



### MAIN NEWS

## ESM pioneers onboard Ballast Water Treatment System installation

ESM successfully pioneered the in-house installation of the Ballast Water Treatment System (BWTS) onboard managed bulk carrier, Chola Harmony. The project, completed on 30th December 2020, a month ahead of schedule was implemented in a cost-effective manner, without affecting the vessel's commercial activities.

The normal process for installation of the BWTS requires a vessel to proceed to dry dock and may take several weeks. However, in doing so, a vessel has to be taken out of commercial services and hence not able to earn for this long repair period. As a result of the pandemic, similar projects have been moving towards installation

onboard. While it is certainly more tedious and challenging, it is time and cost efficient. However, the company successfully saved approximately 30 - 40% of the industrial cost by implementing the project inhouse.

Chola Harmony undertook this installation to expand her trading opportunities. A class approved Ballast Water Treatment System (Techcross) along with associated pipelines and other auxiliary equipment were installed by a riding team supported by senior management at ESM Singapore.

This required a meticulous ship-shore planning starting with logistics challenges of connecting tonnes of equipment, pipelines and electrical cables and ancillaries followed by bringing

*Continued on Page 6*

## New updates on crew change conducted in January 2021

Seventy-three vessels saw successful crew changeovers in January amidst tighter measures and lockdowns aimed to counter rising cases of the COVID-19 virus as well as the spread of the UK and South Africa variants. As a result of the wavering circumstances, conducting crew changes remains a constant challenge.

Countries continue to introduce tighter measures and lockdown efforts to counter the spread of the new infectious variants of

*Continued on Page 11*

### SAFETY MOMENT OF THE MONTH

## Trip causes trip to ship's hospital

*\*\* 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 were participating in a lifeboat drill with the lifeboat lowered into the water for testing. Once tested, it was raised again into the stowed position. As the boat came close to its final position on the davit, a crewmember moved forward to check the limit switch, tripping on a nearby manhole cover.

Falling forward, he hit the davit structure with his face, injuring his lower lip and teeth. Investigations found that the crewmember was partially responsible due to carelessness, they also found that the manhole cover had not been painted with high visibility paint markings which would help avoid trips. The manhole cover was

subsequently painted in black and yellow zebra markings.

#### Lesson learnt:

1. Crew members should have safety and situational awareness.
2. Before the commencement of critical jobs, effective On-site Risk assessment can identify the risk and hazards.
3. Hazards in plain view – once again! This manhole cover was obviously a tripping hazard, yet it had gone undetected and unidentified even though a similar nearby tripping hazard around the lifeboat had already been identified and was zebra-painted.





## Letter from ESM

We continue with our endeavour to present more news and sharing knowledge from our experienced seafarers in house through this newsletter. We are pleased that apart from the regular technical, health, environment as well as crew related news and views, we have broadened our offer with more expert and in-depth views from the commercial/business interests that a ship serves to the reminders on usage of Phoenix on board to make daily routine easier.

It is indeed a proud moment for the technical team of ESM successfully complementing the installation of a ballast water system on board a sailing ship a month ahead of schedule. It speaks of the technical expertise of the highest order as well as the calibre to organise a project like that with in-house resources. Hearty congratulations to the team for their feat! Please go through the report in our front page.

Cutting across the buzz of energy efficiency and green fuel, we are proud to bring forth the report of successful implementation of biofuel in Marlin Amethyst. Hearty congratulations to the crew onboard Marlin Amethyst during the period and the shore team led by Fleet Manager Mr. Sanjeev Dubey.

We are also announcing the winners of the Festive Creative competition across the fleet. The judges were impressed with the artistic and innovative ideas of our seafarers through their submissions. Congratulations to the winners! We also appreciate all the participants for their engagement and especially the Masters and the Chief Engineers who encouraged their teams.

Capt. Vinod Dubey of Adhart shipping is back with his lesson on the commercial aspect of the shipping. The topic of this issue will be quite an eye opener to the Captains and Chief Engineers on board as to how to avoid claims on speed and consumption of fuels by the charterers.

Our articles on environment and health are always chosen from latest information available from highly authentic sources including researches and studies done by professionals, experts, scientists and educationists across the globe. They may look too futuristic at times but we can assure our readers that they are nothing but scientific findings and analysis. Do take a moment to read and grasp the ideas behind and imbibe in your life. There's a lot of benefit in doing so.

In mid of February, we are entering the Chinese New Year- the year of the Ox. Hopefully it will bring us all a lot of strength and grit to face the challenges of the ongoing pandemic for another year. Needless to say, as our crew change report reveals, the efforts and dedication of the management will continue to provide timely and safe crew change on board each ship.

Till we meet next month, be happy and remain safe wherever you are- on board or ashore...

Sikha Singh

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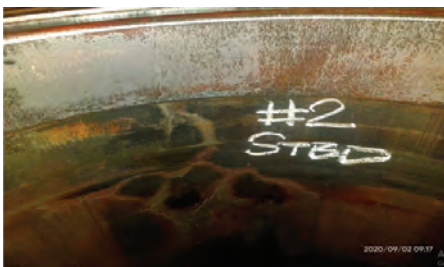
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TECHNICAL NEWS

# Optimising the Swirl Injection Principle to resolve surface cracks

By Mr. VRJS Srinivas, Assistant Fleet Manager

On one of the vessels, the main engine cylinder liners on three units were discovered having surface cracks (as indicated in below photo) in combustion chamber area. On further investigation it was observed that the cracks were caused due to abnormal liner wear and poor lubrication. It was further noted that Swirl Injection Principle (SIP) injection valves (traditionally called quills) were not holding pressure and opening at a pressure much lower than maker's recommended opening pressure, resulting in poor injection and spray of cylinder oil on the liner surface..



### Introduction to Cylinder Lubrication:

Main engine cylinder liner surfaces and piston rings are required to be lubricated, to both reduce friction and provide a seal between the rings and liner and to reduce corrosive wear by neutralizing the acids formed as a by-product of combustion. Traditionally, time lubrication and accumulator lubrication systems are used for this purpose. The most popular type of cylinder lubrication is by injecting cylinder oil drops onto the piston ring pack and over the cylinder liner surface along the plane in which lubricator quills are installed. Distribution of the cylinder oil is over the surface of liner through a circumferential Zig Zag groove, and distribution of oil over the vertical surface of liner is achieved by vertical movement of the piston rings.

