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EXECUTIVE News Bulletin

ISSUE 206
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MONTHLY COMMUNIQUE FOR EXECUTIVE SHIP MANAGEMENT PTE LTD, SINGAPORE

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MAIN NEWS

Claxton Bay clinches top spot in Best Ship Award 2021 second half

Chemical tanker, Claxton Bay attained first place in the chemical tanker category as Best Ship Award results were announced for the second half of 2021 in an outstanding display of effort and improvement from its previous performance and award of 'Most Improved Ship' in the Best Ship Awards of the first half of 2021.

Congratulations to the entire crew, and commendation to Capt. Sooraj Chandran Pillai, Capt. Alok Abrham Tuscano, Capt. Anupam Prabhakara, CE Davinder Sharma, CE Manoj Kumar Singh, and CE Binod Kumar Sharma for their leadership and guidance in driving the vessel and crew performance during the review period of 2021.

Priming the ship for success, Capt. Sooraj, a SIMS Alumni (DNS 03 batch), was serving his first command as Master on Claxton Bay during the first half of 2021, where the ship was recognized as 'Most Improved'. However, it was indeed the continued progress and efforts by the subsequent Masters and Chief Engineers that led the vessel in achieving the annual feat.

CE Manoj Kumar Singh who served on Claxton Bay for almost seven months in 2021, pointed, "I received detailed

handing over notes from outgoing Chief engineer. He tried his best to improve the condition during his tenure and passed the responsibility baton to me to improve it further. Priority were given to the jobs and items which were important for safety and third party inspections and were planned to be finished first, resources needed were identified with help of our good office and problems were rectified."

Capt. Anupam Prabhakara, who is currently onboard the vessel and also during the review period spoke of how the team set high standards for themselves in their shipboard operations and performance. "My team and I believe in working towards the common goal which is to bring out the best in everyone. This means, we expect everyone to perform their own specified duties well, collectively helping to achieve expected goals."

(Read full interview on Page 7 & 14)

Mr. Jitendra Kumar, Director, Technical issued his congratulations to Claxton Bay and to all winning vessels. "The heightened focus on fabric

Continued on Page 7

Happy Chinese
New Year!



ESM extends our warm greetings for Chinese New Year (1st Feb 2022)



Letter from ESM

As we closed the year 2021 bravely traversing COVID and its related challenges, it is with great pride and pleasure I can state, we started the new year 2022 with stronger determination and preparedness to make the year ahead happier, healthier, safer and prosperous for all.

In fact, the front-page announcement of the best performing ships of the year 2021 in the Chemical tanker category is a true indicator of how focused, hard, and smart teamwork initiated bore fruits along the way. MT Claxton Bay is a classic example of how the ship under three sets of Masters and Chief Engineers consistently worked on passing on the baton at the end of their respective tenure to make the vessel they sailed at some point arrive at the pinnacle of success. Hearty congratulations to the entire crew and leadership. We are pleased to bring out the story along with the comments from some members of the winning team. I am sure this is a story to inspire not only all our seafarers but everyone at shore too.

Together, we congratulate and deeply appreciate the Masters and Chief Engineers and the entire winning teams of the rest of the categories including the "Most improved ship" category winners. Please follow the story from the front page to page 7.

Similarly, our hearty congratulations to the winners and the participants of the year end creative competition – video-based entries on Hopes and Goals for the year 2022. It is indeed heart-warming to receive enthusiastic responses from our seafarers candidly narrating their inner thoughts and aspirations for the new year. Our best wishes to all winners and participants. We sincerely hope these competitions will keep the creative juice of our seafaring crowd flowing amidst of their daily routine.

The technical article of this issue will be of particular as our Marine Superintendent, Capt. Sourab Burman explains the challenges of carrying heated cargo on board. Similarly, Capt. Vinod Dubey of Adhart Shipping brings about his perspective on the outlook of the tanker market for 2022. Those uninitiated to the commercial aspects of a ship, here's a simple but interesting peek to the tanker's cargo business.

Health and Environment have been our focused area and hence, the article on the possibility of a universal influenza vaccine as found through reliable research work will give our readers hope for better health in future. Again, the impact of climate change on our environment has been mind boggling and here's another evidence of earthshine dimming due to a significant drop in the earth's reflectance as pointed out by scientists.

We have continued with our regular features including this month's updates on the activities of the company. Do enjoy reading and revert with your comments and suggestions any time.

Here's wishing all our readers a Happy Chinese New Year on 01st February – year of the Tiger.

Till we meet next month, be safe and remain healthy...

Sikha Singh

“It is with great pride and pleasure I can state, we started the new year 2022 with stronger determination and preparedness to make the year ahead happier, healthier, safer and prosperous”

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TECHNICAL NEWS

Challenges in Carrying Heated Cargo

By Capt. Sourab Burman, Marine Superintendent

Some cargoes have a high melting point; hence, applying heat during transit maintains these in liquid form and is essential to ensure pumpability and reduce ROB (remaining onboard). However, improper heating can affect the cargo properties. Apart from affecting the cargo properties, this may even result in poor pumping, leading to cargo remaining in the vessel's tanks. Another effect of improper control of heating may lead to the solidification of cargo lines/pumps and delay in cargo operations. Handling cargo during transit is the responsibility of the vessel's officers. In this article, we look at Edible Oil and similar solidifying cargo types, and the issues that can arise.

