



MAIN NEWS

MPA awards ESM for Outstanding Search and Rescue effort at Sea

ESM is proud to receive the award for Outstanding Contribution to Search and Rescue Efforts in 2019 by the Maritime and Port Authority of Singapore (MPA). The award, announced at the International Safety@ Sea Webinar on 01st December 2020 recognized the successful search and rescue operation (SAR) conducted by ESM-managed vessel MV Crimson Knight on 31st October 2019 during inclement weather caused by Cyclone Maha along Thrissur, India.

Congratulating the winners via the webinar, Ms Quah Ley Hoon, Chief Executive of MPA, said "Let's continue to work together as one community to continue to uphold the highest standard for the maritime industry".



Organized by the Maritime and Port Authority of Singapore (MPA), the International Safety @ Sea Awards is a platform that promotes safety at sea and recognizes individuals and corporations that have made significant contributions to the cause.

Continued on Page 4

Sixty-one vessel crew changes conducted in November

In the month of November, 61 vessels saw successful crew changeovers. A total of 359 crew changes has been conducted thus far as the company continues to make avail of every opportunity for crew changeovers to be conducted in a safe and efficient manner.

Challenges continue to arise due to changing requirements and tighter restrictions imposed by the respective authorities, resulting in temporary delays in crew sign off and in visa approvals. Such challenges continue to be encountered in the Asian region. Crew changes remain halted in Japan, China, South Korea, Thailand, Taiwan, Vietnam,

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SAFETY MOMENT OF THE MONTH

A close call while lifting

*** 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. ***



Crew members onboard a tanker were working on installing the portable gangway at a dock. When the gangway was in place between the ship and the dock, a crew member walked to the middle and removed the four wire slings, motioning to the crane operator to heave up the rigging, connected to a single lifting ring.

While lifting, one of the loose slings became entangled between the steps of the gangway resulting in its sudden movement. The crew member immediately signaled to the crane operator to stop heaving immediately. The wire sling was removed from the step and the slings were recovered without any further issues.

Lesson learned:

- Even the most common, banal tasks may have hidden hazards. Vigilance and attention to detail are your best defense against unwanted consequences.
- Good visual contact between a crane operator and the signaler is always a best practice.
- Do not adjust the sling while lifting. Clear the sling before the lifting operation is being carried out.





Letter from ESM

Despite the raging COVID-19 pandemic and related issues we are pleased that the month ended with the successful completion of the three-day Officer's Webinar. We thank the officers who participated and made the webinar successful. Hearty congratulations to the combined team from HSEQA, Manning and Technical departments for organizing the event together with the IT department. Although not an ideal mode of communication, webinar may be the way to go till the pandemic subsides.

Crew changes remain a challenge as countries have fallen into the second wave of the pandemic. Related rules and regulations related have been made more stringent for foreigners to enter. Nevertheless, due to the consistent efforts by the Crew department we have made regular progress in the crew changes and the report on the first page will provide you the latest update on the results in November.

Phoenix 3.0 released to the fleet and the shore operations is now being introduced in a phased manner to replace the older version. We thought it appropriate to introduce a new series to provide easy reference for use. The first article of the series written by Capt. Arvind Karandikar.

Capt. Vinod Dubey has once again contributed another interesting article on the Commercial aspects of the ship's business. We do hope his articles will be of interest to not only the captains and chief mates but also entire officers and crew giving them a new perspective on the purpose of the ship they are sailing on.

In our Technical article, Fleet Manager Mr. Abhijit Bandopadhyay has made a strong argument on why it is so important to have routine inspections of "Top Bracings" to deal with engine vibrations. I am sure all engineers on board will certainly attain more knowledge here.

Overall, we have more to celebrate on the final month of the year. There was a steady progress and consolidation of resources, while all sister companies within the Executive group made efforts complementing and supporting each other. A big laud of applause for each employee – be sailing on board or contributing from shore.

Finally, wishing you all a very Merry Christmas and a safer, healthier and peaceful New Year 2021!

Be safe and be happy - wherever you are,

Sikha Singh

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TECHNICAL NEWS

The importance of having routine inspections of Top bracing in diesel engines

By Mr Abhijit Bandhyopadhyay, Fleet Manager

Modern Marine diesel engines are very powerful and big engines can generate power up to 100,000 HP. This high generation of power sets up vibrations in the engine. Vibration is detrimental to the engine and can cause damage to engine parts, supports and structure.

Bracing is one of the various methods to reduce/limit the engine vibrations.

Top bracing failure and consequences

Vessel was approaching port. During pilotage, ship's staff noticed a drop in main engine lube oil pressure to just above alarm point. As vessel was in the channel it was difficult to stop engine. Hence, after berthing ship's staff dismantled lube oil auto backwash filter and sludge catcher for inspection and found white metal particles. Upon thorough inspection of crankcase including chain casing lube oil distribution, main pipe inside chain casing was found having ruptured from welding joint. Most likely lube oil pressure drop and lack of flow in the chain drive supply pipe, sprocket and compensator shaft bushes inside the engine were caused due to vibration. Upon completion of cargo operations, vessel had to be towed to anchorage and damage repair work was carried out with assistance of shore workshop.



Top bracing detached from hull



Ruptured lube oil pipe in chain casing

In another case an engine's A-frame was found cracked (chain drive section) and was repaired by V-joint gouging and welding (Unalloyed C-Mn steel) with full penetration from outside as per engine maker's recommendation.

Vibration was the main cause of both these failures.



A-frame crack welded from outside and DPT done

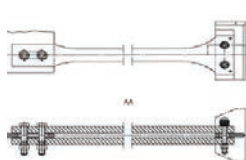


A-frame crack welded from inside and DPT done

Introduction of Top Bracing:

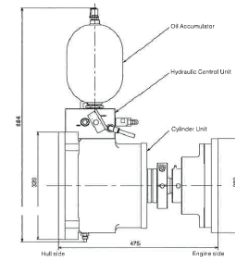
Top bracing was introduced for marine main engine mainly to eliminate the vibration of the engine and shipside. The guide force moments are caused by the transverse reaction forces acting on the crossheads due to the connecting rod/ crankshaft movement mechanism. The guide force moments are harmless to engine, however they may cause severe vibrations in the superstructure and engine room, if proper countermeasures are not taken.