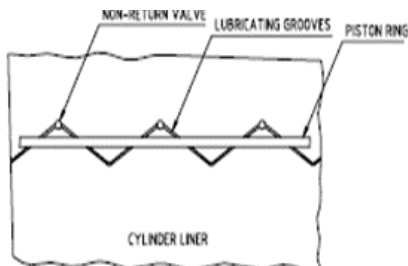


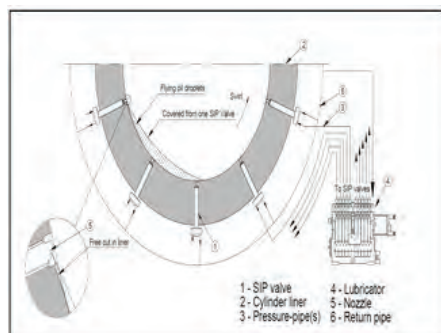
Fig-1: Distribution of Cylinder oil on Liner wall

To obtain optimum efficiency, precisely measured quantity of oil is traditionally injected on the

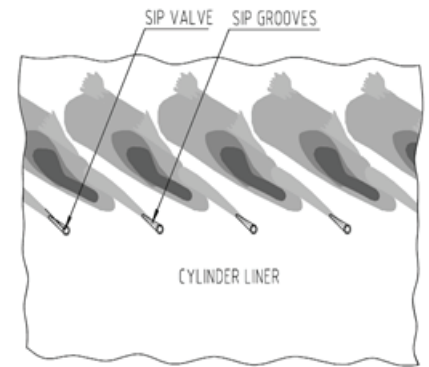
piston ring pack during its upward stroke at a particular angle of rotation of the crank shaft. This type of cylinder lubrication is known as Timed Lubrication.

Swirl Injection Principle (SIP) type of cylinder lubrication for two stroke engines also known as SIP lubricators was developed based on a desire to attain optimum efficiency of cylinder lubrication as below:

1. Pressurized valves and Spray Nozzles (SIP Injector) replacing conventional non-return valves (Quills) on Liner. This is to ensure fine droplets of cylinder oil are injected into the combustion space.
2. Traditionally cut zig-zag grooves on the Liner in conventional lubrication system are replaced by cut grooves to inject a spray of oil tangentially to the cylinder liner wall as against injection of cylinder oil onto the ring pack in conventional lubrication system.
3. Cylinder oil droplets are timed to inject right after closure of the exhaust valve, and while a steady scavenge air flow still exist, the swirl carries the droplets to settle on the liner wall as against the oil injected onto the ring pack in traditional lubrication.
4. For each piston stroke of the engine, a small quantity of lube oil is sprayed out of the HJ SIP valve. The lube oil is sprayed into the engine's scavenging air swirl, whereby the lube oil is mixed with the air and distributed in a thin and even layer on the cylinder wall. Thus, achieving an optimum lubrication with lesser oil quantity as against the conventional lubrication system. Delivery of cylinder oil from SIP valves overlaps effective lubrication area of adjacent valve on cylinder liner. SIP lubrication is applicable irrespective of engine design and can also be used with lubricators driven by Mechanical connection or Electrical driven.



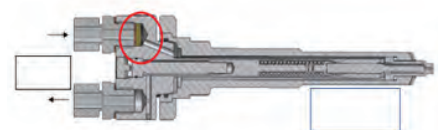
SIP Cylinder Lubrication System



Principle for SIP distribution of Cylinder Oil

For good and efficient operation of the SIP valve, correct injection pressure is vital and should be maintained for achieving efficient lubrication of cylinder liner. Following maintenance is recommended to keep the system in good health and is incorporated in Planned Maintenance system.

1. SIP Injection valves are fitted with 40-micron strainer when new valve is installed, to prevent impurities eventually clogging the valve. These strainers must be removed after running-in period (500 hrs of engine operation, which is sufficient to trap all the dirt in the pipelines). Extended use of strainer will lead to blocks due to impurities in oil such as wax sticking on the strainer and thereby blocking flow of oil which would result in failure of valve and breakage of glass on the lubricator.



Broken Lubricator Glass And O-Ring

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## COMMERCIAL NEWS

# Avoiding speed and consumption claims

By Capt. Vinod Dubey, Assistant Manager, Adhart

**At the outset, owners agree on a speed / consumption performance of vessel with the time charterers. Charterers deduct an amount from hire claiming vessel's under-performance as a reason, at the end of charter period. Speed and Consumption claims are one of the most common claims in time charter. Interestingly, about 1% of such claims go to arbitration while the remainder are solved by mutual consent of Owner & Charterer. As this is a common claim in time charters, it is paramount for ship's officers to understand the factors attributing to the claim to try and prevent them from arising.**

Subsequent articles will see us addressing each step, one article at a time starting with Step 1:

- Step 1- Checking the charter party to ascertain what exactly was warranted.
- Step 2-Checking the evidence
- Step 3-Reconstructing the calculation basis the available evidence
- Step 4-Exploring for various possible defences.

## A) Where is the warranty given?

Always refer to the Charter party which clearly describes the data for agreed ship's performance. Though, Charterers will avoid agreeing on the description of the vessel having "without guarantee" attached to it. If they agree, it will mean there is no warranty, and any performance claim will fail. The only way out for Charterers will be to prove that Owners did not act in good faith, this underperformance was not a one-off case, and vessel has had history of such underperformances.

## B) What time is warranty applicable?

Another conflicting issue is whether these warranties only refer to the vessel's capacity at the date of the charter or for the entire charter duration. Charter Party generally specifies that the warranties are "continuing" to remove any such doubt. Irrespective of whether "continuing" is mentioned or not, owners remain liable to maintain the ship in an efficient state as agreed at the Charter date.

## C) Do weather factors impact the warranty?

Here, comes the most common conflict. Generally, a prudent owner will not only mention in C/P that

warranty is subject to "Good weather" condition, but also clearly define the "Good weather". Industry generally considers "Good weather" as 24 hours (this period can be pro-rated, however, its normally taken in the blocks of 12 or 24 hours) periods where the wind is no more than Beaufort force 4 (11 -16 knots), sea up to Douglass Sea state (DSS) 3 and no adverse effect of swell & current. Interestingly, ships do not measure any metrological data in DSS, hence, in new charter parties, the facts which defines good weather is generally winds up to BF x 4 and Swell height up to 2 metres and Current up to 0.5 knots.

