



MAIN NEWS

“The Judge” attains first place as Best Ship Awards announced for first half of 2021



Oil tanker, The Judge attained first place in the oil/gas tanker category as Best Ship Award results were announced for the first half of 2021. The vessel continued with tremendous improvement from its previous performance and award of ‘Most Improved Ship’ in the Best Ship Awards of the second half of 2020.

Chem Helen attained first place in the chemical tanker category and oil tanker UACC Eagle and

Continued on Page 8

ESM NEWS

Seventy-Eight vessel crew changes conducted in July

ESM increased number of crew changes in the month of July, compared to its previous month’s record of 74. With 78 crew changes, crew changes are almost on track and the manning team continues to conduct it with strict safety operating procedures and other measures to ensure the safety and good health of both sign on and sign off crew.

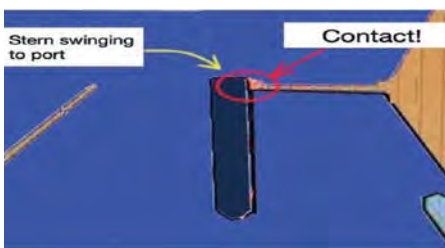
Several ports in Europe namely Hamburg Port in Germany and ports in Belgium have also opened for seafarer vaccinations. As such, more vessels are lined up for vaccinations

Continued on Page 11

SAFETY MOMENT OF THE MONTH

A Mishap While Docking

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



The pilot change happened at a critical stage while the vessel turned in a basin before entering the breakwater. Two tugs were assisting when a ship was proceeding from anchorage to berth under pilotage. The pilot was communicating with the tugs in the local language, which the Master did not speak. As the vessel proceeded, a second (docking) pilot boarded the boat and quickly took over from the first pilot. It was not possible to carry out a Master/pilot information exchange with the second pilot.

When the vessel’s bow entered the basin, and the forward tug was pushing the protrusion to starboard, the Master realised that the vessel’s stern was not going to clear the breakwater. He immediately ordered engines full ahead and helm hard to port, but these actions were too late to avoid contact on the vessel’s port quarter. The change of pilots at a critical stage of the manoeuvre lead to the accident. The pilots gave the tug orders in a language other than English. This had the effect of excluding the Master, making him less aware of the developing situation. Due to this communication gap, the Master could not effectively use tugs to control the vessel’s swing.

Lessons learned

- The Bridge team shall not solely depend on the pilot’s advice but shall verify the same for its accuracy and execution.
- Bridge team members must not hesitate to challenge or question the pilot’s actions whenever in doubt. Master maintains command of navigation and can override the pilot at any stage.



ESM extends our warm greetings for Singapore’s National Day (9th August) and India’s Independence Day (15th August).



Letter from ESM

Judging the Best Ship Awards in a fleet of hundreds of vessels is a humongous challenge that our HSEQA department faces bi-annually, and the result speaks of the efforts put in by our seafarers to make their respective ships sailing at the top of their conditions. What makes this time's best performer a special winner, "The Judge", is a saga of perseverance of consecutive teams of senior officers to turn the ship as the most improved ship to the fleet's best ship within one year!

Indeed a team effort extraordinaire, and our hearty congratulations to all of them. We are delighted to bring forth the news of the Best Ship Awards and the comments from the winners on their consistent efforts. Sharing their experiences and winning formulae would motivate the rest of the ships to compete for this coveted position next time around—our hearty congratulations to all the vessels for their continued efforts to better their performance days and months.

COVID remains the major roadblock for the entire world now on its path to normalcy and growth; the shore team of ESM made some extraordinary arrangements to increase the crew changes for our Indian seafarers to come home and for sending their replacements safely across the world to join ships. The seafarers themselves aptly assisted them by providing cooperation by every means. This is the only way to proceed in the coming days till the pandemic rules become favourable for the crew changes worldwide.

With webinars in July for the senior, junior officers and the cadets continued to open new vistas of communications and knowledge sharing. The number of participants increasing for each webinars indicates their popularity and the value created for the participants. Do keep a tab on the webinars, which will be a regular feature in the future during the pandemic.

One of the primaries of this newsletter, apart from providing you with the organisation's latest news and activities, is the knowledge sharing from our in-house seasoned seafarers ashore. The technical article on a very specialised cargo Bitumen is written by Capt. Vijay Bhardwaj provides a peek into our bitumen carriers and the skillset of those on board. Capt. Vinod Dubey of Adhart Shipping is back with a topic that is interesting for all keen to have a perspective on the oil market.

Our regular articles on health and the environment are there to keep you informed about these issues and a few practical tips that may add value to our lives.

Though we are yet to know how the pandemic will turn out in the coming month of August, we still look forward to celebrating some of the important events like the National Day of Singapore and Independence Day of India on the 09th and 15th of August, respectively. Our best wishes to all our readers for Onam (21st August), Raksha Bandhan (22nd August) and Janmashtami (30th August) as well.

Till we return in September, be safe, happy and healthy

Sikha Singh

Editorial Team

Editorial Director
Sikha Singh

Editorial Assistant
Sara Sandhaas
Varsha Vaswani

Editorial Advisor
Capt. Arun Sundaram

Design & Layout
Nurul Aini Mohd Ikhsan
Nur Mayamin Hippy

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

TECHNICAL NEWS

Bitumen ships: A specialised skillset for seafarers

By Capt. Vijay Bhardwaj, Assistant Manager, Vetting & Operations

As a testimony to the available professional expertise and diversity in-house, Executive Ship Management (ESM) is proud to operate some of the largest Asphalt-Bitumen tankers as a Technical Manager. These ships are designed and built to carry high heat cargoes, such as Coal Tar, Naphtha Solvent, Liquid Pitch, Grades of Bitumen, and Asphalt. Sailing onboard such a ship is nothing short of a challenge, but it is an experience for seafarers.

The temperature of such cargoes during loading and in transit ranges from 130 – 220°C. Other than high heat cargoes, these vessels are also certified to carry dirty petroleum products at ambient temperatures, making their operations very demanding. Due to the nature of freight carried, the change of grade is generally referred to as from hot to cold or cold to hot. This change of grade is more sensitive when loading cold cargo after hot cargo due to the cargoes' properties.

Sensitive Operations:

Following are some of the sensitive operations on these ships:

1. Carrying cargoes at lower or ambient temperatures.
2. COT and cargo line flushing.
3. De-slopping after line flushing.

Preparing for Change of Grades:

Among the loadable cargoes, grades of Bitumen are more frequently carried. As per established industry practice, if a vessel were to load Liquid Pitch after Bitumen, cargo tanks and lines must be flushed with HFO. For this operation, cargo tank, pump casing and pipeline temperatures are lowered to about 100°C. Post flushing; the slops are retained in one of the cargo tanks (slop tanks are not provisioned as on our tankers) de-slopped to a shore barge. The de-slopping facility is highly specialized and is only available in Malaysia and Korea.

Based on our experience and industry practice, we have created a matrix of tank preparation required when changing grades. This has been shared internally as a procedure with our Bitumen fleet.