Transverse mechanical top bracing was introduced which provides stiff connection between the engine and hull. Mechanical top bracings consist of double bar tightened with friction shims to facilitate movement, in the event thermal expansion of engine or different loading condition take place.



In engines of newer generations, the makers have introduced hydraulic top bracing as an alternative to mechanical top bracing mainly for engines with a cylinder bore of 50 cc or more. The hydraulic top bracing unit consists of a single acting hydraulic cylinder with control unit and an accumulator mounted directly on the cylinder unit.

Hydraulic top bracing is controlled by an automatic switch in control panel, which activates the top bracing when engine is running. It will be prudent to programme the control switch to choose a certain rpm range when top bracing is required to activate.



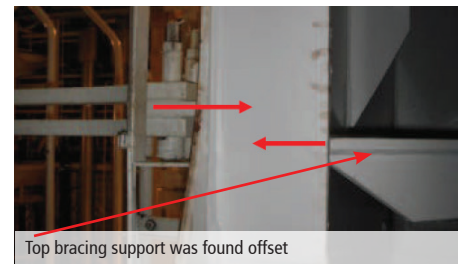
Main causes of failure

Failure of structure due to incorrect supporting or incomplete or no supporting of engine top bracing are likely reasons for high vibrations leading up

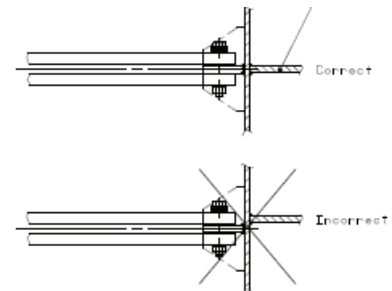
to rupture of chain casing lube oil pipe and crack of the A-Frame.

Lessons Learnt

Top bracing checks must be carried diligently as recommended by makers to prevent premature failure and damage to engine components.



Top bracing support was found offset



Top bracing support welded at the centre line of top bracing.

PMS requirement:

1. Install new friction disc on each top bracing and check tightness of the bolts at intervals of 5 years, as per maker's recommendation.
2. Monitor the 6 monthly routine jobs incorporated in Phoenix closely. Visual inspection of any cracks and tightness check of top bracing bolts as per recommended torque for the engine side as well as hull side shall be conducted. Relative movements exceeding 0.02 mm between top bracing and fastening plate (casing side or girder) should be checked by dial gauge and bolts tightened at higher torque as recommended by maker.
3. During engine running. Check oil pressure and leakages daily in hydraulic top bracing. Hydraulic cylinders to be overhauled (including oil seal renewal) on yearly basis.

MAIN NEWS

MPA awards ESM for Outstanding Search and Rescue effort at Sea - Continued from Page 1

Criteria for nominations entailed successful and high-profile search and rescue operations involving a Singapore – based company. The nominations for the award were subsequently reviewed by MPA'S National Maritime Safety at Sea Council

ESM was recognized for the SAR conducted by managed vessel MV Crimson Knight, on 31 October 2019, where five fishermen were rescued from a capsized fishing boat during inclement weather caused by Cyclone Maha along the Indian coast of Thirissur. The vessel which was enroute to Chittagong received a call for help from the Indian Coast Guard and proceeded for the SAR operation for a total of

16hrs and 12 minutes, deviating for around 10 hours and 34 minutes from its course. The rescue was coordinated by Captain Rajiv Kumar and CE Ashish Mohan Shetye well-experienced leaders with ESM who were able to mobilize the crew as one, strategizing a safe and efficient rescue amidst inclement weather conditions.

At Executive, we are consistently working and striving to ensure safety awareness and preparedness via education, training as well as emergency drills. This enables our crew to respond to any crises at sea. We would like to express our heartiest congratulations and sincere appreciation to our crew for their professionalism at sea and courageous display of seamanship.



COMMERCIAL NEWS

Deadfreight – Freight for invisible cargo

By Capt. Vinod Dubey, Assistant Manager, Adhart

“I confirmed to charterers that my vessel can load 75,000 MT of coal. The terminal has completed loading but the final loaded quantity is only 65,000 MT, i.e., 10,000 MT short. Two hatches still appear only half-full. Pilot is booked for departure in an hour. Should I escalate this matter?” This situation, albeit rare, may arise. That is when the question - “If charterers are responsible for using the vessel’s full cargo capacity?” will come up. The answer is YES, if it is agreed in Charter Party.

A customary practice in the bulk trade is to allow for the margin of 10% in weight during actual loading, in either the charterer’s option (MOLCO) or the owners’ option (MOLOO). Hence, the Charterers are in a breach of contract, if the cargo loaded quantity is below the agreed margin. The compensation for the quantity of cargo “short-shipped” is called deadfreight. The term “deadfreight” originates from the fact charterers have failed to use available declared capacity of vessel, and on which freight is nevertheless due, even though currently regarded as being “dead” or lost.

When it concerns money, Owners will require adequate objective evidence to prove that the charterer or shipper were made fully aware of

the vessel’s carrying capacity and are given reasonable opportunity to provide the balance cargo before the vessel’s departure load port. The following are some key and time-sensitive documents/ formalities required to be completed by Master which may assist Owners greatly to successfully claim for deadfreight:

- a. As a rule, the Master must declare in writing the maximum loadable quantity of cargo for his vessel and Notice of Readiness (NOR), an apt official document to notify all parties about the quantity agreed as loadable.
- b. Master must issue a letter of protest in this regard to the charterers in the load port stating that Charterers/ Shippers are not utilising the declared cargo carrying capacity of the vessel.
- c. Deadfreight claim form (ESM Form PCS) must be duly filled and presented to the shipper and charterer. The common mistake that Masters make is they get it signed by agents “for receipt only” and depart from port. Master must inform the Charterers that full cargo has not been provided by the shippers and does not depart from the load port without obtaining specific guidance from Charterers in writing.
- d. The Master should not endorse Bills of lading (B/L) for deadfreight due without receiving approval from Owners.