## D) What does it mean by warranty basis "about"?

Warranty basis "about" is sometimes given to allow for some margin of error due to ship's construction, size, draft, trim, etc. A general industry allowance is 0.5 knots for speed and 5% for bunker consumption. For the sake of clarity, it is recommended that "about" tolerance is clearly defined in the charter party, stating for example

that the ship is capable of "about 12.0 knots on about 30.0 MT where "about" means +/- 0.5 Knots speed and +/- 5% consumption". If vessel does 11.5 knots ( -0.5 Knots) and consumes 31.5 MT (+ 5%), it will indicate that Owners are benefiting twice from the "about" tolerance. This may be difficult to justify in arbitration. Hence, a prudent owner will add "both tolerances to apply" in C/P as a defence.

To recapitulate, for step-1, while defining the C/P description, "Clarity is the King" to avoid time/energy to solve these common claims.

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



## TECHNICAL NEWS

## Optimising the Swirl Injection Principle to resolve surface cracks - Continued from Page 3



2. Injection pressure being vital in achieving good spray, the valves need to be overhauled and pressure tested every 12000-15000 hrs.

on test bench to confirm satisfactory opening pressure. All parts subjected to wear and tear need to be replaced.

3. As SIP is timing-dependent, lubricator injection timing is required to be checked every 8000 hrs. Lubricator injection timing is measured against standard template provided by makers.
4. Spray pattern of the SIP valves needs to be periodically checked by using lubricator

manual pump from scavenge space or when the cylinder head is opened during routine overhauling.

5. As injection pressure is most important for efficient cylinder lubrication with SIP valves, it is important to ensure that there are no leakages on the cylinder lubricator from lubricator glass or O-rings. Quantity of oil being injected shall be monitored by ball movement in the sight glass of lubricator.

## ENVIRONMENTAL NEWS

## Study predicts invasive species to increase worldwide by 2050

**The number of invasive (non-native) species, specifically insects, arthropods and birds is predicted to increase globally by 36% by 2050, new research by an international team has found. This change could potentially harm biodiversity and further drive extinction.**

'Invasive species,' also known as alien species, refers to plants, animals and microorganisms that are exotic, non-native, introduced or non-indigenous, to a particular ecosystem. Often, they are spread by human activity, intended or unintended, to new areas. While species that appear in a new environment are expected to fail to survive, often they thrive, becoming invasive. Native species are likely to be unprepared to defend themselves against the invaders. Together with habitat destruction, this process has been a significant cause of extinction of native species throughout the world in the past few hundred years.

In the last comprehensive global catalogue in 2005, more than 35,000 invasive species were recorded in various locations. To conduct the study, the team from the German Senckenberg Biodiversity and Climate Research Centre, the

University of Vienna and the University College London developed a mathematical code to calculate the number of aliens expected by 2050. This was calculated based on sizes of source pools (species that may become invasive) and historical invasions assuming a continuation of current trends.

In comparison to the last comprehensive global catalogue in 2005, the model found a 36% increase in invasive plant and animal species. The study also expects the most considerable growth in Europe at 64% with around 2,500 new aliens predicted followed by Asia, North America, and South America. The research indicated the lowest relative increase in alien species in Australia.

Researchers predicted that the invasive species in every region would consist of inconspicuous animals such as molluscs and crustaceans and in particular, insects and other arthropods. Alien arthropods and bird species may arrive faster than before as well.

The International Union for Conservation of Nature (IUCN) has stated that the impact of invasive species is immense, insidious, and usually irreversible. This invasion may be as damaging to native species and ecosystems

globally as the loss and degradation of habitats. Hundreds of extinctions have been caused by invasive species.

With the expected increase in global trade and transport in the coming decades, the team expects more species to infiltrate new habitats as stowaways. In the maritime industry, the International Maritime Organization implemented the International Convention for the Control and Management of Ship's Ballast Water and Sediments 2004 (BWM Convention) in 2017 to combat the issue.

This is because, ships regularly take on sea water or ballast water which may contain aquatic species in microscopic or larval form. These organisms can become invasive and harmful if the ballast water is released, unmanaged in a new location at the end of an ocean voyage. Hence, ships must manage their ballast water so that aquatic organisms and pathogens are removed or rendered harmless before release. This will help prevent the spread of invasive species as well as potentially harmful pathogens. While the researchers note that preventing invasive species' introduction into ecosystems is inevitable, they recommend stricter industrial regulations and international trade enforcement.

## MIND YOUR BODY

## Study finds association between screen time use and poor health

**Researchers from the Arizona State University found heavy users of screen have the least healthful dietary patterns and poorest health-related characteristics.**

Screen time refers to the amount of time spent using a device with a screen such as a smartphone, computer, television, or video game console. Due to the rise in technological advancements, this concept has become a significant topic of concern as studies show that screen time directly impacts mental and physical health as well as child development. Screen time on platforms such as social networking sites, messaging applications and video-streaming sites have changed the nature of our consumption, diet, the way we behave and our lifestyle with countless hours spent sedentary.

On this basis, researchers from the Arizona State University found that heavy users of screen where the usage amounted to an average of

17.5 hours per day reported the least healthful dietary patterns and the poorest health – related characteristics in comparison to moderate and light screen users. The latter users screen time averaged 11.3 and 7 hours of screen use per day, respectively.

To conduct the study, more than 900 adults in the United States of America who owned a television or at least one other screen were asked to complete a survey assessing screen time use across multiple devices, and other factors such as dietary habits, sleep duration and quality, perceived stress, self-rated health, physical activity habits and body mass index.

The study observed unique dietary habits associated with different types of screen use where TV and smartphone users had the least healthful dietary patterns. Heavy smartphone users also reported the lowest sleep quality. Screen time was found to be significantly associated with less healthy dietary patterns

including increased frequency of fast-food consumption, eating family meals in front of a television and even, increased stress.

In the past, research into the impact of television on one's health has found links between significant TV watching, obesity and type 2 diabetes, and abnormal glucose metabolism. Now, with most of our lives being mediated by screens, the type of negative health with excessive screen time regardless of the device is the same. Researchers note the type of interventions to adopting a healthier diet or lifestyle also means considering the kind of screen time habits an individual has adopted. The results lay foundation for future research into screen time interventions.

One of the hardest things to do is to set these devices aside especially when winding down. Screens should not be the only way to interact, entertain or do everything in life, instead it should be a small side component of everything that we do.

## MAIN NEWS

## ESM pioneers onboard Ballast Water Treatment System installation - Continued from Page 1

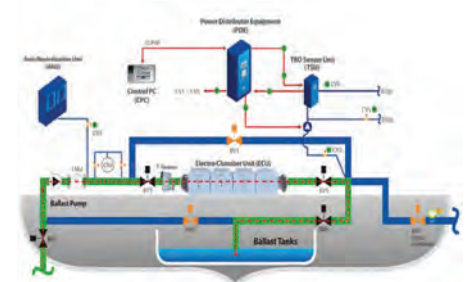
all of this into the engine-room and laying the foundation for mounting and securing the plant. The entire pipeline lay-up and fitting work was carried out simultaneously while calling various ports over 45 days involving cargo operations and associated activities of ballasting and de-ballasting operations with not a single hour of operational stoppage.