Precautions needed to minimise issues:

When handling cargoes at lower temperatures or flushing the tanks, the heavier cargoes (high

GRADE DISCHARGED	LIQUID PITCH	BITUMEN/ASPHALT	NON-HEATED (VGO / CRUDE / FUEL OIL)
GRADE TO LOAD	LIQUID PITCH	BITUMEN/ASPHALT	NON-HEATED (VGO / CRUDE / FUEL OIL)
LIQUID PITCH	NOT APPLICABLE	FLUSHING WITH HFO	BY HFO IF LAST CARGO BOILING POINT OR CIRCULATION OF CARGO IF NOT ABOVE
BITUMEN/ASPHALT	CIRCULATION	NOT APPLICABLE	BY HFO IF LAST CARGO BOILING POINT OR CIRCULATION IF NOT ABOVE
NON-HEATED (VGO / CRUDE / FUEL OIL)	BY HFO IF LAST CARGO BOILING POINT OR CIRCULATION OF CARGO IF NOT ABOVE	BY HFO IF LAST CARGO BOILING POINT OR CIRCULATION OF CARGO IF NOT ABOVE	NOT APPLICABLE

heat cargoes) settle at the bottom. If allowed to settle in rapid time, they tend to form a ridge or a sealing layer around the suction bell-mouth. Hence when pumps are operated, slops do not flow in the suction line due to this barrier. As a result of which, either the pumps trip or show inadequate suction pressure.

When the pumps fail to take suction, the most logical troubleshooting action to consider is to raise the tank's temperature and release the blockage, which sometimes works. However, this may, in turn, lead to another problem - the gassing up of the suction lines. This could make you deal with a choking problem caused by high heat cargo and the cargo lines having a thick layer of HFO. When the temperature is raised, it causes hydrocarbon vapours to be formed in abundance, and once again, we are faced with the same problem, no suction. Now the slops are fluid, but suction pressure does not build up due to excessive vapours in the suction line. In such an event, the trial and error method is resorted to by venting off vapours and building up suction by running the pump immediately after venting the

vapours. It is anyone's guess how much time it can take to get rid of slops. By heating the slops, we may create another unmanageable situation. The barge has a temperature limit of less than 130°C for accepting slops. Since these ships are built with high-quality insulation to hold heat and maintain very high cargo temperatures, cooling cargo or slops is a near-impossible task. Even if the heating system is turned off, it takes days to reduce the temperature by a very few degrees.

Most Feasible Solution for Slops:

After careful analysis of options available, continuously circulating the slops until these are discharged to the barge is the most feasible and practical solution. By doing so, we can manage the cargo pump at non-heated working parameters, and the heavier impurities of Bitumen and liquid pitch in slops remain fluid, and suction bell-mouth remains free of obstruction. When loading crude or fuel oil, we circulate at regular intervals during the voyage after departure from the load port. On arrival, we perform non-stop circulation until discharging commences to prevent issues arising out of cargo line clogging.

Extract from Kongsberg cargo system dummy (Fig. 1a) and live operation (Fig. 1b). The green colour highlights valves in open condition (encircled in red) and pump in operation.

Sailing on these type of vessels is definitely an enriching professional experience for all young officers and crew, as well as a highly desirable skillset in the shipping industry.

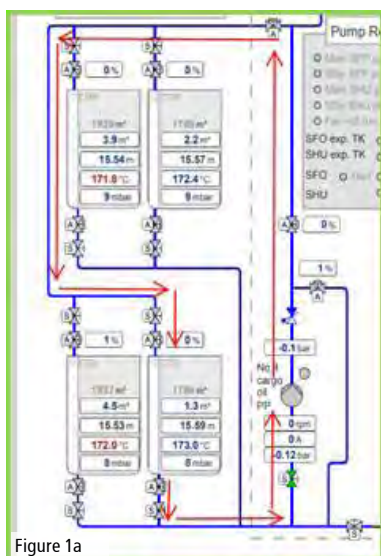


Figure 1a

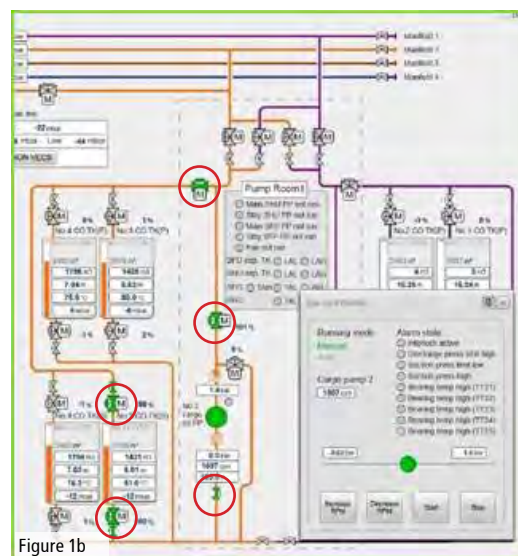


Figure 1b

COMMERCIAL

Understanding the types of Crude Oil

By Capt. Vinod Dubey, Assistant Manager, Adhart

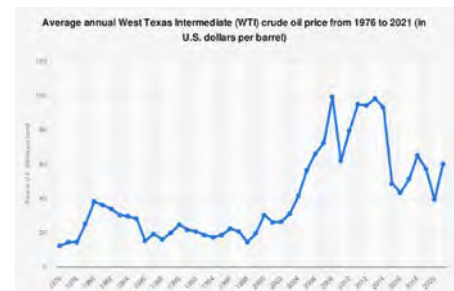
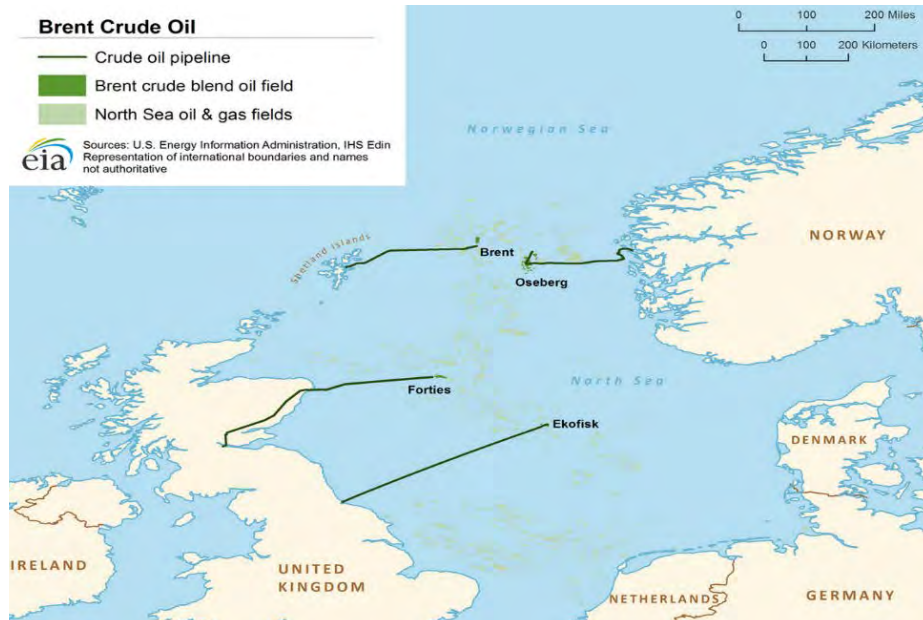
Working in the shipping industry, we manage different types of cargo onboard the ships including chemicals and oil. We would have noticed in our profession and from international trade practices that a drastic change in crude oil price shakes up the industry as well as most non-oil producing countries' budgets and policies.

This leads us to ponder – how does crude oil price effect the trade? Or a country's policies and budget? Why is it so significant?