When settling the “deadfreight”, industry has followed a fair and balanced approach between Owners and Charterers. Owners must be aware of some significant facts in this regard:

- a. While the deadfreight is being paid by Charterers to shipowners as compensation for “short-shipped” cargo, the expenses which are normally borne by the shipowners, as per Charter Party (e.g., loading, or discharging expenses) will be deducted. This is to ensure that Owners do not get double advantage, i.e., compensation for the lost freight as well as savings on loading and discharging expenses.
- b. When calculating the laytime at discharge port, the tonnage for which freight was paid, i.e., “B/L quantity + deadfreight quantity” will be considered by Charterers to decide on the commencement of demurrage period for owners.

To conclude, Master should not take it for granted and must complete documentation/ notifications to positively enable his Owner claim deadfreight successfully.

In-turn Owners should be aware of deadfreight settlement procedure to avoid undue disputes with Charterers.

ENVIRONMENTAL NEWS

Marine heatwaves strengthen hurricanes

Marine heatwaves can further strengthen hurricanes causing greater destruction to our lives as well as to the climate, oceanographers from Texas A&M University have found. This effect will continue as ocean temperatures continue to rise because of climate change.

Heatwaves occur on both land and sea. Marine heatwaves (MHW) are prolonged extreme oceanic warm water events that can have devastating impacts on marine ecosystems. It occurs when ocean water temperatures are much warmer than normal (usually above the 90th percentile of their climatological distribution) for at least five consecutive days. In the recent years, marine heatwaves are increasing in frequency and duration due to climate change, impacting marine ecosystems and industries.

According to the United States National Hurricane Centre, 2020's Atlantic Hurricane season has broken the record as the year with the most number named storms. The Hurricane season runs from July to November and dangerous storms are usually given names to raise public awareness before they strike.

Several factors contribute to an active hurricane season such as warm sea surface temperatures, low wind shears and increased instability over West Africa and La Nina. A pulse of enhanced rainfall, known as the Madden-Julian Oscillation, moves eastwards round the equator - when it is located over West Africa, causing more rainfall and thunderstorms which may result in tropical storms over the east Atlantic. La Niña, a change in Pacific Ocean temperatures with cooler water being pushed eastwards across the equatorial Pacific, can affect global weather patterns and one of the effects is an increased number and strength of Atlantic tropical cyclones, especially late in the season.

During summer, solar energy increases air temperature and surface temperature to the point where the water column is no longer able to absorb heat from the atmosphere. The study noted that the waters located in the Gulf of Mexico in the summer months are especially prone to these conditions. Hence, the study examined Hurricane Michael, the first Category 5 hurricane on record to impact Florida in October 2018. An earlier storm in September that year saw the mixing of cold bottom water with warm surface water in the ocean.

Subsequently, during an atmospheric heatwave, the water column absorbed more heat energy resulting in a marine heatwave that strengthened Hurricane Michael into a Category 5 storm. Hence, the compound effect of the earlier storm and the atmospheric heatwave provided optimal condition for Hurricane Michael to become stronger. This was not taken into consideration when the Hurricane was forecasted then.

The study thus concludes that hurricanes or storms can get stronger if these marine conditions are present in the atmosphere. It notes this pattern can also reveal environmental problems in the marine ecosystems such as bleaching of coral reefs, hypoxia (low oxygen in the water) and other problems that have been predicted with global warming. Marine heatwaves are a relatively new area of research; however, they stand to impact the climate in near irreparable ways.

MIND YOUR BODY

Engaging in sports can improve memory

Sports such as an intensive physical exercise session as short as fifteen minutes can improve memory, including acquiring motor skills, according to a new study conducted by scientists from the University of Geneva.

The improvement in physical and mental well-being after a sporting exercise can be attributed to endocannabinoids, or molecules produced during the physical exertion. These molecules circulate in the blood, binding specialised cellular receptors to trigger a feeling of euphoria. They also bind receptors in the hippocampus – the main brain structure for memory processing.

The hippocampus plays essential roles in the consolidation of information from short-term memory to long-term memory. It also helps humans process and retrieves two kinds of memory, declarative memories and spatial relationships. Declarative memory also referred to as explicit memory, is the memory of facts, data, and events. Spatial memory is a cognitive

process that enables a person to remember different locations as well as spatial relations between objects. This allows one to remember where an item is about another object; for instance, allowing someone to navigate through a familiar city.

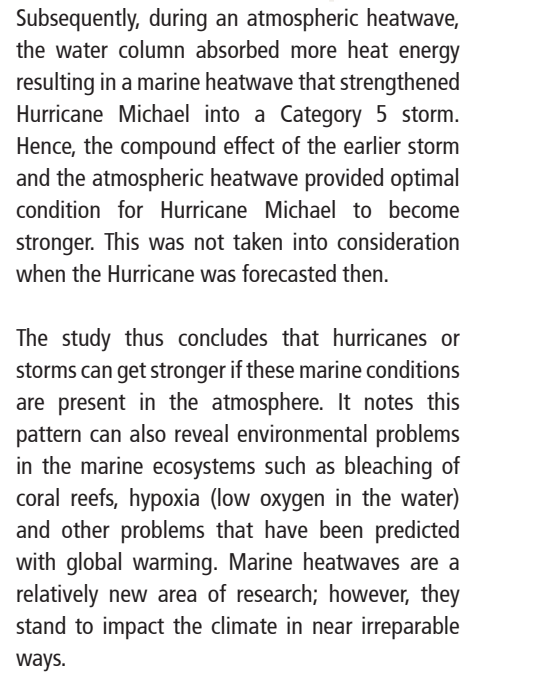
Exploring this, researchers made a group of non-athletic men take a memory test under three conditions of physical exercise such as thirty minutes of moderate cycling, after fifteen minutes of intensive cycling and after a period of rest. Participants were after that made to participate in a simple memory test.