Mr. Joong Hee Lee, Vice President (Sales & Marketing Div.) from equipment maker Techcross noted, "The installation of the entire plant done by ESM's in-house riding team during sailing voyages and completing the project ahead of schedule was an unprecedented breakthrough and it enlightens us to have a better solution for our Company for future projects. The work quality was of such high order that we could complete the commissioning process with minimum intervention and without any modification or changes."

It is indeed a testament of an excellent ship-shore co-ordination and planning that the entire project was completed early as the team

took on challenges on the way. ESM Senior Superintendent, Ajay Sharma who was onboard to guide and lead the team noted issues such as shifting big pipelines in place amidst a moving vessel. While sailing from Paradip to Hazara, the crew also encountered Cyclone Nivar and had to deviate the vessel by 150 nautical miles. "I have no doubt that this was nothing less than an engineering marvel." He added.

Maker's trial by Techcross appointed Commissioning Engineers (Ace Marine & Engineering Services) was completed with minimum interventions and a Class survey was immediately arranged for verification at the end of trials. A Statement of Class for Ballast Water Management was awarded at the end of this survey. Congratulating the ESM team on the success of the project, Mr. Jomesh Jose, Technical Manager at Ace Marine & Engineering said, "The installation team has carried out an excellent job, especially considering the job was carried out during sailing. The commissioning team could carry out their task without much recommendations for modifications, which is not



the case for usual sailing retrofitting jobs based on our experience. It is a great achievement indeed".

The installation of BWTS is mandated by the International Convention for the Control and Management of Ships' Ballast Water and Sediments, which entered into force globally on 8 September 2017. With this in-house knowledge base, the implementation of the BWTS is planned for more ESM-managed vessels in coming months.

Our heartiest congratulations to the entire team behind the successful completion of this project.

## ESM NEWS

## SIMS Lonavala recommences graduations with 28th batch of DNS cadets



Cdt. Abhishek R Menon awarded Best Cadet and Best Orator



Cdt. Moyukh Biswas, recipient of Best in Stability and Construction, Best in Navigation, Best in Marpol & BME, Best in Maritime Comm & Emergencies, Best in Academics and Best in Mathematics



Cdt. Tushar Pandey, recipient of Best in Applied Science and Best in HSSE and Hands on Training



Cdt. Akash Chirakadavil receives Best in Cargo Work, Seamanship & SWP

**Forty successful cadets from the 28th batch of the Diploma in Nautical Sciences course marched forward to receive their certificates in a graduation ceremony held on 05th January 2021 at the SIMS Lonavala campus.**

Due to the ongoing COVID-19 pandemic, the event was held in line with guidelines implemented by authorities and began with a safety briefing by Cadet Moyukh Biswas extending a warm welcome to the audience.

Mr. Jims Andrews Vice Principal, SIMS Lonavala, Chief Guest of the ceremony, addressed the congregation and congratulated the cadets. In his speech, he motivated them for the next phase of their careers, propelling the importance of putting lessons learnt into practice.

He also highlighted the importance of practicing safety and recommended that cadets read manuals prior to conducting jobs.

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

Following prizes were given to DNS 28 Batch cadets:

### Description of Awards

Best Cadet  
 Best in Applied Science  
 Best in Stability and Construction  
 Best in Navigation  
 Best in Marpol & BME  
 Best in Cargo work, Seamanship & SWP  
 Best in English, MH & HF  
 Best in Maritime Comm & Emergencies  
 Best in Academics  
 1st Runner up in Academics  
 Best in HSSE and Hands on Training  
 Best Sportsman  
 Best Orator  
 Most Popular Cadet  
 Best in Mathematics (Overall)

Cdt Abhishek Menon  
 Cdt Tushar Pandey  
 Cdt Moyukh Biswas  
 Cdt Moyukh Biswas  
 Cdt Moyukh Biswas  
 Cdt Akash Chirakadavil  
 Cdt Gokul Suresh  
 Cdt Moyukh Biswas  
 Cdt Moyukh Biswas  
 Cdt Kandekar P. Rajendra  
 Cdt Tushar Pandey  
 Cdt Asit T Naik  
 Cdt Abhishek Menon  
 Cdt Pranav Behl  
 Cdt Moyukh Biswas



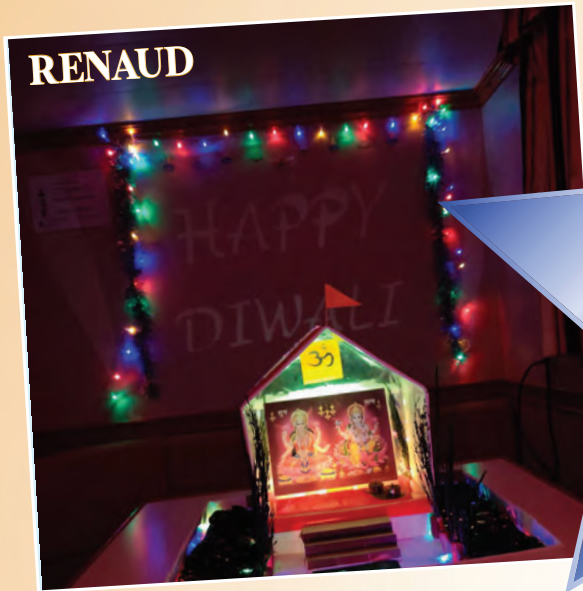
# Festive-CREATIVE

## Competition Results

### TOP VESSEL WINNERS



Marlin Master family



**CONSOLATION WINNERS**



ESM NEWS

# Introduction to the updated Planned Maintenance Module in Phoenix 3.0

By Capt. Arvind Karandikar, Director, Marine Assurance

**Maintaining a vessel seaworthy and her equipment in good working order is the core function of Ship Management and the Planned Maintenance Module in Phoenix was created to assist ship and shore-based staff to do this efficiently.**

An average vessel has approximately 52000 jobs over 5 years amounting to about 10,000 jobs per year or 200 jobs per week. Weekly and Monthly - Category 4 Jobs (Tests and Checks) constitute more than 70% of the jobs whereas overhauls and major overhauls amount to only 2% of all jobs. This is a considerable amount of work with considerable reporting requirements, and we have attempted to address this in Phoenix 3.0.