Let's first delve into the types of oils. You must be aware that crude oil is the basic raw material used in refineries in order to obtain the clean petroleum products such as Gasoline (or Petrol), Diesel Oil, Jet Fuel, Kerosene, etc. There are numerous crude oil classifications such as Shanghai Crude, Dubai Crude, Oman Crude, West Texas Intermediate (WTI), and Brent crude, mostly depending on their areas of origin. However, when we look at the price of crude oil, we mostly come across two main terms, i.e., **Brent** and West Texas Intermediate (**WTI**) Crude, which dictate pricing in their respective markets. In this article we will discuss these two types of crude oil and the significant difference between them.

The critical difference is in their respective **origins**. Brent Crude is produced in Brent oil fields located in the North Sea part of the Atlantic Ocean, between Norway and Shetlands in Europe. The oil is transported through a pipeline to the Sullom Voe oil terminal for exportation. However, WTI crude oil is extracted from US oil fields located in Texas, Louisiana, and North Dakota. The oil is then transported via pipeline to Cushing, Oklahoma.

Interestingly, the term "Brent" is borrowed from a Brent Goose, a North American bird species.



The exploration company, Shell UK Exploration and Production, names its oil fields after birds, hence, the oil field was named as Brent oilfield.

Another key distinction is in their **composition**, which is the main contributory factor in their price difference. Brent Crude and WTI has different sulphur content and API gravity.

One system of crude oil specific gravity developed by American Petroleum Institute (API) is rated on a scale of 10 to 70, where a higher gravity means the oil is less dense. Brent Crude's API gravity is 38 compared to West Texas Intermediate's API

gravity of 39.8 making Brent crude comparatively lighter. However, Brent contains 0.37% of sulphur compared to the 0.24% sulphur content in WTI, which makes WTI sweeter and easier to refine. Even though Brent Crude is lighter and WTI is sweeter, both these types of crude oils are sufficiently light and sweet to make them ideal for refining into gasoline.

Now, with the understanding of these two types of Crude oil and their key distinctions, in our next issue of the newsletter, we will discuss more about their pricing and the factors impacting the same.



MIND YOUR BODY

Five-minute breathing workout lowers blood pressure

A study by researchers from the University of Colorado, Boulder, USA, has found a daily five-minute breathing workout can lower blood pressure and improve vascular health, more than any exercise or medication.

High blood pressure or hypertension is a common, chronic medical condition in which the long-term force of blood against artery walls is high enough to cause health problems such as heart, brain, kidney disease etc. Causes of high blood pressure usually include stress, old age, family history, unhealthy lifestyle habits such as smoking, lack of physical activity, heavy alcohol consumption, high-salt diet and more. According to the World Health Organization, an estimated 1.13 billion people worldwide have this condition, and fewer than 1 in 5 people in the population have this condition under control.

Although there are plenty of lifestyle strategies available to maintain proper cardiovascular health or overcome the hypertension problem,

they take time, effort and discipline. Researchers in the abovementioned study found the breathing workout, known as High – Resistance Inspiratory Muscle Strength Training (IMST), may play a key role in fending off cardiovascular-related diseases.

Developed in the 1980s as a means of helping critically ill respiratory diseases patients in strengthening their diaphragm and other inspiratory (breathing) muscles, the IMST involves inhaling vigorously through a hand-held device that provides resistance. According to the manufacturing website, an IMST device costs around \$430. It is medically recommended to be utilised for a 30-minute-per-day regimen; however, research in recent years have shown that 30 inhalations per day at high resistance, six days per week, may reap cardiovascular, cognitive and sports performance improvements.

In the study, researchers recruited 36 healthy adults age 50 – 79 with above normal systolic

blood pressure (120 millimetres or higher). Half did High-Resistance IMST for six weeks, and half undertook a placebo in which their resistance was much lower. After six weeks, results showed the IMST group's high blood pressure measurement dipped nine points on average. This reduction is commonly achieved by walking 30 mins a week or taking some blood pressure-lowering drug regimens.

Researchers found that even after six weeks of quitting the IMST, the same group maintained the most improvement. In addition, the group saw an improvement in vascular function. Markers of inflammation and oxidative stress were also significantly lower, and finally, the IMST group also managed to complete 95% of the sessions. The finding of this study reveals a novel and unique form of treatment for a common health condition. It is doable and easy without involving pharmacological compounds. With more research, it may be incorporated as an approved hypertension treatment ahead.

ENVIRONMENTAL NEWS

Study models Antarctic glaciers “tipping point”

Researchers from Northumbria University, England, have confirmed that Pine Island Glacier in West Antarctica may cross “tipping points”. This could lead to a rapid and irreversible retreat which may have significant consequences for global sea levels.

Pine Island Glacier is a fast-flowing, ice draining glacial region in West Antarctica. Together with the Thwaites Ice Stream, it flows into the Amundsen Sea embayment in the region. These ice streams drain up to 5% of the Antarctic Ice Sheet. It is a cause for concern as it is presently losing ice, thinning, accelerating, and receding faster than any other glacier in Antarctica, all of which contributed directly to sea levels. In 2018, the Pine Island Glacier also calved an iceberg (known as PIG iceberg or B-46) into the Amundsen Sea.

The Pine Island Glacier and its neighbouring Thwaites glacier are responsible for 10% of the ongoing increase in global sea levels and its future under a warming climate is uncertain. For

some time now, climate change scientists have argued that this Antarctic region may reach a “tipping point” from which it may never be able to recover. This retreat, once commenced, may lead to the collapse of the entire West Antarctic Ice Sheet, which contains enough ice to raise global sea levels by over three metres.

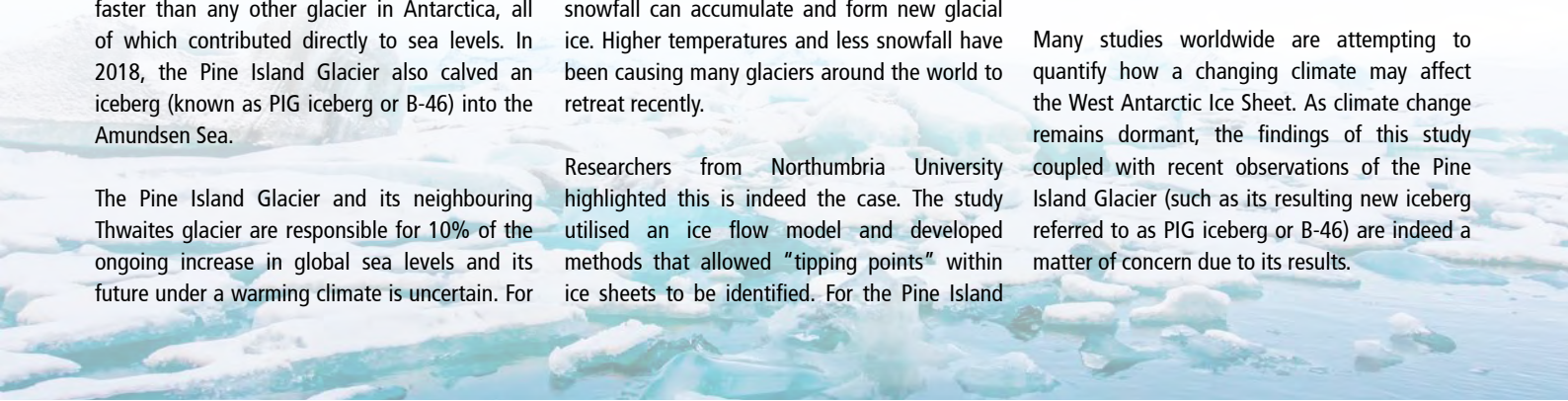
A “tipping point” is defined in the climate system as a threshold that, when exceeded, can lead to significant changes in the state of the system. A glacier retreats when its terminus (final point) does not extend as far down the valley as it previously did. Glaciers may retreat when their ice melts or ablates more quickly than snowfall can accumulate and form new glacial ice. Higher temperatures and less snowfall have been causing many glaciers around the world to retreat recently.