Heated cargoes like Vegetable Oils, Phenol, Caustics etc are usually transported in bulk on board IMO Type II chemical tankers with stainless steel or coated tanks. Some chemical or petroleum cargoes are highly viscous and are also solidifying due to their chemical composition and thus these cargoes require heating using ship's cargo heating system during their sea carriage on IMO type II chemical tankers with stainless steel or coated tanks. Each cargo of this type will have specific transportation and handling requirements and required heating instructions should be provided in voyage orders. If not so, then they should be obtained in advance from Charterers and include the minimum/ maximum transit temperature, loading/unloading temperature, and the allowed daily rate of temperature increase. The vessel's Master should always follow the Shipper's/ Charterer's voyage instructions as a priority for heating the cargoes. The Federation of Oils, Seeds and Fats Association (FOSFA) is one of the arbitral body concerned with the worldwide trading in edible oils providing this information.

Apart from all this, proper planning is also required for heating these cargoes. The ship's staff should always keep in mind that carriage of heated cargoes while trading in cold climate areas may cause the cargo to solidify inside the cargo piping. Once solidified, bringing this cargo back to its flow state could potentially delay cargo operations and invite significant claims for the ship owners.

Why does solidification occur? Solidification occurs in the cargo tanks when these cargoes are not heated or less heated as against the heating requirements and stowed adjacent to non-heated cargoes or adjacent ballast water spaces or when the lines are not drained/ blown thoroughly and cleared after loading/ discharging, taking special care near bends and turns.

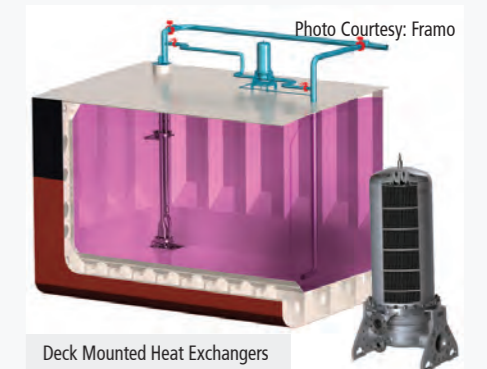
Why and How of line clearance? The lines used for cargo operations must be cleared to prevent the solidification of remaining cargo in the pipelines. All cargo lines and drains must be removed to avoid any blockages due to the cargo's freezing or solidifying. The vessel's Procedure & Arrangement (P&A) Manual would provide the exact procedure for line clearing. All cargo lines, including the manifold lines, should be thoroughly cleared by blowing air or nitrogen, depending on the cargo grade. The effectiveness of this blowing should be checked by knocking the cargo lines (Jammer Test) to ensure these are clear prior to vessel's arrival discharge port or after departure the discharge port.

All line clearance operations must be carefully planned to ensure safe and proper execution due to blowing during the line clearing operation. The ship's staff must also take special care not to over-pressurize the cargo tank and line systems. In freezing weather, the vacuum formed in the lines may sometimes suck the cargo from the cargo tanks and cause the solidification of pipelines. Hence it is imperative that the cargo

pipelines are checked daily or as advised.

Apart from the pipelines, tank bottoms must always be checked for hard factions, especially when carrying vegetable and animal oils, at regular intervals throughout the voyage and always before arrival in the discharge port. To avoid the solidification of cargo in adjacent tanks, the adjacent ballast tank should be kept empty, with no slops in the adjacent cargo tank. If the ballast is required to be taken, the vessel should keep the ballast water in these ballast tanks about 30 cm below the tank top, allowing for trim/list.

Most voyages with vegetable oils or solidifying cargoes would be uneventful without any hiccups, but sometimes things may go wrong. To minimize the risk of a claim resulting from the mishandling of the cargo, correct measures as described above must be taken during loading, voyage, and discharge.



Steam Heating Coils in Cargo Tanks



Solidified Cargo Line with Palm Stearin

SAFETY MOMENT OF THE MONTH

Failure of Accommodation ladder turntable pin failure

*** 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.*

A crew member was in the midst of stowing the accommodation ladder when the turntable pin failed. The victim, who was on the accommodation ladder, fell approximately nine meters sustaining serious injuries.

At present, there are no timelines or requirements to replace turntable pins. However, without periodic examination, corrosion can lead to structural failure.

It was observed many vessels had accommodation ladder turntable pins serviced more than 20 years. Additionally, none of the guidelines of accommodation ladders references include maintenance for turntable pins.

Lessons learned

1. While the turntable pin may seem like a minor component, failure can cause significant harm to anyone using the accommodation ladder at the time.
2. Periodically inspect the condition of the turntable pins and replace when necessary.
3. Inspection and maintenance of the pivot pin and lock nut as well as securing pin to be carried out as per PMS.