The Planned Maintenance Module has had a significant upgrade with an improved Graphic User Interface (GUI), an interactive 'Dashboard' and the following additional features:

- Categorized jobs:
  - a. Cat 1: Major Overhauls / Surveys

- b. Cat 2: Overhauls and renewals
- c. Cat 3: Inspections, Lubrications, adjustment, etc.
- d. Cat 4: Tests and Checks
- Revised work order system:
  - a. One work order can have multiple jobs.
  - b. Users can create and save predefined work orders which eliminate creating work orders each time.
- Required parts are populated and ROB is displayed. Requisition for shortfalls is done with a click of a button.
- Job reporting has been simplified. Cat 1 jobs have the most comprehensive requirements and Cat 4 have very simple reporting requirements.
- Risk Assessments, Job Hazard Analysis & Permit to Work, Maintenance

Forms and Parameters are mapped as appropriate for the job.

- Makers' Maintenance manuals, Technical Bulletins and Safety Alerts are mapped to Components and available for reference when carrying out the Toolbox meeting prior to commencing work.

The new system is being rolled out across the fleet over the coming months and we hope that it will make it easier for ship's staff to plan, execute and report jobs efficiently and reduce the reporting burden.

Job Category	Spares Required	Permit to Work	Risk Assessment	Maintenance Form	Simple Job Template	Parameters	Verification by Head of Department	Verification by Office
Cat 1 - Major Overhauls / Surveys	Yes	Yes	Yes	Yes	Included in maintenance form	Included in maintenance form	Yes	Yes
Cat 2 - Renewals & Overhauls	Yes	Yes	Where applicable	Where applicable	Included in maintenance form	Included in maintenance form	Yes	For identified Jobs only
Cat 3 - Inspection, Cleaning & Lubrication	Where applicable	Where applicable	Not Required	Not Required	Yes	Where applicable	Not Required	Not Required
Cat 4 - Tests and Checks	Not Required	Usually not Required	Not Required	Not Required	Not Required	If applicable	Not Required	Not Required

ESM NEWS

# Pilot Crane Operators Course for Ratings conducted at SIMS Mumbai

**SIMS Mumbai successfully conducted its pilot Crane Operators Course for Ratings on 07th January 2021. Specifically geared for Ratings, the specialized course enables them to get a practical experience ahead of handling Crane Operations onboard.**

The syllabus was developed with the expertise of veteran mariners at SIMS faculty. Additionally, the course makes use of the ARI's Cloud Simulator, providing attendees with the necessary hands-on experience with changing weather conditions and loads, to demonstrate compliance. This is as recommended by the Oil Companies International Maritime Forum (OCIMF), especially for crane operators transferring personnel.

During the course, attendees underwent a short briefing about crane safety, personnel transfer basket usage and signals as well as a live demonstration before they were put through the

simulator tasks. The latter task was performed in pairs with one as a signal man and the other as a crane operator. During the task, attendees experienced various weather conditions such as changing weather, rough seas, winds, visibility, rain, fog and other crane emergency situations.

Attended by external personnel from Valles Steam Ship, the course received positive feedback from the participants who were thrilled by the simulator experience. In a feedback, the course representative wrote, "The simulator for the crane operation is very close to the real one and I admire the whole team involved in this. We are looking forward to further training our crew in the coming weeks."

For Course Bookings or more information, please contact our Training Coordinator at training.sims@samundra.com or WhatsApp /Call +91-9819811366.



## ESM NEWS

## Successful sea trial of marine biofuels onboard ESM managed vessel - Continued from Page 16

With limited records of such high levels of biofuel used in the industry, pre-emptive operational and handling challenges were discussed with the inhouse fuel testing labs as well as clarified with engine makers for any potential issues. The team conducted multiple tests of the fuel both onboard and in the lab for key checks on its engine and its effects, to ensure full safety during the trials. The

project is also a testimony to the efficient ship-shore collaboration at ESM as the vessel's crew worked closely with and guided by the shore team for its execution.

ESM has previously conducted successful trials for VLSFO bunker operation in its managed

vessels and has progressively undertaken such high-risk projects with safe execution.

We congratulate the Marlin Amethyst Master, Chief Engineer, crew and the inhouse expert marine team for their efforts and successful execution of the biofuel sea trial project.

## MAIN NEWS

## New updates on crew change conducted in January 2021 - Continued from Page 1

the coronavirus. The United Kingdom has barred most international travel and on 28th January announced the ban of direct passenger flights to and from the United Arab Emirates, thereby shutting down the busy International airline route. It has also added Burundi and Rwanda to its travel ban list.

Meanwhile, the United States of America has extended its ban for non-US travelers who have been in Brazil, the United Kingdom, Ireland and 26 countries in Europe that allow travel across open borders. In the Asian region, crew changes remain halted in Japan, China, South Korea, Thailand, Taiwan, Vietnam, Malaysia and Indonesia. Hong Kong continues to permit crew changes only to vessels headed for cargo operations in its port.

The crew changes are particularly challenging in certain countries in Africa where the Covid test results could be questionable. These are the landmines the ship managers including ESM are presently facing on a regular basis and seafarers must remain alerted as well. Another challenge is for the crew to meet the sailing requirements of 14 days at sea when sailing from countries such as Singapore to China. Such issues have thus resulted in temporary delays in crew sign off, visa approvals etc.

### Other changes announced:

#### Philippines

The Philippines, on 29th January, announced new conditions for foreigner's entry to the country taking effect from 1st of February, despite the

travel restrictions. Foreigners are now required to pre-book accommodation for at least seven nights in an accredited hotel and will be tested at the facility for Covid on the sixth day from the date of arrival. The country continues travel restrictions for foreign travelers from or transiting through 35 countries and regions with reported cases of the new coronavirus variants. Currently, foreign travellers from the United Kingdom, Denmark, Ireland, Japan, Australia, Israel, the Netherlands, China, Hong Kong, Switzerland, France, Germany, Iceland, Italy, Lebanon, Singapore, Sweden, South Korea, South Africa, Canada, Spain, the United States, Czech Republic, Portugal, India, Finland, Norway, Jordan, Brazil, Austria, Pakistan, Jamaica, Luxembourg, and Oman are prohibited from going to the Philippines.

#### India

The Directorate General of Civil Aviation (DGCA) announced on Thursday (28th Jan) that the coronavirus induced suspension of commercial international flights will be extended till 28th of February.

"Air Bubble" flights between India and the UK have since resumed after the earlier temporary two-week suspension.