Researchers from Northumbria University highlighted this is indeed the case. The study utilised an ice flow model and developed methods that allowed “tipping points” within ice sheets to be identified. For the Pine Island

Glacier, the study showed the glacier has at least three distinct “tipping points”. A third and final event triggered by rising ocean temperatures of 1.2C will lead to an irreversible retreat of the entire glacier.

In addition, researchers found that long-term warming and shoaling trends in Circumpolar Deep Water (a designation given to the water mass in the Pacific and Indian oceans) as well as changing wind patterns in the Amundsen Sea may expose Pine Island Glacier's ice shelf to warmer waters for more extended periods, making temperature changes of this magnitude increasingly likely.

Many studies worldwide are attempting to quantify how a changing climate may affect the West Antarctic Ice Sheet. As climate change remains dormant, the findings of this study coupled with recent observations of the Pine Island Glacier (such as its resulting new iceberg referred to as PIG iceberg or B-46) are indeed a matter of concern due to its results.



ESM NEWS

“Safety Through Mentoring” webinar held for Senior and Junior officers - Continued from Page 17



Ms. Sikha Singh, Deputy CEO, Executive Group

Launching the webinars with the theme and safety moment, Capt. Arjun Jayashankar, Senior Manager Crew, at ESM Singapore, implored all seafarers to always undertake safety precautions. Ms Sikha Singh, Deputy CEO, Executive Group, addressed the Junior Officer’s webinar about the companies’ aim ahead, the uncertainty brought by the COVID-19 pandemic, as well as the webinar’s theme. “Mentoring goes beyond teaching, counselling etc. It is about having a belief and trust in a person. What kind of mentoring do you expect from others, and what kind of mentor do you want to be?”, urging participants to think ahead.

Further reflecting on the tough times this year, Mr S.P Singh, Managing Director, ESM, necessitated seafarers to have a learner’s mindset amidst a rapidly changing maritime industry. He also urged seafarers on the importance of mental wellbeing. Speaking about vessel performances and improvements, he commended seafarers for their consistent efforts and encouraged better performance ahead. He also relayed that the company’s priorities continue to be etched in ensuring digitalization and cybersecurity, safe navigation, LSA & FFA upkeep, crew, and the environment’s overall wellbeing.

Mr Lancy D’Souza, Director, HR & Crew, provided updates on the company’s recent COVID challenges and measures. Capt. Vijay Cherukuri, General Manager, HSEQA and Dr V Z Belani, Company Doctor, addressed crucial questions about the COVID-19 vaccination. Capt. Vijay

highlighted the pro-active and strict measures undertaken by the company in ensuring the safety of on-signers.



Mr. SP Singh, Managing Director, ESM

Split sessions for engineers and deck officers addressed pertinent topics such as Navigation and Cargo Safety, Safe Navigation, Tankers – Cargo contamination, Dry Cargo – hold cleaning standards and procedures and Machinery Safety. Deck sessions saw interesting and enthusiastic discussions between in-house experts and speakers, Capt. Vincent Fernandez, Dean, Nautical, Capt. Bhambri Diwakar, General Manager, and Capt. Manish Jain, Manager from Vetting & Operations and panellists, a diverse mix of in-house experts with extensive experience and knowledge and seafarers. In Tankers – Cargo Contamination, Capt. Bhambri Diwakar emphasized Ballast checks to detect contamination risk. During each of the respective deck sessions, panellists relayed advice and narrated similar issues on board, adding to their learning lessons.

At the Machinery Safety session, Mr Srinivasan, Assistant Director, Technical, sphered a topical discussion on the various gaps observed in several case studies. He stressed the importance of toolbox and pre-overhaul meetings, the importance of correct reporting and the documentation process. Accompanying him, Mr Jitendra, Director, Technical, advised attendees to be open to discussion and learning, acquire practical knowledge and hardboiled attendees against adopting a complacent attitude in carrying out their duties.

Mr Sudeep Ghosh, Fleet Manager, provided attendees with an overview of recent upgrades in Phoenix 3.0. More advancements were made to the Work and Rest Hour module and the Planned Maintenance System, incorporating new features that enable an interconnected, integrated, and more efficient and user-friendly system. Mr Bhooshan Gupte, Assistant Fleet Manager, addressed feedback on Phoenix 3.0 as provided overtime by seafarers. He assured attendees that efforts are underway to streamline the software, further upgrades will enable better ship-shore collaboration in due course.

Speaking on Maritime Well-being, Ms Harshali Kotekar - Company Psychologist, Capt. Sumit Bhagat - DPA, and Mr SM Iyer - Director, ESM India, held a role-play that addressed challenges onboard caused by the uncertainties from the pandemic. Ms Harshali provided attendees with tips on managing stress, anxiety and ensuring overall wellbeing. Some suggestions included finding simple pleasures or creating the right work environment. “We can all do our bit to ensure that we are extending our care, support or positivity where they feel comfortable to communicate.”

At the Junior Officer’s webinar, Ms Sara C. Sandhaas, Communications Manager, spoke of the available, official communications channels for social engagement such as Facebook, LinkedIn, and Twitter. She also spoke of the various initiatives by the Company, such as the Photography, Create. Innovate and Festive Creative Competitions, aimed to promote crew welfare and engagement onboard. She also encouraged attendees to cultivate a positive community online.

During the Manning Open House, Capt. Anil Arora, Capt. Sumit Sahni - Assistant Director, ESM Mumbai and Mr Anil Varghese - General Manager, addressed the crewing team’s management under recent circumstances and the challenges faced. Capt. Arora assured attendees that ensuring safe crew changeovers continued to be the company’s priority wherever possible. He also advised senior seafarers to lead by setting an example onboard. Capt. Sahni and Mr Anil Varghese spoke of the company’s fleet strength, upcoming takeovers, and seafarer promotions for senior and junior officers. A panel comprising the company’s management addressed several questions on Manning raised by attending seafarers. *Continued on next page*



ESM NEWS

“Safety Through Mentoring” webinar held for Senior and Junior officers - Continued from previous page



This round of the Safety in Mentoring webinar series featured an external speaker, Mr Duncan Peart, Assistant Chief Surveyor from ABS. He held a talk on Port State Control: “Avoiding Unnecessary Detentions” in a combined session for Senior and Junior officers on 08th July 2021. Addressing PSC inspections done around the globe, Mr Peart revealed the latest trends, such as a decrease in inspections observed in China in 2020 and an increase observed in countries like Australia and Japan. Amidst other prompt and relevant discussions, he also shared those deficiencies recently related to living and working conditions.

Concluding the webinar, Mr Iyer, Director, ESM India, said, “Seafarers are the backbone of our organization. With this prolonged pandemic, we have all quickly learnt to adapt to situations before us.” He praised seafarers for their resilience and determination to overcome the challenges during the recent second wave and noted, “We have to stand together as one to overcome this pandemic. Be rest assured that the company is doing its best to support you and your families.”