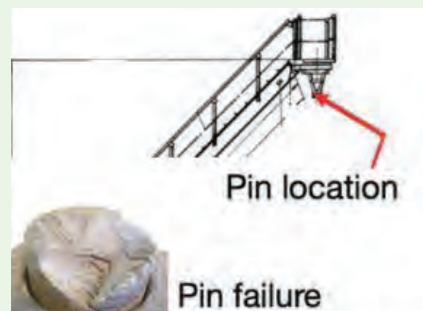


Photo Courtesy: The Nautical Institute

COMMERCIAL

Future outlook of Tanker Market in 2022

By Capt. Vinod Dubey,
Assistant Manager, Adhart

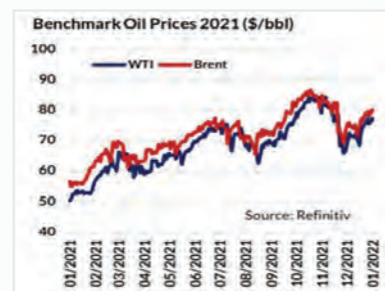
In a previous article, we discussed Supply vs. Demand status to understand the dry bulk market and its outlook. In this article, let us take a similar approach to understand the future of the Tanker Market.

Focusing on the **Supply-side** first, we need to be aware that the oil supply is controlled by OPEC (The Organization of the Petroleum Exporting Countries) and its allies, commonly known as OPEC+.

OPEC+ countries, in their **recent meeting** in January 2022, decided to stick to their existing policy of modest monthly increases in oil output. For February, they proceeded with a 0.4 million barrels per day (mbd) output hike to steadily unwind record production cuts made in 2021.

The rationale behind this decision of sticking to the original plan of increase in supply is their strong **faith in underlying demand** as post-covid recovery.

As shown in the below graph, the continual increase in Crude oil price also supports the theory of strong demand.



With Non-OPEC+ supply (Mainly driven by the USA, Canada and Brazil) also expected to increase by 1.8 mbd in 2022, a complete unwinding of production cuts by OPEC+ could eventually cause supply to overtake demand by mid to late 2022.

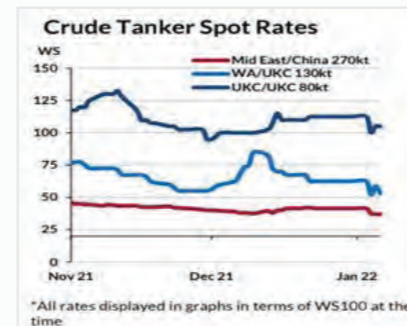
Hence, if demand cannot absorb the excess supply, there is a fear of stock build-up and reduced prices.

On the **demand side**, post-Covid recovery has been positive, although, **Omicron** has its dampening effect on the expected increase in

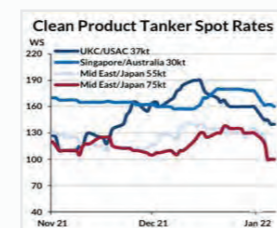
demand. As per reports, oil demand is expected to increase by 3.3 mbd in 2022, bringing the demand to pre-pandemic levels by Q2 or Q3 2022 at 99.5 mbd.

The rising demand is expected to concentrate in Asia, which will support crude tankers in the region, although recent mobility restrictions due to Omicron threaten the demand optimism.

Apart from Omicron, another concern to the demand is China's declared 11% reduction in crude oil import quotas for 2022 to meet **environmental targets** in the coming years.



Oil consumption is still on track in Asia and other economies, whilst European demand is unlikely to recover to pre-Covid-19 levels. This indicates that most shipping activities will be concentrated in the East of Suez region.



In a nutshell, flying on the wings of post COVID demand recovery, 2022

is expected to be a more positive year for both oil and tanker markets than 2021. Still, there are issues such as new Covid variants coupled with environmental regulations, which may bring headwinds for the expected growth of the tanker market.

(The source of Data quoted in this article: Gibson Shipbroker's report)

The above article is an opinion piece by the named author.

MIND YOUR BODY

New research increases possibility for a universal influenza vaccine

Scientists have identified a new antibody that can recognize various flu strains despite the virus mutating each year. Found in the blood of those infected with or vaccinated against the influenza virus, the team from Scripps Research, University of Chicago and Icahn School of Medicine at Mount Sinai note it could make progress in designing a universal flu vaccine.

Influenza or "the flu" is a year-round burden. According to the World Health Organization, influenza may result in 290 000-650 000 deaths each year due to respiratory diseases alone, excluding cardiovascular disease, which can be influenza-related. Influenza vaccines cause antibodies to develop in the body. They protect the body against infection from the virus.

Vaccines against influenza typically coax the immune system to generate antibodies that recognize the head of hemagglutinin (HA), a protein from the flu virus. The head is the most accessible region of HA, making it a good target for the immune system; unfortunately, it is also one of the most variables. From year to year, the head of HA often mutates. As a result, new versions of the vaccines are developed twice a year, as the influenza virus rapidly changes.