Results revealed performance to be better after an intensive sports session. Endocannabinoid levels were notably higher. Also, with MRI scans and blood tests, scientists observed changes in brain structures. The faster individuals were, the more they activated their hippocampus and caudate nucleus (a brain structure that involves motor processes).

It should be noted that there are different forms of memory. As not all forms of memory use the same brain mechanisms similarly, not all sports will have the same effects. However, it can be concluded that sports can certainly improve memory.

Engaging in sports, especially endurance sports such as running or cycling, are known to have excellent health benefits. It keeps us trim and improves physical health, immunity and strength, heart function, reduces risks of chronic diseases such as diabetes or high blood pressure etc. It can also help in reducing mental forces such as tension, stress or anxiety and more. Sports brings positive energy and qualities such as discipline and teamwork that can benefit one in life.

Such revelations have made thus made it possible to envisage new strategies for improving or preserving memory. This can help in academic learning structures, in the management of subtle memory deficits in our daily lives or even in memory disorders such as Alzheimer's amongst at-risk populations.



ESM NEWS

An introduction to Phoenix 3.0

By Capt Arvind Karandikar, Director, Marine Assurance

Phoenix, the company's ship management software is a sophisticated system utilized by both crew and shore staff in their respective day-to-day operations. The software is continually updated and improved upon to ensure a seamless, efficient, and user-friendly experience. Captain Arvind Karandikar, Director, Marine Assurance who presently leads the development of Phoenix will be contributing a series of articles on the newly implemented features going forward. Here is the first article in the series.

The company embarked on a journey of digitalisation in May 2019 to streamline

processes and reduce administrative workload both onboard and ashore.

Beginning with the Phoenix ERM (Enterprise Resource Management System), the team put in place a development road map with active input from both ship and shore staff.

The Planned Maintenance, Work and Rest Hours, Daily Work Plan, Risk Assessment are some of the key modules which have undergone major changes. New modules such as Electronic forms, MARPOL Logs, Management of Change, etc have also been added. The Beta version was deployed on 30 vessels and enhancements as well as rigorous testing were carried out over a period of few months to ensure that all bugs were



identified and fixed. The software is ready to go live and fleet wide deployment will commence from 01st December.

Users can look forward to a significantly upgraded system, intuitive dashboard, and improved user interface. In the coming months, we will provide readers with information on one or more modules of Phoenix 3.0. This will allow them to attain the benefits of the new system. Do watch this space for more details.

MAIN NEWS

Sixty-one vessel crew changes conducted in November - Continued from Page 1

and Malaysia due to the rise in cases within the countries. Hong Kong continues to permit crew changes only to vessels headed for cargo operations in its port. Visa approvals in Indonesia have an expected waiting time of 14 days.

India

As of 26th November 2020, the Directorate General of Civil Aviation (DGCA) announced that the ban on commercial international flights will be extended till 31st December 2020.

India has successfully expanded its list of "air bubble" agreements to a total of 22 countries. "Air bubbles" refer to temporary reciprocal arrangements between two countries that allow international passenger flights to fly passengers either way without any restrictions. The list of countries includes Afghanistan, Bahrain, Bangladesh, Bhutan, Canada, Ethiopia, France, Germany, Iraq, Japan, Kenya, Maldives, Netherlands, Nigeria, Oman, Qatar, Rwanda, Tanzania, Ukraine, United Arab Emirates (UAE), United Kingdom (UK), United States of America (USA).

Singapore

As of 09 November, the Maritime and Port Authority of Singapore (MPA) has revised the requirements for crew changes.

Crew sign on

For sign on, all crew are required to serve a 14-day Stay Home Notice in the period immediately prior to his departure to Singapore. The crew

member should be isolated in a room with a dedicated toilet facility with no interaction with others (including family members) at his place of residence or at a dedicated facility.

The crew must have a negative result from a COVID-19 test (polymerase chain reaction (PCR) type) taken at a government-approved or ISO 15189-accredited testing facility at the originating country not more than 72 hours prior to departure for Singapore. Crew must be certified fit-to-travel by a doctor not more than 24 hours prior to departure. During the crew change process, including during the journey to Singapore, the crew should remain in a group not exceeding five (5) persons. Crew must also refrain from interactions between groups. The crew should only arrive Singapore to join their ship not more than two (2) days before the ship's departure from the country.

Recognizing there may be crew members who have recovered from COVID-19 signing on, the MPA. Such crew members need to submit documentary proof of their previous diagnosis based on the earliest possible PCR test result with approval subjected to several requirements. Firstly, crew will not be permitted to sign on if positive PCR test results is 21 days or fewer before the date of arrival in Singapore. Crew will not need to serve SHN and take a COVID-19 PCR test within 72 hours prior to arrival if the date of the positive PCR test result is between 22 to 90 days before the date of arrival in Singapore. Crew

must serve a 14-day SHN if the date the positive PCR test result is between 91 to 180 days before the date of arrival in Singapore. Recovered crew need not take a COVID-19 PCR test within 72 hours before departure for Singapore, but if they develop symptoms during the SHN period, they must be tested for COVID-19. Crew must serve a 14-day SHN and take a COVID-19 PCR test within 72 hours prior to departure if the positive PCR test result is more than 180 days before the date of arrival to Singapore.