Educational skits by cadets from the Samundra Institute of Maritime Studies on COVID-19

precautions and Engine Room safety entertained attendees. Third Engineer Shashi Dubey and Fourth Engineer Abhishek Bose also underscored how mentoring onboard could provide seafarers with valuable lessons in safety and in life via video clips.

The webinar sessions were a success, featuring a total of 202 attendees in the Senior Officer’s webinar and 185 attendees in the Junior Officer’s webinar, respectively. Our special thanks to the seafarers who joined the panel to enable a more holistic ship-shore discussion. Participant feedback noted the usefulness of the topics presented and many attendees expressed hope that the webinar would return soon to seminar sessions at SIMS Lonavala.

ESM NEWS

New modules added to learning management systems



New modules on Health and Hygiene were added to the Blended Learning (BL) and the Electronic Performance Support System (EPSS) learning management systems for Samundra Institute of Maritime Studies (SIMS) cadets and Executive Ship Management’s (ESM) ship staff, respectively on 15th July 2021.

The in-house E-Learning team developed the new modules to provide a basic understanding about various illnesses including the COVID-19

pandemic - the virus and its affects, pertaining specifically to seafarers from reliable sources of information. The modules assist cadets and seafarers in anticipating uncertainty, understanding high-risk points in relation to their job scope and ensures preparation ahead of joining a vessel.

Each module includes pertinent topics such as Staying Safe Onboard, Coronavirus Protection Onboard, ensuring Mental Resilience, and Protection during Crew Changes, providing short, informative videos.

The modules also encourage focus on mental wellbeing and recommended seafarers to undertake positive practices and habits onboard while away from home for extended periods.

Noting an increase in the use of interactive multi-media and usage of earphones due to the pandemic, the e-learning team took the initiative to provide information on taking care of one’s own ears from issues such as Swimmer’s ear (ear infection). It also included a module on Repetitive Strain Injury (RSI), to educate attendees on common muscle strains while providing tips on avoiding such ailments.

Shore-based staff may access the modules via the EPSS browser on request. Participants may provide user feedback at the end of the module and plans are currently in the pipeline to distribute the latest EPSS in all vessels.

MAIN NEWS

‘The Judge’ attains first place as Best Ship Awards announced for first half of 2021 - Continued from Page 1

chemical tanker Claxton Bay were awarded under the Most Improved Ships category. Vessels Roberto and St. Gertrud won second and third places in the Oil/Gas Tanker category. UACC Ras Laffan and Aegean Wave attained second and third places in the Chemical Tankers category. We congratulate the exemplary leadership and teamwork of the Masters and Chief Engineers of the winning vessels who were onboard during the review period.

We recognize the collective efforts of the Masters and Chief Engineers onboard The Judge in the second half of 2020 and during the first half review period for 2021; Capt. Kaushal Kumar Rai, Capt. Gopikanth Reddy Polam, CE Navin Kumar Thiyagarajan and CE Gaurav Barthwal. We also congratulate Capt. Sunil Negi, Capt Amit Ranjan Dungdung, CE Abilash Mani and Fazal Mohammed Zikriya Peter (Chem Helen) for their stellar efforts as well.

Sailing onboard The Judge in his current tenure, Capt. Kaushal Kumar Rai, who was also onboard last year, during the review period said of the achievement, “We never aimed to secure an award, instead our sole aim was to encourage all crew members to perform to the best of their abilities and competence in our common goal of Safety of life, ship and cargo. A team effort, it was equally important to identify strengths and

weaknesses of each crew member and how best one can contribute to the goal.”

“We were blessed with an excellent, sincere and dedicated crew – most of whom had gone through difficult times at home with the effects of the pandemic. With crew change carried out in large batches, there was an instant bond and mutual understanding among everyone.”

Reflecting on maintaining the motivation onboard he added, “Regular get-togethers were organised and crew members were actively encouraged to participate in sports and yoga. This helped with feelings of reward that led to better performance during audits, PSC, vetting and owner’s inspections. We also set up a gymnasium and table tennis room for crew and organized various tournaments such as table tennis, carrom and chess to avoid monotony due to shore leave’s restrictions.” He also noted that the increased free internet/WIFI allowance for crew by the management made an impact, “It may look like a small gesture but enabling the crew to be better in touch with their family and loved ones went a long way in enhancing the quality of life onboard.”

“Good food was also a great motivation while being away from home. Our Chief Cook ensured a varied menu from recipes downloaded and this

gave crew something to look forward to at the end of a tiring day.”

Commending the ship-shore collaboration, he noted “The technical department always provided support, and no one was more than a phone call away. Guidelines, timely circulars, checklists etc and updates on the worldwide scenario assisted in ensuring no laxity on our parts in ensuring proper planning in our operations. We pursued these targets to avoid pending tasks accumulating especially in our next voyages.”

Congratulating the winners, Mr Sanjeev Dubey, Fleet Manager said, “Despite challenging times, we were able to keep our vessel staff supported and motivated which is the key. A focused support from shore to vessel’s requirements and equal reciprocation from ship staff resulted in a healthy teamwork which helped achieve the desired results and making our vessel proud!”

The Best Ship Awards recognizes and encourages optimum crew performance in cultivating and maintaining an effective and efficient safety culture and excellent standards of operations performances across vessels. Winners will receive certificates and a monetary reward of USD 500. Awardees in the second and third places will receive USD 300 and USD 100, respectively. Our heartiest congratulations to all winners.

WINNERS

Oil/Gas Tankers

1st Prize: The Judge
2nd Prize: Roberto
3rd Prize: St. Gertrud

Chemical Tankers

1st Prize: Chem Helen
2nd Prize: UACC Ras Laffan
3rd Prize: Aegean Wave

Most Improved Ship

Oil/Gas Tanker: UACC Eagle
Chemical Tanker: Claxton Bay



“Shaping the Future for a secure tomorrow” Webinar held for cadets - Continued from Page 17



Host Lt. Col (Retd) Sharat Laskar, HR Manager, ESM Mumbai introduced all speakers and led the event through. Mr S M Iyer, Director, ESM India, addressed the challenges brought forth by the COVID-19 pandemic, such as in crew change and delay in joining for newly graduated Samundra Institute of Maritime Studies (SIMS) cadets. He emphasized the importance of mentoring and advised cadets, “Imbibe the wisdom from your mentors and be a mentor for the next generation.” Encouraging attendees, he added, “It is time for you to practice what you have been taught and keep the SIMS and Executive Ship Management flag flying high!”



Lt. Col (Retd) Sharat Laskar, HR Manager, ESM Mumbai

Capt. Anil Arora, Assistant Director, ESM Mumbai, provided attendees with information on the various companies under the Executive Group of Companies umbrella and their respective services. Speaking about life onboard, Capt. Shobhit Chaturvedi, Fleet Personnel Superintendent, underscored the benefits of the maritime profession, the challenges faced onboard, the values and the unique learnings onboard such as self-discipline, self-dependence and motivation. Addressing the many difficulties that a newcomer would face, he advised attendees to undertake life onboard with the utmost sense of professionalism. Other tips included being accommodating, familiarising themselves with their ship operations, prioritizing safety, remaining focused and dedicated, and being open to understudying their seniors’

behaviours, knowledge, and conduct. He also encouraged the participating parents to support their children while they are onboard.