Researchers have designed experimental influenza vaccines to be universal. A universal

flu vaccine would keep you protected against the flu long term, eliminating the need for an annual shot. It would also be effective against current and future strains of the flu virus, which could help prevent flu outbreaks worldwide. Most universal flu vaccines are currently in early clinical trials.

In the study, the team of scientists characterized 358 different antibodies present in the blood of people who had either been given a seasonal influenza vaccine, were in a phase I trial for an experimental, universal influenza vaccine, or had been naturally infected with influenza. Many of the antibodies present in participants' blood were antibodies that recognized the HA head from the influenza virus. In the study, a collection of new antibodies stood out. The antibodies were named the Anchor, and upon further studying, the scientists identified 50 different antibodies to the HA Anchor from a total of 21 individuals.

The antibodies recognized a variety of H1 influenza viruses, which account for many seasonal flu strains. Some of the antibodies were also able to recognize pandemic H2 and H5 strains of influenza in lab tests. The antibodies successfully protected against infection by three different H1 influenza viruses in mice.

Scientists note that the world needs to be equipped in as many ways to increase our



protection against these highly mutating viruses and prevent future pandemics. These antibodies appear to be common in people and belong to a class of antibodies that any person's body can produce—an essential consideration in designing a universal vaccine to spur their development. Future improved universal vaccines could be designed to target the anchor and the HA section of the virus to increase protection further.

Over time, significant progress has certainly been made to develop a broadly protective universal vaccine. However, there is still more work to be done to achieve a long-term solution to influenza. While influenza continues to strike year after year, promising work on universal vaccines may ultimately break the cycle of needing annual influenza vaccinations.

ENVIRONMENTAL NEWS

Climate change causes "Earthshine" to dim

A new study conducted by researchers from New Jersey Institute of Technology, USA has found that climate change issues such as warming ocean waters have caused a drop in the brightness of the Earth.

"Earthshine" is a phenomenon that occurs when the Earth's light illuminates the dark portion of the Moon's Earth-facing side and reflects it back to us. It is a beautiful sight to the naked eye and is especially visible a few days before and after a New Moon, right after sunset or before sunrise. Interestingly, in Astronomy, Earthshine is also known as "Da Vinci's glow" after the

notable Leonardo da Vinci, who explained the phenomenon for the first time in recorded history. Apart from being a treat to the eyes, Earthshine is significant in climate studies. The brightness of Earthshine depends on the Earth's total reflectance or "Albedo".

"Albedo" refers to the reflexivity of a surface. The Earth's albedo is governed by clouds as they are usually more reflective than the Earth's surface. Changes in the brightness of Earthshine are mainly caused by cloudiness—the cloudier the Earth, the brighter the Earthshine. Albedo has a significant impact on our climate. The lower the albedo, the more radiation from the Sun that

gets absorbed by the planet, and temperatures will rise. If the albedo is higher, and the Earth is more reflective, more of the radiation is returned to space, and the planet cools.

Due to the concerns of a warming climate, scientists have been hopeful that a warmer Earth might lead to more clouds and higher albedo, which would then help to moderate warming and balance the climate system. In this study, researchers used decades of measurements of earthshine and satellite measurements to find that there has been a significant drop in Earth's reflectance, or albedo, over the past

Continued on Page 6

ESM NEWS

Winners announced for the Hopes and Goals for 2022 competition – Continued from Page 18

Individual winners:

	Cash Prize	Name	Rank	Vessel
1st Prize	\$100	Lakshmi Priya Thalapillil Sajeevan	Deck Cadet	Marlin Aventurine
2nd Prize	\$75	Nilesh Kumar Shukla	Motorman	Victoire
3rd Prize	\$50	Akash Masand	Fourth Engineer	Ikan Pandan

Group/Team-based winners:

	Cash Prize	Vessel
1st Prize	\$100	Alithini II
2nd Prize	\$75	FS Endeavor
3rd Prize	\$50	Ever Golden

****Do note that group-based and individual winners will be contacted accordingly.**

Continued on Page 8-11 for winning entries

ENVIRONMENTAL NEWS

Climate change causes “Earthshine” to dim – Continued from Page 5

two decades. The Earth’s planetary albedo is usually around 30%. In the last seventeen years from 1998 - 2017, the albedo was nearly flat. However, the Earth is now reflecting about half a watt less light per square meter than it was 20 years ago, with most of the drop occurring in the last three years of earthshine data.

Two things affect the net sunlight reaching the Earth: the Sun’s brightness and the planet’s reflectivity. The changes in Earth’s albedo observed by the researchers did not correlate with periodic changes in the Sun’s brightness, so that means changes in Earth’s reflectiveness are caused by something on the Earth. In the most recent years, according to satellite

measurements made as part of NASA’s Clouds and the Earth’s Radiant Energy System (CERES) project, there has been a reduction of bright, reflective low-lying clouds over the eastern Pacific Ocean.

That is the same area, off the west coasts of North and South America, where increases in sea surface temperatures have been recorded because of the reversal of a climatic condition called the Pacific Decadal Oscillation, with likely connections to global climate change.