Crew sign off

To ensure sign off in Singapore, crew members are advised to take note of the following guidelines. Crew must not have gone ashore in the last 14 days before disembarkation. Crew must not have had any contact with known or suspected COVID-19 cases during this period. Crew must be certified fit-to-travel by a doctor in Singapore not more than 24 hours before disembarkation.

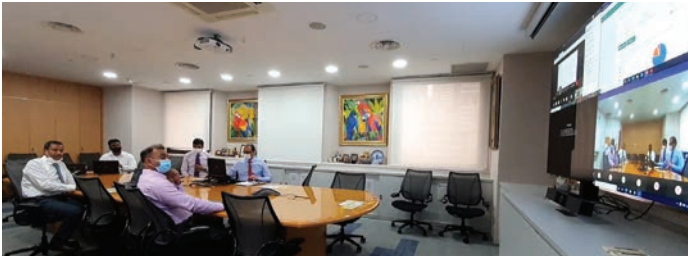
No new changes have been announced in other ports worldwide since.

The company commitment

ESM remains deeply committed to completing all crew changes onboard as per the contract. We greatly appreciate the patience and consideration displayed by our crew during this period. We continue to urge all our seafarers to be alert and vigilant on taking necessary precautionary measures of health and adhere to the regulations and advisories issued by each port when undergoing crew changeover.

ESM NEWS

First annual Officer's Webinar concludes successfully - Continued from Page 13



ESM shore teams continue to work relentlessly to ensure employee wellbeing and business continuity. She urged seafarers to join OnExecutive, a social engagement and welfare platform launched in January 2020 to grow the passionate and committed Executive community. Ms Singh echoed the sentiments of Executive Group Chairman, Mr B.S. Teeka stating, "We value the choice you made and the value that you have added in, have contributed and benefitted, directly or indirectly not just to ESM but the rest of the sister companies too."

Further expanding on Executive's focus ahead, Mr S.P Singh, Managing Director, ESM reflected on several company achievements in 2020 and encouraged all employees to ensure consistent, excellent performances ahead. Addressing the need to adjust to the "New Normal" amidst COVID-19. Mr Jitendra Kumar, Technical Director, ESM, congratulated ship staff for continuing to work safely emphasizing on the need not to be complacent with new normal etiquettes for good health ahead.

Capt. Arun Sundaram, spoke on the Company's expectation of staff, stressing on the Just Culture model or the model of shared accountability as the foundation of Executive Group's culture. He advised everyone to find a balance for a positive workforce. Speaking on seafarer's mental health, External speaker Capt. Anuj Velankar, UK P&I encouraged empathy and understanding towards seafarers highlighting the need to implement better solutions for maintaining physical and mental wellness onboard. In-house psychologist, Ms Harshali Kotekar advised participants to pay attention to Body, Mind, Soul, Feelings and Actions.

Addressing ESM's digital transformation journey, Capt. Arvind Karandikar, Director, Marine Assurance displayed the updates and plans made for an efficient and user-friendly in-house ship management software, Phoenix 3.0. Announcing the launch of a "Seafarer App" in early December 2020, he noted, "We still have to run the ships, to do the inspections and to navigate the ships,

so the digital transformation is not about doing different things but about doing things differently."

Split sessions were held for engineers and officers where crucial topics such as ensuring safe cargo operations and bunker spills were addressed by in-house speakers Capt. Thomas Varghese, General Manager and Capt. Manish Jain, Manager, Vetting and Operations. Mr Sudeep Ghosh, Fleet Manager and Mr Praxcedes Pereira added to the cruciality of the topic by highlighting critical issues in bunker spills.

Capt. Vincent Fernandez, SIMS Faculty member, presented on ECDIS, bringing to attention how grounding incidences could be prevented merely with knowledge. Mr R. Srinivasan and Mr Gaurav Dwivedi, Director, Technical ESM, shared several vital points on VLFSO and Main Engine lubrication. Mr Gaurav Paliwal, Fleet Manager, relayed significant inputs on Efficient Inventory and Purchase Management focusing on spares and requisitions. Senior ship officers were familiarised with the necessary process of supply chain management and Mr Paliwal urged senior officers to optimise spare requisitions.

Focusing on environmental compliance, Mr A.K Saxena, Assistant Managing Director, ESM revisited existing procedural compliance while considering several pertinent issues. He also addressed new regulations expected to come into force in 2025. External speaker and auditor Capt. Kersi Khambatta from Great East Marine Limited shared the outsider's perspective on remote audits highlighting the challenges such as a lack of personal touch faced by the auditor and auditee during a remote audit session.

Speaking on Health and Hygiene, SIMS Engineering Faculty member Mr Avishkar Thakur provided an in-depth understanding of the human element concerning onboard incidents. He encouraged chronic unease as a counter- approach noting that unsafe practices and poor housekeeping were other causes for accidents. Providing insight on present security

scenario worldwide with a particular emphasis on stowaway attacks, Capt. Pradeep Bhadauria, Senior HSEQA Superintendent impressed on citadels reminding attendees of the company initiative of providing safer, alternative routes at security prone areas.

In a first-ever session on the topic, Capt. Vijay Cherukuri, General Manager, HSEQA highlighted the importance of maintaining proper social media etiquette. He reiterated on the Company's first right of information in any matter concerning the vessel or Company with case studies reminding attendees of ESM's Social Media Policy.

Capt. Sumit Sahni, Assistant Director and Capt. V R Krishnan, Crew Superintendent, ESM Mumbai shared Manning performances acknowledging the critical role of DG Shipping in crew certificate extensions and issuing SOP for smooth crew changeovers and chartered flight coordination amidst the lockdown in India.

Feedback collated from Officers on Seafarer's Views on Shipboard Operational Issues were addressed by a panel comprising of Mr Jitendra Kumar, Capt. Thomas Varghese, Capt. Anil Arora, Assistant General Manager, Crewing, Capt. Bhabri Diwakar, General Manager, Vetting and Operations and Capt. Sumit Bhagat. Other queries such as crew, wage scales, spares, Phoenix updates, simultaneous crew changeovers for senior members were also discussed.