India's "air bubble" agreements has now reached a total of 24 countries. The list of countries includes Afghanistan, Bahrain, Bangladesh,

Bhutan, Canada, Ethiopia, France, Germany, Iraq, Japan, Kenya, Kuwait, Maldives, Nepal, Netherlands, Nigeria, Oman, Qatar, Rwanda, Tanzania, Ukraine, United Arab Emirates (UAE), United Kingdom, United States of America (USA).

Ensuring the wellbeing of our crew will always be a top priority and ESM is a signatory to the Neptune Declaration on Seafarer Wellbeing and Crew Change, highlighting the action that needs to be taken by authorities to resolve the crisis at soonest.

We sincerely hope to highlight the gravity of the ongoing Seafarer Crisis with our contemporaries to the respective authorities for swift action in bringing our crew home, safely. In the meantime, we deeply 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.

The company is committed to do its best in cooperating with changing regulations while ensuring an efficient but most importantly, safe crew changeover.





# 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 - FEBRUARY 2021

### ONLINE COURSES

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

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

**For Course Bookings,  
Please Contact:**

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

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\*Please note only successful applicants will be contacted



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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 February 2021!

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST MRINMOY GANGOPADHYAY	28/02	ATLANTIC PRINCE	30 SATYENDRA KUMAR MISHRA	04/02	THE SHERIFF
MST DHARAMBIR KALYAN	04/02	TOLEDO TRIUMPH	30 SURAJ KULANKARAPUTHANMADAM	13/02	EVER GENIUS
MST PRAVIN KUMAR YADAV	23/02	MARLIN AMETHYST	30 AKSHAY KUMAR THAKUR	04/02	ATLANTIC EAGLE
MST SRINIVAS LINGANNA SUNKARI	13/02	FRONT SANTIAGO	30 TONY SAVI CHAVARA	15/02	MAREX NOA
MST VIRENDER SINGH DALAL	21/02	TAMPA TRIUMPH	30 PRABHJOT SINGH	19/02	GLORIOUS KAURI
MST MANISH BHARDWAJ	03/02	VELOS FORTUNA	30 DHIWAGAR MANIVANNAN	04/02	ALQADISIA
MST MOHAMED ABDULKADAR FAYAS A. K. ASAD	25/02	LR2 POSEIDON	30 KIRAN KIZHAKAYIL	23/02	YAMABUKI
CO JITENDER SINGH	03/02	ALHANI	CE AMIT BAKULESH THAKER	13/02	LR2 PIONEER
CO BENEDICT LOPEZ DIZA	24/02	RENAUD	CE RAVI PRAKASH GUPTA	05/02	KOBAI
CO NIKHIL PANDURANG PAI	21/02	ONE MILLAU	CE VIJAY RANJAN CHOUDHARY	20/02	GRAN COUVA
CO AZAZ MOHAMED MANIYAR	02/02	ATLANTIC GUARD	CE TUSHAR NASKAR	18/02	CHOLA HARMONY
CO DEEPIYOTI SEN	07/02	JUBILANT FUTURE	CE VISHAL SHARMA	21/02	GLORIOUS FUJI
CO JYOTI PRAKASH	11/02	E PIONEER	CE SAJITH RAMACHANDRAN	14/02	CITY OF TOKYO
CO MIR YUSUF MEHDI	17/02	UACC SILA	CE SRINIVASAN ARUNAGIRI	04/02	MAEA
CO MEHUL SINGH BISHT	01/02	EVER GENIUS	CE VIKRAM KAMALAKSH SHENOY	05/02	JOSEPH WISDOM
CO AMIT KUMAR	05/02	FS ENDEAVOR	CE SIDDHARTH ISHWARDAS KANDWAL	11/02	AEGEAN WAVE
CO HARISH JOGALEKAR	02/02	YAMABUKI	CE ROMANUS FERNANDES	28/02	OAKA
CO ABIN ALEX TOM	22/02	THE BLACKSMITH	CE RAJESH KUMAR RANA	10/02	UACC RAS TANURA
CO RAVI KUMAR	03/02	UACC SHAMS	CE SAMEER SINGH	27/02	PALANCA MIAMI
CO BALWINDER SINGH	15/02	VELOS LEO	CE CHANDRAKANT KUMAR	20/02	MARLIN MASTER
CO MUNISH GAUTAM	25/02	AFRA LAUREL	2E VIDHAN CHANDRA BHAGAT	04/02	AEGEAN WAVE
20 HARSH SHARMA	21/02	HOUYOSHI EXPRESS II	2E RAMPRABU DURAIRAJ	05/02	APL NEW JERSEY
20 ANUPREM KUMAR	01/02	THE DIPLOMAT	2E PRADEEP SINGH MANGAT	13/02	MANDALA
20 ABHISHEK KUMAR PATEL	14/02	MARLIN AQUAMARINE	3E PRAVEEN KUMAR VIJAYAKUMAR	11/02	THE JUDGE
20 AKHIL MOHAN	15/02	LR2 ETERNITY	3E MEHTAB SINGH BAJWA	16/02	FRONT SUEZ
20 RAVI KANT	05/02	KOBAI	3E KIRAN MOULI JOREEGALA	18/02	SANTOS
20 SOURABH BHAGAT	07/02	ARAGO	3E BALJINDER SINGH SIDHU	21/02	RED RUM
20 SWAPNIL BHANUDAS NIMASE	15/02	VELOS FORTUNA	4E SHAHNAWAZ MEHBOOBKHAN PATHAN	09/02	ONE MILLAU
20 RAJEEV BALACHANDRAN NAIR THANKAMONY	23/02	ROBERTO	4E LOKESH MAHAJAN	20/02	MOL TRUTH
20 HAREESH JAYASREE CHANDRASEKHARAN NAIR	29/02	GRAN COUVA	4E NIRANJAN SHRIRANG SHINDE	05/02	MARLIN AMETHYST
20 AKSHAY VISHWANATH SHETTY	23/02	GODAM	4E AJIT DEVRUHKHAR	10/02	ZARIFA ALIYEVA
20 YASHRAJ RANA	27/02	ALJALAA	4E AMIT KUMAR SINGH	04/02	ARIANE MAKARA
20 SURAJ PARSHURAM SAHANE	06/02	ATLANTIC CANYON	4E AJINKYA AVINASH KATE	15/02	VELOS AQUARIUS
20 DAIN ANTO FRANCIS	12/02	MAREX NOA	4E AJITH BALAKRISHNA KURUP	19/02	E PIONEER
20 ANKIT VERMA	28/02	THE SHERIFF	4E TUSHAR HEBLE TIMMAPPA	11/02	APL NEW JERSEY
30 JOBU SADASIVAN	01/02	EVER GOVERN	4E AVINASH SWARUP SRIVASTAVA	23/02	GLORIOUS FUJI
30 SANJAY KUMAR	03/02	AFRA HAWTHORN			