The dimming of the Earth can also be seen in terms of how much more solar energy is being captured by Earth’s climate system. Once this

significant additional solar energy is in Earth’s atmosphere and oceans, it may contribute to global warming.

Warming or cooling oceans impact plant and animal species, alter marine ecosystems and have a profound effect on climate change, including reducing the levels of reflective cloud cover in some regions.

As climate change warms the planet, melting polar caps also mean less-reflective ice cover resulting in dimming earthshine which could exacerbate climate change. As the earthshine continues to decrease, there is cause for concern as the process could further add to the planet’s climate instability.

MAIN NEWS

Claxton Bay clinches top spot in Best Ship Award 2021 second half – Continued from Page 1

upgradation, safety equipment upkeep, and ship’s equipment good maintenance resulted on overall excellent vessel performance in all aspect. Kudos to all our winning for their hard work, positivity, and cohesion without which this would not have been possible. Keep up the good work!”

Aristodimos attained first place in the Oil/Gas tanker category and Kamome Victoria, UACC Shams and Crimson Majesty attained top places under the Most Improved Ships category. Reviewed annually, Jal Kamadhenu was the top vessel under the Bulk Carriers category.

“Excellent teamwork, follow up, hard work along with guidance by Senior Management has revealed itself as key for best performance during Third party inspections, PSC, Hold inspections etc.” Mr. Gaurav Paliwal, Assistant Fleet Manager said for Jal Kamadhenu’s performance. “We hope all vessels will continue maintaining the high standards set.” He added.

Attaining second and third places under the Oil/ Gas Tanker category were Mandala and New Horizon. UACC Ras Tanura and Velos Aquarius won second and third places respectively under the Chemical Tankers category. Berge Kita and Navios Southern Star were awarded second and third places respectively under the Bulk Carriers

category. Vessels were assessed on crew teamwork and the quality of safety standards implemented during Shipboard operations.

We commend and congratulate the exemplary leadership and teamwork of the Masters and Chief Engineers of the winning vessels who were onboard during the review period.

Congratulations to Capt. Hemdepinder Singh Dhindsa, Capt. Madhu Sudan (Aristodimos), Capt. Mukesh Kumar Ahuja, Capt. Pradipkumar Vasantlal Tandel (Jal Kamadhenu). Additionally, we also congratulate CE Rahul Agrawal, CE Muhammed Arif Umar Pawney (Aristodimos), and CE Lloyd Baptisto Alemao, CE Ganesh Haridas and CE Shyam Singh Majgaine (Jal Kamadhenu).

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

Our heartiest congratulations to all winners!

Culmination of consecutive teamwork places Claxton Bay top winner 2021

Claxton Bay has been recognized as the top winner in the Chemical Tankers category in the Best Awards for second half of 2021, after being recognized for their efforts as Most Improved Ship in the first half of 2021. Capt. Anupam Prabhakara, who is currently onboard and spoke of how good teamwork ultimately spurred the crew of Claxton Bay. CE Manoj Kumar Singh who was onboard during the evaluation period in 2021 shared similar thoughts as he addressed the challenges and the crew camaraderie that contributed to this. Excerpts from the

interview are here -

1. What changes have you made operationally to improve overall performance?

In his correspondence Capt. Anupam said, “Understanding every individual in a team is very important in improving overall performance. Everyone is different, and we have to get the best out of this difference by using everybody’s strengths. As a team, the weakest link must be taken care of, so we remain strong and meet our goals.”

Continued on Page 14

Winners:

Chemical Tankers

- 1st Prize: Claxton Bay
- 2nd Prize: UACC Ras Tanura
- 3rd Prize: Velos Aquarius

Oil/Gas Tankers

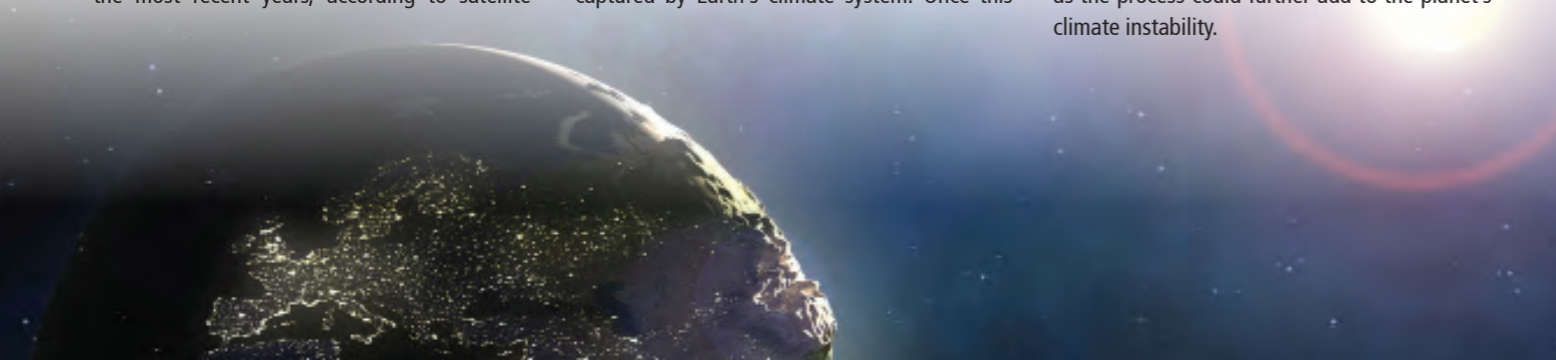
- 1st Prize: Aristodimos
- 2nd Prize: Mandala
- 3rd Prize: New Horizon