Concluding the webinar sessions, Mr S. M Iyer, Director, ESM Mumbai praised seafarers for their dedication in ensuring that ships continue to run safely. He also thanked all participants for being a part of the webinar sessions.

Participant feedback noted the usefulness in the topics, and many hoped to have a physical seminar amidst better conditions. The webinar sessions were a massive success, featuring a record number of 151 attendees in the Senior Officer's webinar and 114 attendees in the Junior Officer's webinar, respectively.

Last chance to participate!

Festive- CREATIVE *competition*

Showcase your festive spirit onboard by submitting a photo or video compilation **not exceeding 20 seconds** for various festivals in each month.

Month	Submission date
October	23rd October 2020
November	23rd November 2020
December	27th December 2020



Only group entries from each vessel will be accepted and each vessel can submit **up to two** (group) entries per month.

Entries will be judged on the festive spirit on display, crew camaraderie, creativity/originality, and quality of submitted entry.

Stand to win attractive prizes and your photos/videos featured in the Executive News Bulletin!

Send your entries to:

communications@executiveship.com

**Please refer to the October issue of the Executive News Bulletin for the full list of terms and conditions.*

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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 - DECEMBER 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
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

- 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

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-Oil/Chemical Tankers (Mumbai)

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*Please note only successful applicants will be contacted



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Faculty Marine Engineering
(Lonavala)

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*Please note only successful applicants will be contacted



SIMS



HAPPY BIRTHDAY!

CREW BIRTHDAYS

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

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST RANJIT BAL	10/12	EVER GOLDEN	30 ASHISH SRIVASTAVA	13/12	JOSEPH WISDOM
MST DIBYENDU ROY	12/12	GLORIOUS FUJI	30 VEDANT KUMAR	15/12	BOUGAINVILLE
MST DHANANJAY KUMAR	30/12	ALHANI	30 VIJAY KUMAR ANGAD SINGH	16/12	MAETIGA
MST GANESH KRISHNA PRASAD RAMACHANDRAN	12/12	MOL TRUTH	30 DHAKSHNAMOORTHY JAYASANKAR	30/12	LUBERSAC
MST MANGESH KUMAR	06/12	MAEA	CE DEBASISH DAM	16/12	MARLIN MAGNETIC
MST JAYESHKUMAR GANPATRAY POONAWALA	17/12	THE BLACKSMITH	CE PRATIK MAZUMDER	17/12	UACC RAS LAFFAN
MST MAYUR SHRIDHAR DHURI	13/12	HIGH JUPITER	CE SANJEEV KUMAR RAMAMURTHY	27/12	THE BLACKSMITH
MST SATYABRATA MANDAL	30/12	ALQADISIA	CE MRITYUNJOY KUMAR SINGH	14/12	ALQADISIA
MST HEMDEPINDER SINGH DHINDSA	24/12	LR2 POLARIS	CE GIRISH GANGADHARAN NAIR	06/12	MARION
MST RAHUL JAMWAL	31/12	KIKYO	CE SUMANTRA NATH BHADURI	15/12	KOBAI
MST GURKAMAL PREET SINGH	15/12	AFRAMAX RIVER	CE ANTONY FRANCIS JEEVARATHNAM K.	03/12	EVER GOVERN
MST VIKASH KUMAR	14/12	CITY OF TOKYO	CE AJIT RAMCHANDRA CHAVAN	09/12	RENAUD
CO BALBIR KUMAR	07/12	CLAXTON BAY	2E DURAI AMIRTHALINGAM	11/12	CHEM HELEN
CO GAJENDRA KUMAR JAYASWAL	12/01	AFRA HAWTHORN	2E PRAVEEN KUMAR	05/12	CHOLA TREASURE
CO SHESH NATH	12/02	ARDIC	2E ROSHAN ISAAC DIVINE VATTAMAKAL M.	19/12	THE JUDGE
CO SIVA DHARMARAJ ARIVAZHAGAN	15/12	MITERA	2E MAYANK KHARE	04/12	ADMIRAL
CO SURESH BABU MANI	26/12	VELOS FORTUNA	2E SHISHIR MISHRA	07/12	KANALA
CO PRITPAL SINGH DUGGAL	12/10	EVER GLORY	2E MRIDUL GARG	19/12	THE BLACKSMITH
CO MUHAMMED NOUSHAD	21/12	MARLIN AVENTURINE	2E HARISH KUMAR GURUSAMY	21/12	MAREX EXPRESS
CO ARUN KAMBIKAKATH SASEENDRAPANICKER	11/12	ATLANTIC EAGLE	2E GAURAV KUMAR	28/12	RED MARAUDER
CO RAVI KANT	15/12	E PIONEER	3E SAURABH BHARDWAJ	20/12	ALHANI
CO VIGNESH VENKATRAMAN	19/12	ROBERTO	3E HARINDERPAL SINGH RATAUL	06/12	LUBERSAC
CO JITHIN SAJEEV	28/12	UACC HARMONY	3E SUMIT KUMAR	15/12	UACC HARMONY
CO MANJIT GAHLAWAT	10/12	ATLANTIC CANYON	3E VIVEK TRIPATHI	06/12	UACC EAGLE
CO DEV ANSHU JOSHI	08/12	MARLIN AZURITE	3E AMANPREET SINGH GILL	22/12	AFRICAN JACANA
20 RAKESH EDEKKAD	05/12	ATLANTIC PRINCE	3E KARAN VIR SINGH JAFFAL	23/12	MARLIN MASTER
20 SHASHANK SHARMA	22/12	ATLANTIC GUARD	3E MALKEET SINGH	02/12	JOSEPH WISDOM
20 DHINESH BALU SOMASUNDARAM	06/12	TAMPA TRIUMPH	3E KAVI VIJAY	30/12	UACC SILA
20 CHRISPINE JESUDASS	20/12	UACC EAGLE	3E VARUN KUMAR PRATHAPNAGAR	02/12	CITY OF TOKYO
20 SANDEEP DILIPKUMAR PANDEY	04/12	FS DILIGENCE	3E JITENDAR KUMAR	20/12	AFRAMAX RIVER
20 ROSHIN ALLOTE PARAMBATH	05/12	YAMABUKI	3E MIDHUN VARGHESE REJI	05/12	REFERENCE POINT
20 SUSHANT BAUNTHIYAL	15/12	CRIMSON MONARCH	3E DHANRAJ SHRAVAN GOKAL	05/12	UACC RAS LAFFAN
20 AMANPREET SINGH	26/12	ARISTODIMOS	3E NITISH CHHABRA	21/12	CRIMSON MAJESTY
20 JAI KISHAN PATEL	30/12	CRIMSON KNIGHT	4E MOHD FAHAD	18/12	ASTRID
20 PARTH RAI	30/12	VELOS RUBY	4E AJIN JOSE	24/12	ATLANTIC PRINCE
20 PANKAJ KAUSHAL	02/12	WILLOWY	4E ROHIT KUMAR	10/12	KANALA
20 AMAL UNNI THOMAS	08/12	RENAUD	4E NITHIN RAJU	17/12	AEGEAN WAVE
20 AKASH VERMA	18/12	ARDIC	4E FREAGAN ADRIAL MASCARENHAS	02/12	MITERA
20 GURJYOT SINGH GOLI	25/12	OAKA	4E VINAY CHOUHAN	09/12	SPRUCE 2
20 SHAGANPREET SINGH	25/12	KIKYO	4E KARTHIK NAYAK	13/12	SAMA
30 ANKIT KUMAR SINGH	11/12	SALAMINIA	4E RAVI KARAKA	14/12	LR2 POSEIDON
30 NEERAJ SHARMA	13/12	BAKU	4E PRAVEENKUMAR NEMANI	17/12	TOLEDO TRIUMPH
30 CHRISLER SAVIO CHRISTOPHER DIAS	04/12	GANGA K	4E LOVEPREET SINGH	23/12	KIKYO
30 GLADVIN RAJU	07/12	ASTRID	4E PONNANNA ARAMANAMADA VASANTHA	08/12	RED MARAUDER
30 AKHIL CHANDRAN PILLAI	05/12	THE CHIEF	4E SATYAM TIWARI	25/12	ANL GIPPSLAND