SIMS alumni Junior Officer Gaurav Mange, former DNS 20 and Junior Engineer Devanshu Shukla, former B Tech 6, shared their numerous valuable lessons and experiences onboard. JO Gaurav spoke of how he overcame challenges such as seasickness, mistakes made due to the human element and the overall importance of training and situational awareness. He also shared tips that helped him during his voyages. JE Devanshu shared some of his lessons learnt and advised his juniors to familiarise themselves with the ship, keep working areas clean, read the manuals or EPSS programs made available before commencing any machinery-related work. He also relayed studying and tips for examinations.



SIMS Alumni Junior Officer Gaurav Mange

Focusing on Onboard Training, Company Training Officer, (Retd) Commander Manoj Saxena emphasized its importance and implored cadets to finish their respective training books within a sailing contract and to carry all books onboard irrespective of the type of ship they are joining. He advised cadets on the dos and don’ts and provided tips to avoid any errors in their reports. Additionally, he instructed attendees always to carry necessary documentation in their hand-carry luggage.

Mr Anil Varghese, General Manager, Manning underlined a cadet’s career development

prospects in the company and asked cadets to download the new Crew Portal, the Seafarer’s App, for better documentation upkeep. Mr Yatendra Jain, Deputy Technical Superintendent, narrated his professional journey as a SIMS cadet, seafarer, and now shore employee while meeting several words of wisdom and guidance to attendees. In a short talk, Ms Harshali Kotekar, Company Psychologist, addressed topics such as mentoring, adjusting to change and developing other soft skills. She noted that change was part of life and assured cadets that apprehensions were expected and provided tips on dealing with change and ensuring overall wellbeing.



SIMS Alumni & ESM Deputy Tech. Superintendent Yatendra Jain

SIMS faculty member Capt. Subhendu Hati, Dean, Nautical Studies, hosted a quiz session on Nautical, Engineering, and other general topics. Team No. 26 were triumphant winners, and Team No. 9 were pronounced the runners-up of the quiz, which received enthusiastic responses from eager participants.

In a Q&A session, a panel comprising Mr SM Iyer, Capt. Sumit Sahni, Retired Commander Manoj Saxena, Mr Jims Andrews, Principal, SIMS Lonavala, answered critical questions raised by cadets. Attendees asked how signing on delays for junior officers is being managed, queries on training books, courses for post-cadetship, crew changes in China, and learning on EPSS while at home.

Concluding the webinar, Capt. Sumit Sahni, Assistant Director, ESM Mumbai, said, “Shipping is the backbone of many economies, but it continues, resilient under the toughest of challenges. I take pride in declaring that ESM was one of the first companies that showed unconditional support for its seafarers. Our goal should not be to be better than anyone else, but to be better than what we were.”

A total of 249 participants attended in the knowledge-sharing session that was well-received by attendees. Many attendees noted appreciated the relevance of the webinar, the quiz session and the usefulness of topics presented.

ESM NEWS

ENB Photography Contest is Back!

- Continued from Page 17

services that went on, contributing to the continued global supply chain system. Our seafarers are our pride and in this, we bring forth a photography contest as we honour the resilient spirits of our crew and shore teams.

Share with us photos that depict your pride and your joy as an integral lifeline of global trade!

Stand to win attractive prizes and company rewards!

Who can participate?

All onboard and on leave seafarers; and employees of ESM.

How to participate?

Email your photographs to enbphoto@executiveship.com. Interested participants may provide not more than **THREE (3) photos with a brief caption (in English) that does not exceed 100 words explaining the photo.**

All entries must reach us by 15th September 2021.

All contestants **MUST** comply with all necessary safety and security procedures laid down by the Company. On ship, this shall be verified by the Master onboard.

Please read the terms and conditions carefully before submitting your entry.

Terms and Conditions

Participants may take photos using professional cameras as well as mobile phone cameras. When taking these photos ensure compliance with the laws and safety precautions as set down by company and various authorities. **Any photos taken:**

- **In groups, MUST have participants in masks unless taken during an activity that does not require masks.**
- **On ships, MUST comply with company's HSSE procedures, i.e. only intrinsically safe cameras to be used in hazardous areas.**
- **MUST comply with the local authorities, Terminal and/ or port regulations, especially those with regard to safety or COVID-19 related health precautions.**
- **Be conscious of your surroundings. Do not endanger yourself or the lives of others.**
- **Do not act in violation of a country's laws and regulations.**

For submission, please take note of the following:

- Seafarer participants onboard, please utilize your vessel e-mail.
- Onshore participants may use their personal email addresses for submission.
- Ensure that you include your full name, seafarer ID/ Employee ID, rank/ designation and personal contact email and photo location (if any) in your entry. This will help us in contacting the individual for more details or clarifications before judging the entry.
(Please ensure there are no errors in submission details)
- Maximum of **THREE (3)** photos is allowed per entry.
- File sizes cannot exceed 1920 x 1080 pixels.
- Photos are not heavily edited.
- Photos containing nudity, violence or other forms of gory/ vulgar/ explicit images will be disqualified.
- Photos that are lifted from the Internet, or any other sources will be disqualified.

By submitting photos, you confirm:

1. You are the only author of your work and that it is your original work.
2. You are the sole copyright holder.
3. You have not licensed any rights in the work that will conflict with the usage rights required by Executive Ship Management and Executive Group.
4. You consent to your work being published on various media platforms and collaterals under Executive Ship Management and Executive Group.
5. You have the permission of any persons in the work, or if they are below eighteen, the consent of their parent/ guardian to grant usage rights as required.

Seventy-Eight vessel crew changes conducted in July - Continued from Page 1

ahead in these ports in August. Every opportunity is being utilised to vaccinate seafarers onshore and onleave. Since the commencement of this initiative earlier in May 2021, over 2500 seafarers onboard and on leave have been vaccinated.

Crew change update

Since the second wave in India in April 2021, many countries have imposed restrictions on crew changes involving Indians or on vessels that have called the country. There is varying degree of quarantine requirements upon entry as well as testing regimes. Countries in the Southeast Asian region such as Singapore, Malaysia and Indonesia have prohibited crew change. In Singapore, especially, crew change is prohibited for any crew who has transited India in the last 21 days from joining and any off signers from vessels that have called India in the last 21 days. The United Arab Emirates has also closed borders due to the recent surge in COVID cases in India.

China has also imposed varying restrictions on Indian seafarers, and depending on the port, the

restrictions vary from 21 days to three months. Additional testing and other requirements depending on a seafarer's vaccination status etc have also been imposed. Due to the surge of the Delta variant of the COVID-19 virus in Oceania, neighbouring countries Australia and New Zealand have also imposed various restrictions on vessels calling in the area. In the African region, crew change is currently being conducted in South Africa.

The company continues to monitor the prevailing situation closely. In the meantime, we appreciate the immense patience and consideration shown by our crew under these circumstances. Ensuring the well-being of our crew continues to be of top priority for the company and we highly encourage our crew to take all precautionary measures seriously and to get vaccinated if an opportunity avails itself.

ESM is committed to doing its best to ensure an efficient but most importantly, safe crew changeover.

Available for free on iOS and App Store

Download our in-house Seafarer App, ESM Crew Portal now!



Scan for download



A hand holding a camera with social media icons overlaid on the lens. The icons include a red heart, a yellow smiley face with a wide open mouth, a yellow smiley face with a halo, and a yellow smiley face with red hearts for eyes. The background is a blurred outdoor scene with sunlight.