Bulk Carriers

- 1st Prize: Jal Kamadhenu
- 2nd Prize: Berge Kita
- 3rd Prize: Navios Southern Star

Most Improved Ship

- Chemical Tanker UACC Shams
- Oil/Gas Tanker Kamome Victoria
- Bulk Carrier Crimson Majesty

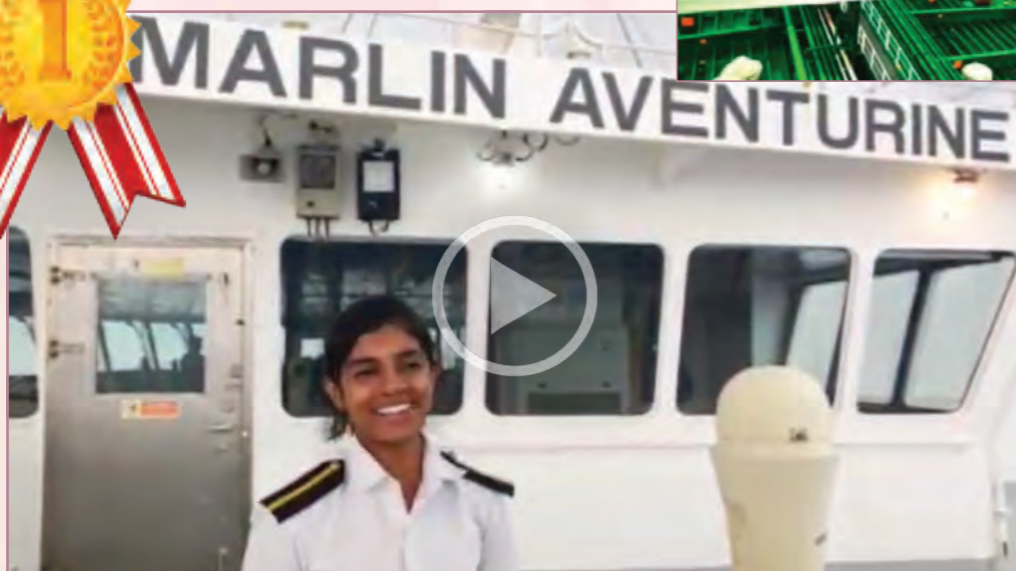
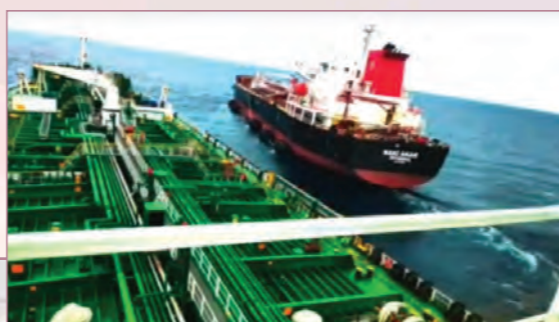


Hopes & Goals

for 2022

WINNERS

INDIVIDUAL WINNERS



Deck Cadet Lakshmipriya Thalapillil Sajeewan
Marlin Aventurine



INDIVIDUAL WINNERS



Namaste... I am Nilesh Shukla

Motorman Nilesh Kumar Shukla
Victoire



Fourth Engineer Akash Masand
Ikan Pandan

GROUP & TEAM WINNERS

GROUP & TEAM WINNERS



2022 - Hopes & Goals
Career Rise - Safe Seas & Healthy World



2022 - Hopes & Goals
Career Rise - Safe Seas & Healthy World



FS Endeavor



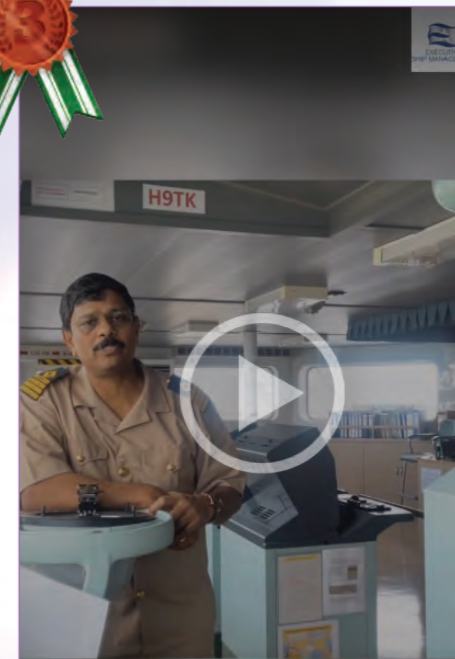
2022 - Hopes & Goals
Career Rise - Safe Seas & Healthy World