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:



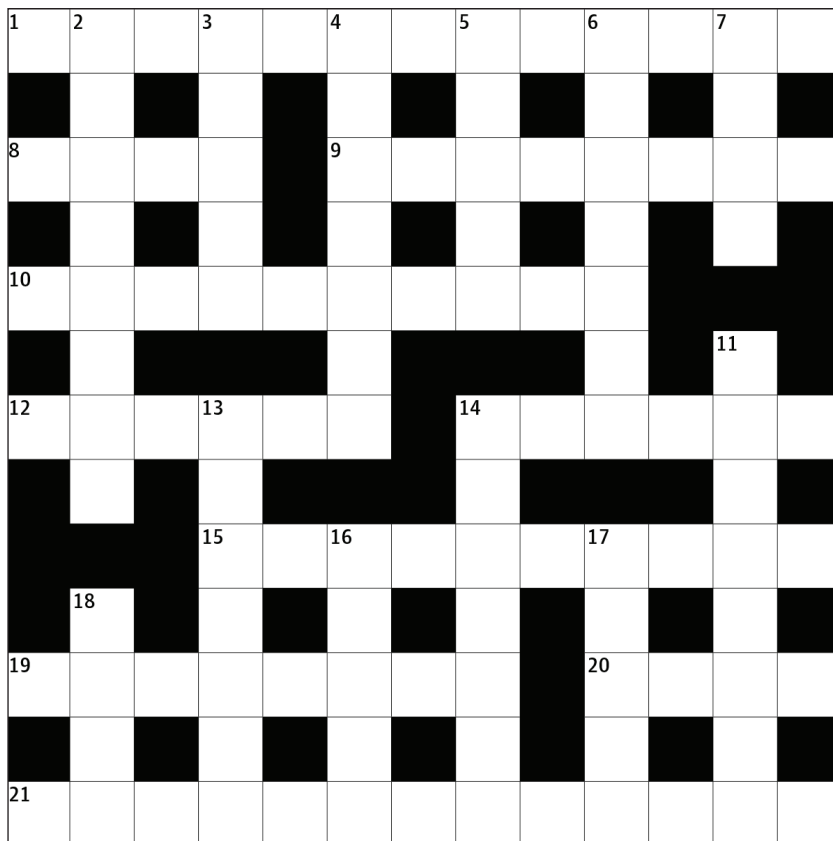
- | | | | | | |
|-------|---------------------|-----------------|-------|--------------------|----------------|
| 1. JO | ANANDHU MADHU M. P. | AFRAMAX RIVER | 5. JO | DILPREET SINGH | ZARIFA ALIYEVA |
| 2. JO | ROHIT SOI | ARIANE MAKARA | 6. JE | DANIEL JOSE | AFRAMAX RIVER |
| 3. JO | JISHAND VALAVIL | CHOLA VIRTUE | 7. JE | VISHAL BINDU MULVE | AFRA HAWTHORN |
| 4. JO | DEENDAYAL MISHRA | CRIMSON MAJESTY | 8. JE | AAKASH DHIMAN | CHOLA VIRTUE |

