel The Blacksmith in an email to the Editorial team, wrote, "I appreciate Team ESM for conducting such activities keeping the motivation of the Ship's staff cheered up at this tough time. It will surely come out with flying colours."

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