Deck Cadet &
Junior Engineer Trainee

Alithini II

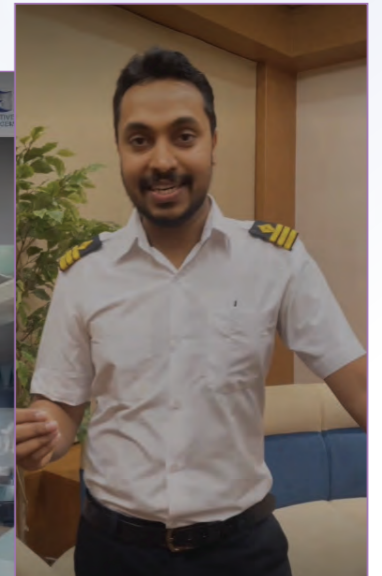


2022 - Hopes & Goals
Career Rise - Safe Seas & Healthy World



Captain : K V . VijuKumar

Ever Golden



ESM NEWS

SIMS introduces “Person in Overall Advisory Control” (POAC) training course



Simulation for POAC Training Course

A first in India, SIMS Mumbai has introduced “Person in Overall Advisory Control” (POAC) training course as part of its pioneering value added post-sea courses for the maritime community.

While Ship to Ship (STS) operations forms a part of regular post-sea training offered by maritime institutes, SIMS took a step further to develop a POAC training aimed to assist Senior Navigating Officers in understanding and undertaking responsibilities of a POAC.

During Ship to Ship (STS) operations, one of the vessels involved must have a POAC - a person who oversees and manages the berthing, unberthing and loading operations. Usually, it may be a Loading Master, Dock Master, etc. from external agency appointed by the company entrusted with these operations by charterers or shippers. Often on Gas Carriers, when undertaking STS operations in open sea, a Master is usually assigned this role in case external experts are not readily available, especially at remote ports such as in West Africa. And so understanding the role and responsibilities of the POAC to carry on the operations becomes imperative for the senior officers onboard.

The POAC course is presently being conducted as a simulator training using a VLGC and its

syllabus includes - responsibilities of POAC, knowledge and care of STS equipment including fenders, cargo hoses etc, understanding of STS checklists, and various ship handling aspects. The training involves actual STS operation with both vessels underway at slow speed. The full mission simulator accurately replicates fender positioning and the interaction forces in play during an underway mooring or unmooring operation enabling the Officer to attain confidence in this aspect.

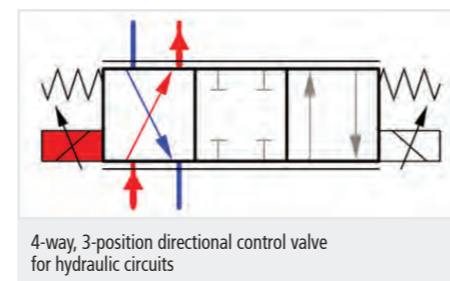
Vessels have been specially designed to pass or accept mooring ropes to or from the daughter vessel which could be a VLGC or a smaller Gas tanker. Various conditions of weather and swell are incorporated, and emergencies introduced to replicate actual situations on board.

Additionally, building on its repertoire for developing customised courses, SIMS successfully delivered a six – hour intensive virtual marine hydraulics course to its client. Curriculum included basics of hydraulics, functionality of components and in-depth understanding of the typical shipboard hydraulic circuits. SIMS utilized its Blended Learning technique enabling illustration and understanding via pictures, animations and short-video clips enabling participants to analyze and troubleshoot hydraulic circuits. Live exercises were held

during the session to reinforce the learning and participants were successfully able to evaluate and troubleshoot on hose handling crane and mooring winch circuit.

With the pandemic, SIMS has set a strong foothold in the virtual space for maritime training. More virtual courses have added to the list of available post-sea training courses such as ECDIS Simplified, Type Specific ECDIS, Maritime Risk Management & Incident Investigation, LNG Cargo & Ballast Handling Simulator (OL & ML), COLREGS, Basic & Advanced Training for Ships Operating in Polar Waters etc and now the POAC course.

For future trainings and webinars conducted specifically by SIMS, please follow our Facebook Group - <https://www.facebook.com/groups/simspostsea/> or contact our Training Coordinator at training.sim@samundra.com or WhatsApp/Call **+91- 9819811366**.



4-way, 3-position directional control valve for hydraulic circuits

NEW JOINERS

New joiners welcomed onboard ESM vessels

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



- | | | | | | |
|-------|-----------------------|-----------------|-------|---------------------|-----------------|
| 1. SO | DEVESH VILAS KHOMANE | APL NEW JERSEY | 4. JE | AJAY ANAND RAI | UACC RAS TANURA |
| 2. JO | ARUJ SHARMA | UACC RAS TANURA | 5. JE | NAVJOT SINGH DHALLA | RED EAGLE |
| 3. JE | AKSHAY VISHNU TARANGE | LAPEROUSE | | | |

ESM NEWS

Crew changes impacted by Covid positive cases

Over 70 vessels saw successful crew changeovers in January 2022. Despite the continued concern of the Omicron variant of the COVID-19 virus, which caused many countries to impose travel restricting or limiting measures, a vast majority of the crew changeovers were conducted in foreign ports.