NEW JOINERS

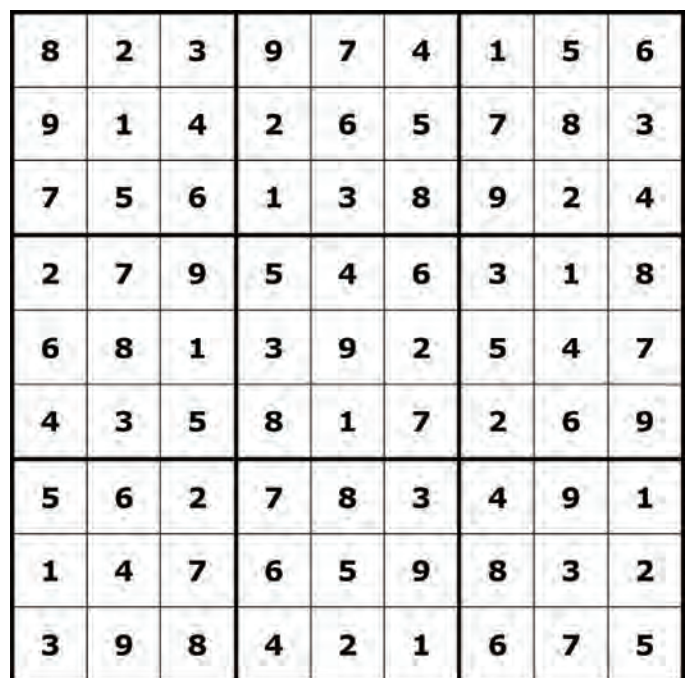
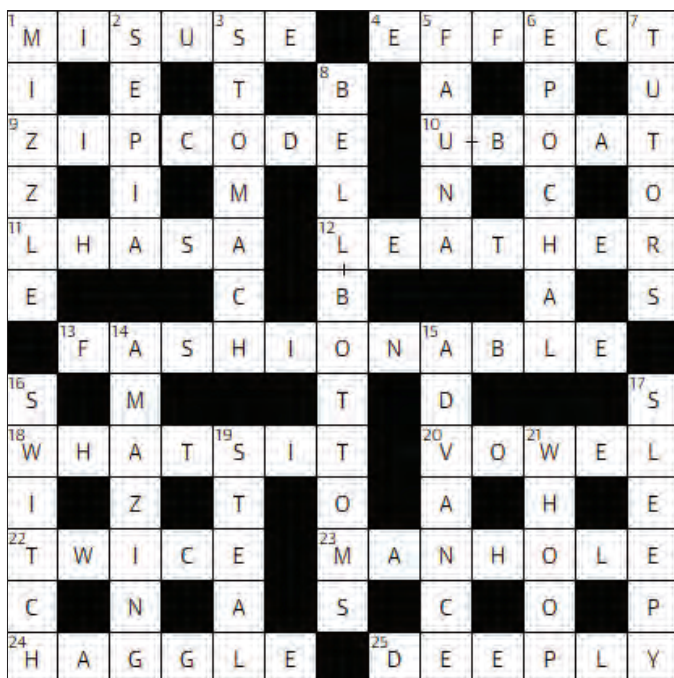
# New joiners welcomed onboard ESM vessels

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

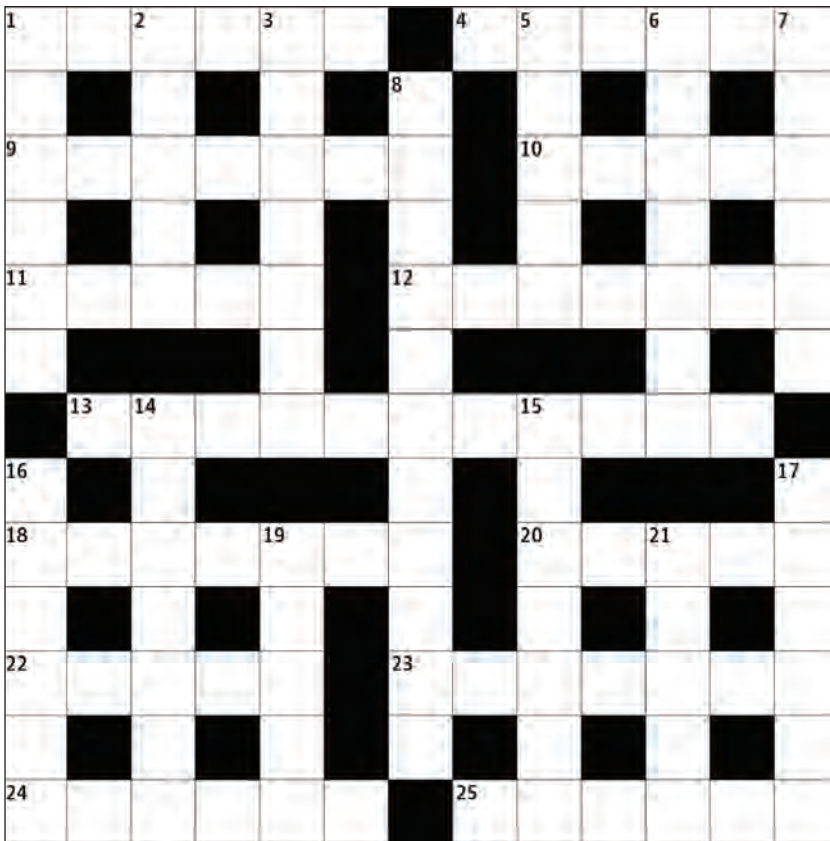


- |       |                       |                |        |                           |               |
|-------|-----------------------|----------------|--------|---------------------------|---------------|
| 1. JO | ULHAS KASHYAP         | MAREX EXPRESS  | 8. JE  | SATYAM DEEPAKKUMAR TIWARI | AFRAMAX RIO   |
| 2. JO | HARSHIT SINGH         | AFRAMAX RIO    | 9. JE  | TUSHAR RAJENDRA THOPATE   | THE CHIEF     |
| 3. JO | TOM JOE KUZHIVELY     | THE CHIEF      | 10. JE | SATYAM AGRAWAL            | OAKA          |
| 4. JE | MANAV WAZIR           | CHOLA TREASURE | 11. JE | RAHUL KUMAR               | ALJALAA       |
| 5. JE | PANKAJ LAGWAL         | ZARIFA ALIYEVA | 12. JE | NAGARAJ WATAGE            | THE JUDGE     |
| 6. JE | SUJIT MERVINE FURTADO | MAREX EXPRESS  | 13. JE | BIMLESH KUMAR YADAV       | CITY OF TOKYO |
| 7. JE | DHANUNJAYA MUGI       | MAREX EXPRESS  |        |                           |               |