ENB

Photography
Contest

PRIDE AND JOY OF A PROFESSIONAL MARINER AS A LIFELINE OF GLOBAL TRADE

ENB Photography Contest is back!

Calling all seafarers and shore staff to participate in our Photography Contest!

Submit a digital photo that depicts your "**Pride and Joy of a Professional Mariner as a Lifeline of Global Trade**"

To participate, please email your photos to:

enbphoto@executiveship.com

Closing date:

15th September 2021

Note: All participants **MUST** comply with company's HSSE procedures concerning safety onboard AND terminal/port regulations. Please read the full Terms & Conditions for more details.



EXECUTIVE
SHIP MANAGEMENT

www.executiveship.com



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 2021

ONLINE COURSES

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

Join our team of expert mariners & build your onshore career with us!

We are seeking highly passionate Officers for various onshore positions*

Technical Superintendent

- Bulk Carriers (Singapore)

Interested Officers please send updated resume with detailed sea time experience to hr@executiveship.com or contact HR department on +91 22 66895555

*Please note only successful applicants will be contacted



Our future mariners need you!

Calling all Masters with tanker experience for

- **Nautical Faculty** (Mumbai)
- **Faculty Marine Engineering** (Lonavala)
- **Assistant Personnel Officer** (Chennai)
- **Lecturer, English & Communication Skills** (Lonavala)

Interested applicants apply via www.samundra.com/career.asp or email at careers@samundra.com or call 02114-399515/399508

*Please note only successful applicants will be contacted



SIMS



HAPPY BIRTHDAY!

CREW BIRTHDAYS

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

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST SUNIL ANANT KARNIK	25/08	LAPEROUSE	30 LAUKIK SINGH PADIYAR	06/08	LAPEROUSE
MST INDERJIT SINGH MUTIAR	03/08	UACC RAS LAFFAN	30 BALVEER SINGH KOTWAL	12/08	GODAM
MST MELROY SAVIO PEREIRA	22/08	MAEA	30 PRINCE SHARMA	18/08	UACC SILA
MST PRASHANT KUMAR	21/08	ROBERTO	30 CHIRAG SHARMA	26/08	GLORIOUS FUJI
MST SANJEEV KUMAR	21/08	RED MARAUDER	30 SHOEB ABDUL GANI CHOUGLE	11/08	CITY OF TOKYO
MST ROHIT MISRA	23/08	MANDALA	30 GOPUKRISHNAN RADHAKRISHNAN	02/08	WILLOWY
MST SHRAVAN KUMAR DEVULAPALLI	01/08	MAETIGA	CE SANJEEV BASU	30/08	POSEIDON BAY
MST DAVID MALIAKAN	12/08	THE SHERIFF	CE BALAMURUGAN AVOODAYAPPAN	12/08	KANALA
MST NASIR KHAN	06/08	ATLANTIC CROWN	CE HARPAL SINGH	12/08	ROBERTO
MST RAJAT UMESH AGGARWAL	19/08	ASTRID	CE HARDEEP SINGH HUNJAN	15/08	FRONT SANTIAGO
MST ASHISH SEHGAL	20/08	ANL GIPPSLAND	CE SURENDRAN GOVINDARAJ	16/08	MAREX NOA
MST ROYSTAN DSOUZA	26/08	MARLIN AZURITE	CE VISHAL SHARMA	17/08	YAMABUKI
MST MUDIT KAKAR	05/08	JACQUES	CE DILIBAN MALAYAPPAN	29/08	UACC CONSENSUS
CO DEBANSHU ROY CHOUDHURY	10/08	POLARIS BAY	CE LOMAS HANDA	02/08	ARIANE MAKARA
CO BISHAL KUMAR SINGH	18/08	GRAN COUVA	CE VIJAY KUMAR SUDAM	08/08	PALANCA CADIZ
CO VARGHESE ZACHARIAH	02/08	EVER GOLDEN	CE SUMAN DATTA	14/08	BOUGAINVILLE
CO MANISH KUMAR	03/08	LR2 ETERNITY	CE MAYANK SHARMA	27/08	ONE MILLAU
CO HARSIMRAN SINGH JOLLY	28/08	MAEA	CE NITIN SHARMA	05/08	FS SINCERITY
CO RAJESH KUMAR HANUMANTHU	29/08	ARISTODIMOS	2E BALASUBRAMANI SHANMUGAM	16/08	AZERI GAS
CO HARDEEP SINGH	05/08	PRINCESS ALEXIA	2E GEORGE SOLOMON NESAN	20/08	WILLOWY
CO YATIN MEHTA	14/08	UACC SILA	2E RAMAN JEET SINGH	10/08	ONE MILLAU
CO RAVNEET SINGH BRAR	23/08	ALHANI	2E RAJESH BABU ARJUN	13/08	PLATYTERA
CO SUMIT KUMAR	27/08	ROBERTO	2E NITIN YADAV	16/08	RENAUD
CO SUBODH ANANT NAGWEKAR	28/08	CHEM HELEN	2E SUDHAKARAN SIVALINGAMOORTHY	04/08	UACC SHAMS
CO NARENDRA MORAWAL	20/08	UACC FALCON	2E NANDAN OBEROI	15/08	MANDALA
20 RAVI KANT SHARMA	06/08	EVER FAST	2E SUKHJINDER SINGH	31/08	FRONT SANTIAGO
20 VICKY DAMAJI KOLI	11/08	MAREX NOA	2E MATEEN MOHAMMED ABDUL	24/08	THE DEPUTY
20 SUDHEER BAJPAI	02/08	ONE MILLAU	4E ANUJ PRATAP SINGH	05/08	TAMPA TRIUMPH
20 JAMES KURIAN	04/08	MAETIGA	4E HIRA LAL	10/08	CHEM NICHOLAS
20 DEVESH KUMAR TRIPATHI	07/08	OAKA	4E NASARUDDIN G. UBAITHULLAH	26/08	UACC RAS LAFFAN
20 VARUN CHERIATH AIKARA	07/08	AZERI GAS	4E PRABAHAR SEKAR	10/08	RENAUD
20 PRAKHAR BEDI	20/08	ARISTODIMOS	4E ANKIT TANDON	24/08	MARLIN AZURITE
20 GOPENDRA AWASTHI	24/08	GRAN COUVA	4E DAMANJIT SINGH	03/08	ATLANTIC GUARD
20 GAURAV KAPOOR	30/08	UACC RAS LAFFAN	4E VINAY KUMAR	13/08	CARTAGENA
20 RIJUL SHARMA	20/08	PIONEER BAY	4E SATHYAVATHI SHARATH CHANDRAN VIJAYAGIRI	16/08	ARISTODIMOS
20 MAYANK JOSHI	17/08	LR2 ETERNITY	4E ARUNKUMAR KOCHUKALEECKAL GOPAKUMAR	17/08	ANL GIPPSLAND
30 MITHLESH KUMAR	14/08	MANDALA	4E ADHARSH CHALIYAKKARA	30/08	CHEM HELEN
30 PRAVEEN KUMAR DUBEY	19/08	EVER GOLDEN	4E SOURABH SUKHADEV SULAKUDE	26/08	JOSEPH WISDOM
30 AJAI SREEDHAR	01/08	MARLIN AMBER	4E DEEPAK SINGH BISHT	05/08	CLAXTON BAY
30 JISHAND VALAVIL	31/08	CHOLA VIRTUE	JE DURGESH GUPTA	15/08	MARLIN AQUAMARINE
30 GURNOOR SINGH MAKIN	03/08	LR2 ETERNITY			