PUZZLES ANSWERS FOR ISSUE 186

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

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

PUZZLES

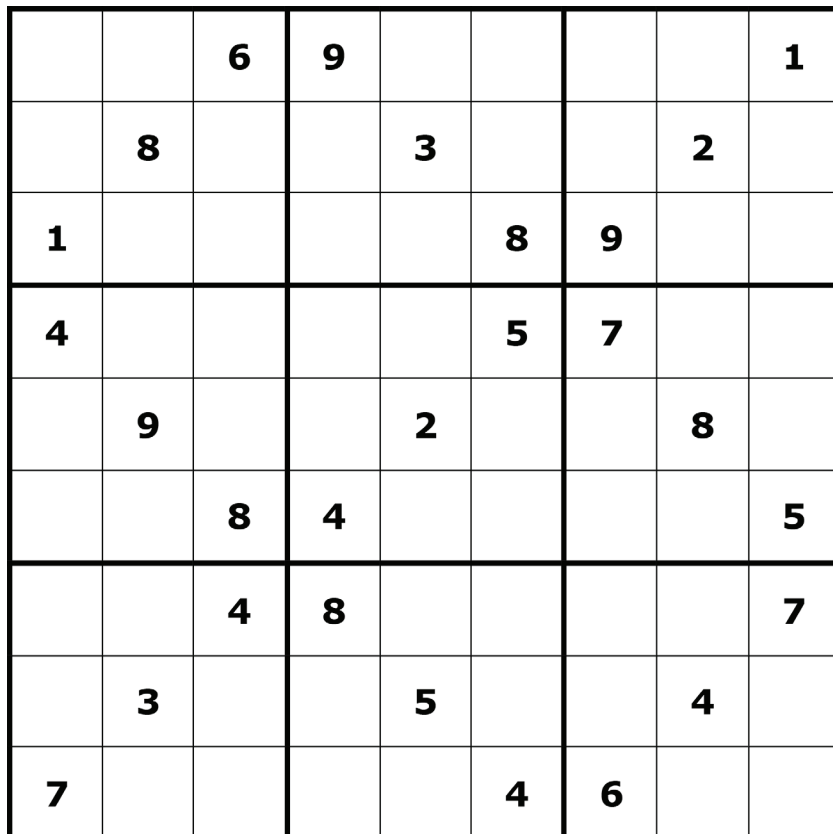


Across

- 1 Miscellaneous articles needed for a specific activity (13)
- 8 Prevent (4)
- 9 Lineage (8)
- 10 Working (10)
- 12 Large fish-eating bird (6)
- 14 Tail bone (6)
- 15 Cites diner (anag) – tactless (10)
- 19 US Rocky Mountain state (8)
- 20 Unwanted hole allowing something to escape (4)
- 21 Decisive time (6,2,5)

Down

- 2 Philanthropy (8)
- 3 Savoury jelly (5)
- 4 By a stroke of luck (7)
- 5 French sculptor of The Kiss (5)
- 6 Saintly (7)
- 7 Listed entry (4)
- 11 Pigeonholed as an actor (8)
- 13 Horizontal underground plant stem – I’m her Oz (anag) (7)
- 14 Stop knitting – start sailing (4,3)
- 16 Gave out cards (5)
- 17 Head of state (5)
- 18 Flap (2-2)



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

First annual Officer's Webinar concludes successfully



Continuing the annual ship-shore engagement albeit via a webinar instead of seminar this year, Executive Ship Management held its first-ever Officer's Webinar from 25 – 27 November 2020 for both Senior and Junior Officers. The "Human Element" themed webinar was an initiative to reach out to the seafarers to improve safety awareness onboard and to bridge ship-shore relations disrupted by the COVID-19 pandemic. It featured major topics developed

by in-house experts from the Company and accomplished, external speakers from the maritime industry. Polls were held to ensure a two-way dialogue between the speakers and participants.

Capt. Sumit Bhagat, Manager, HSEQA and Master of the Ceremonies, briefly welcomed attendees. Ahead of the webinar, several officers and engineers narrated incidents encountered during their previous tenures, highlighting the importance of safety awareness, teamwork, retaining knowledge, remaining calm and collected in face of an emergency and good communication between the crew and shore teams. Sharing such an event during their respective tenures, Capt. Sayan Choudhury and Chief Engineer and SIMS alumni Pushendra Songara thanked the shore teams for the unparalleled support received. Capt. Sajith Gopinath also passed words of wisdom and encouragement to his juniors. Chief Engineer Shaun Dsouza relayed tips for good health and fitness onboard.

The sessions commenced with an Opening Speech by Ms Sikha Singh, Deputy CEO, Executive Group on the Company's ethos amidst the recent uncertainty experienced due to COVID-19. She assured seafarers that

Continued on Page 7

ESM NEW TAKEOVER

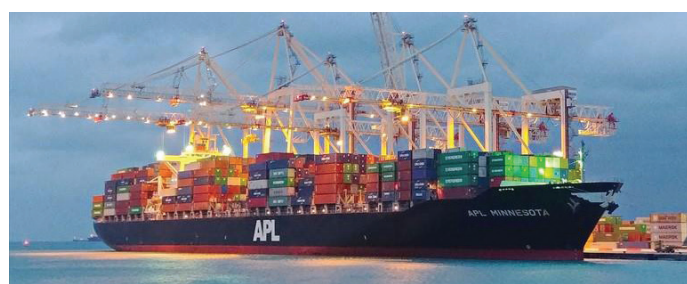
Takeover for November 2020

Executive Ship Management successfully took over container vessels, APL New Jersey, and APL Minnesota on 24th and 27th November 2020, respectively.

APL New Jersey is helmed by Master Anuj Kararia, Chief Officer Ashwin Khanduri, Chief Engineer Noby Joseph, Second Engineer Ramprabu Durairaj.

APL Minnesota was taken over by Master Rana Punit Singh, Chief Officer Piyush Kumar Choudhary, Chief Engineer Suresh Singararajan, Second Engineer Debashish Hitangshu Biswas.

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 APL New Jersey and APL Minnesota safe sailing and following seas their voyages ahead!



“

Joke of the month

Why did the banana go to the doctor?

It wasn't peeling well.



”



EXECUTIVE
NEWS BULLETIN