PUZZLES ANSWERS FOR ISSUE 189



**PUZZLES**

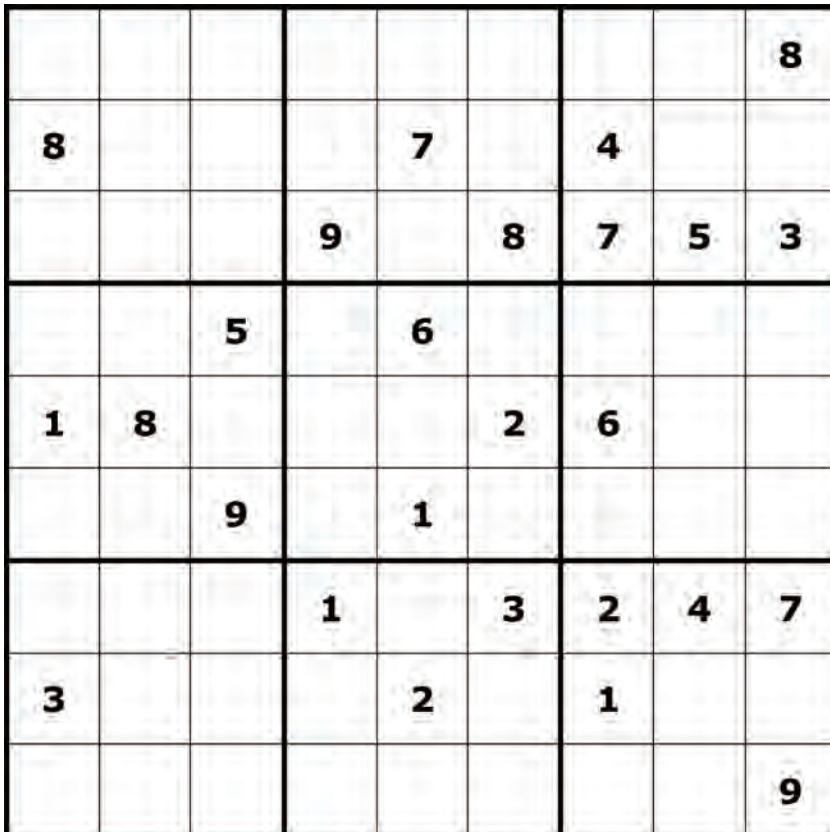


**Across**

- 1 Hold tight (6)
- 4 River – plant (6)
- 9 Endless (7)
- 10 True (5)
- 11 Not justified (5)
- 12 Promote (7)
- 13 Miscellaneous collection (4,3,4)
- 18 Adventure (7)
- 20 Out of sight of land? (2,3)
- 22 Shell out (5)
- 23 Hamlet (7)
- 24 Mountain range (6)
- 25 Swedish coins (6)

**Down**

- 1 Little angel (6)
- 2 Overturn (5)
- 3 Come clean (7)
- 5 City on Eurostar routes from London to Paris and Brussels (5)
- 6 Perverse (7)
- 7 Stand-in (6)
- 8 Unconventional – tea interval (anag) (11)
- 14 Run down (7)
- 15 One makes things possible (7)
- 16 Against (6)
- 17 Hurtle (6)
- 19 Getting on (5)
- 21 Fish eggs (5)



**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

## Winners announced for the Executive News Bulletin Festive Creative competition

Winners have been declared for the Executive News Bulletin Festive Creative competition. Launched in the October 2020 issue of the company newsletter, the competition was an initiative to encourage celebrating the Executive spirit during the festive season.

Vessels were encouraged to submit a photo or video compilation not exceeding 20 seconds, showcasing their festive spirit onboard for various festivals in each month. Entries received were judged by a panel comprising Editorial Director and Deputy CEO Ms Sikha Singh, ESM's Communications Team and a select panel from the HR and Crew, HSEQA and E-learning team. Criteria for judgment included festive spirit on display, crew camaraderie,

creativity, originality, and quality of the submitted entry. All winning vessels will be recognized with a Certificate of Recognition and corporate gifts.

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

Our heartiest congratulations to all winners!

*Continued on Page 8*

## ESM NEWS

## Successful sea trial of marine biofuels onboard ESM managed vessel

Biofuel use in the ocean going ships is longer just a buzz word but a fast growing reality as seen on board Marlin Amethyst recently. Sea trials for safe and effective use of marine biofuels was successfully while the ship continued her usual sailing route and trade. Generally conducted at the new build stage, the project was safely executed by the ESM ship and shore teams on an in-service vessel, demonstrating their operational and management excellence.



The biofuel blends used were composed of approximately 20-30% of waste oil feedstock/biodiesel and 70-80% Very Low Sulphur Fuel Oil (VLSFO). The success of the project has further ushered in avenues for the Owners/Charterers in initiating additional sea trials in vessels to minimize carbon footprint of marine fuels.

The month-long sea trial involved extensive planning, testing, and monitoring for its execution. The passage plan included berthing, sailing through Canakale (Turkey) and dry docking, wherein the fuel was to be stored for approximately 15 days. Details such as pre bunkering, bunkering, storage, testing regime of bunkers, liaison with Class and Flag for approvals, monitoring performance of equipment, to post inspections etc. were diligently planned for by the inhouse shore team.

*Continued on Page 11*

## ESM NEW TAKEOVER

## Vessel APL Turkey joins ESM's fleet

Container vessel APL Turkey was successfully taken over by Executive Ship Management on 21st December 2020 at Port Said, Egypt.

Our heartiest congratulations to the crew for the safe and efficient takeover of the vessel.

Vessel APL Turkey is helmed by Master Shailesh Kumar Rawat, Chief Officer Vishal Patel, Chief Engineer Ansuman Chakraborty and Second Engineer Abhishek Nakkonda Umakanthan.



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. Our best wishes to the crew onboard APL Turkey, safe sailing and following seas on their voyages ahead!

### Joke of the month

What does the dentist of the year get?

A little plaque.





**EXECUTIVE**  
**NEWS BULLETIN**