NEW JOINERS

New joiners welcomed onboard ESM vessels

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



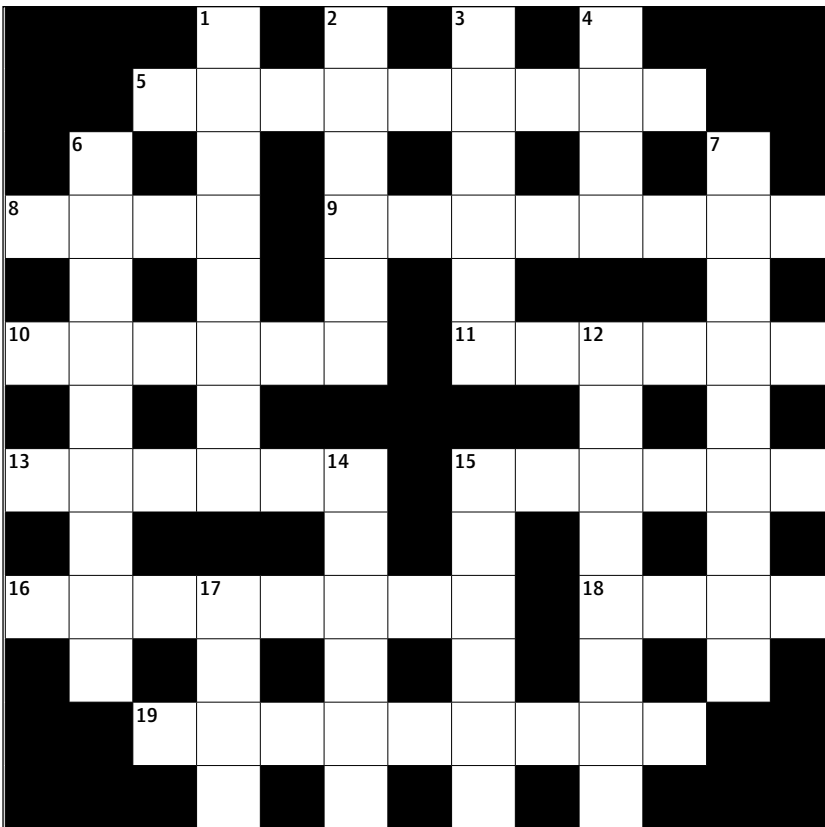
- | | | | | | |
|-------|----------------|---------------|-------|---------------------------|---------------|
| 1. 30 | SAAHIL SINGH | SANTOS | 4. JE | VINEET KUMAR YADAV | LR1 CARRIER |
| 2. 30 | SAURAV SINGH | LR2 POSEIDON | 5. JE | JASHAN KAMBOJ | RED RUM |
| 3. JO | ATISHAY UNIYAL | AFRA HAWTHORN | 6. JE | KIRAN DAVASAM RAMESH BABU | AFRA HAWTHORN |

PUZZLES ANSWERS FOR ISSUE 195

1	L	O	2	V	A	3	G	E		4	T	5	A	R	6	Z	A	7	N
	O		A		R		8	C				R		I				I	
9	V	O	L	C	A	N	O			10	G	U	L	A	G				
	E		I		N		N				O		L					G	
11	R	A	D	I	I			12	S	U	N	D	I	A	L				
	S				T										O				E
		13	E	14	F	F	A	N	D	B	15	L	I	N	D				
16	O		A						E			A						17	L
18	W	H	I	S	19	K	E	R			20	C	O	21	C	O	A		
	N		L		A			A			O		H					N	
22	S	K	I	M	P			23	T	A	N	K	A	R	D				
	U		N		U			E			I		F						E
24	P	I	G	S	T	Y			25	S	C	R	E	E	D				

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

PUZZLES



Across

- 5 From Montevideo? (9)
- 8 Prestidigitator's stick (4)
- 9 Senior official of the House of Lords (5,3)
- 10 Cultural environment in which something develops (6)
- 11 Vandalise (6)
- 13 Tiny swimmer (6)
- 15 Small mollusc (6)
- 16 Tour of watering holes? (3,5)
- 18 Somewhat (1,3)
- 19 Vehicle with large tyres for use on sand (4,5)

Down

- 1 American football playing field (8)
- 2 Holder for hens' products (6)
- 3 Deliberately misleading report (6)
- 4 Support (4)
- 6 Predatory (9)
- 7 Ceramic ware (9)
- 12 Spanish dance – a fond nag (anag) (8)
- 14 Ship used for deep-sea hunting (6)
- 15 Done by design (6)
- 8 Unselfish – desecration (anag) (11)
- 14 Weak point (7)
- 15 Using few words (7)
- 16 Accepts responsibility (4,2)
- 17 Having real estate – came down (6)
- 19 No longer working (5)
- 21 Make sore by rubbing (5)

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

“Safety Through Mentoring” webinar held for Senior and Junior officers



“Safety Through Mentoring” themed webinar was held for senior and junior officers from 06th – 08th July 2021. Key discussions were held on topics such as the COVID-19 pandemic, machinery safety, updates to Phoenix 3.0 etc discussed. Eleven sailing Officers Capt. Srinivasa Sankari, CE Davinder Sharma, CE Avin Kumar, CO Senthil Kumar, CO Shashank Singh, 2E Srikanth Routh, 2O Davinder Pal Singh, 2O Varun Talwar, 3E Shashi Prakash Dubey, 4E Akash Masand and 4E Goutham Rohit Karri joined the webinar as panellists to ensure a more holistic, ship-shore dialogue.

Continued on Page 6&7

ESM NEW TAKEOVER

Yard delivery of LPG carrier Jacques in July

Liquefied Petroleum Gas (LPG) carrier, Jacques was successfully delivered from Murakami Hide Shipbuilding, Japan to the management on 15th July 2021.

Named after Jacques Boudet, presiding leader of Geogas, vessel Jacques is helmed by an experienced crew comprising of Master Mudit Kakar , Chief Officer Hudson De Los Santos Garay, Chief Engineer Byron Jones Avendano Mendoza and Second Engineer Uthandaraj Kasiraj.



Our heartiest congratulations to the crew and onshore teams for their efforts in ensuring a safe and efficient takeover. Best wishes to all onboard Jacques, safe sailing and following seas on their voyages ahead!

ESM NEWS

“Shaping the Future for a secure tomorrow” Webinar held for cadets

ESM Mumbai held its first-ever webinar for graduate cadets, trainee engineers and their families on 28th July 2021. This is notably the first time a ship management company has held a webinar for cadets focused on addressing their future in the industry as well as the company. It featured pertinent knowledge sharing on topics such as the career development in the company, onboard training, acclimatizing to life onboard ships and more.

Continued on Page 9

ENB Photography Contest is Back!

The Executive News Bulletin Photography Contest is back for all Executive Ship Management seafarers as well as shore employees.

Details of contest:

Theme - “Pride and Joy of a Professional Mariner as a Lifeline of Global Trade”

The world came to a standstill with the spread of the COVID-19 pandemic. Seafaring was and still is, one of the several essential

Continued on Page 10



Joke of the month

What kind of key opens a banana?

A mon-key.





EXECUTIVE
NEWS BULLETIN