Due to the ongoing third wave of the pandemic, attributed mainly to both the highly contagious Omicron and Delta variants of the COVID-19 virus, the situation in India is essentially fluid. Seafarers who are due to sign on are testing positive or coming into close contact with others testing positive. This is causing and may lead to further delays in crew changes as the team continues searching for suitable replacements.

India’s borders remain open to international travellers. The latest advisory guidance for international travel to India mandates all travellers to undergo a home quarantine for seven days and undertake an RT-PCR test on the 8th day of arrival in India. The ban on scheduled

international passenger flights, excluding those approved by the DGCA, remains extended till February 28, 2022.

Developments in January: Countries across Europe have relaxed their restrictions despite facing a record number of cases. England, Netherlands, Finland, Austria and Denmark have opted to relax their restrictions from February, while Germany, Sweden, France, Romania maintain restrictions due to high infection rates.

Some countries require complete vaccination certifications for new joiners and off-signers. The USA, a convenient country for crew changes, does not have visa schedules. Crew changes are also not allowed in Far East countries such as South Korea, Mongolia, the People’s Republic of China, Hong Kong and Macau, Taiwan, Quemoy, and Matsu, Brunei, Cambodia, East Timor, Indonesia, Laos, Malaysia, Myanmar (Burma), Thailand and Vietnam.

According to the Ministry of Land, Infrastructure, Transport and Tourism; MLIT, in Japan. From January 12, seafarers from the Philippines and India must undergo 14 days of quarantine in a private room at a hotel or other facilities near the departure airport by the day before departure from the Philippines and India.

From January 14, seafarers from the Philippines and India must, in addition to the current need for a PCR test within 72 hours before departure, take another PCR test (or the day before departure if unavoidable), and two negative certificates must be obtained.

The Company continues to monitor the situation while making avail each opportunity to ensure an efficient but, most importantly, safe crew changeover.





Culmination of consecutive teamwork places Claxton Bay top winner 2021 - Continued from Page 7

CE Manoj noted that when he signed on that the previous Chief Engineer tried his best to make operational improvements. Hence, during his tenure he strived to improve things further operationally beginning by addressing the issues that needed the most urgent attention. He set realistic goals, infused safe systems of work which the team worked together to achieve.

"Priority was given to the tasks important for both safety and third-party inspections. Resources needed were identified with the help of our good office and issues were gradually rectified. I was confident that if we work as a well-oiled team then achieving these targets would not be very difficult."

2. How have the crew of Claxton Bay helped or contributed to improving shipboard performance?

"Our crew has been the foundation in improving the Vessel's overall performance. Despite numerous difficulties and barriers, they gave their best in improving the performance of the Vessel's operation and meeting the requirements of the shore standards of a tanker vessel. They have an optimistic approach and constantly look for

opportunities in difficulties thus, making it easy in dealing with problems." Capt. Anupam said.

Similarly, CE Manoj spoke of his good fortune on having a team that shared a good bond. Additionally, he credited Second Engineer Jaswinder Singh Toor for his positive attitude, that enabled the team to perform various tasks safely and effectively.

3. How has the shore team assisted you in driving operational improvements onboard?

Onboard goals cannot be achieved without the support and assistance of the shore team, Capt. Anupam noted. "It inspires me that the shore team provides 24/7 support, meeting the slightest vessel requirement. Our needs have always been understood and taken care of with utmost urgency despite limitations imposed during the pandemic. I am thankful to the ESM family." He said.

"I would like to give the shore team full credit, especially our technical superintendent, Mr. Alok Kumar for always being able on standby and hearing us out." CE Manoj said.

4. Amidst the uncertainty, what drives the crew's motivation for improved

performance onboard?

"There is an assurance at the back of our minds that someone in the shore team works day and night selflessly to guide and support the onboard unit. This is the most important motivation in improving the crew's performance onboard." Capt. Anupam said while issuing his gratitude and congratulations to the teams for all their efforts in achieving the goals set.

"There were three factors, equity/fairness, achievement and camaraderie that kept the crew motivated onboard", however, CE Manoj signed off with the following words of wisdom for his fellow leaders. "We need to make our expectations clear. There should be continuous feedback, we should correct in privately and praise publicly and also believe in our team members."

Heartiest congratulations to Capt. Sooraj Chandran Pillai, Capt. Alok Abraham Tuscano, Capt. Anupam Prabhakara, CE Davinder Sharma, CE Manoj Kumar Singh, and CE Binod Kumar Sharma for their contribution in driving the vessel performance during the review period of 2021.



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COURSE SCHEDULE - FEBRUARY 2022

ONLINE COURSES

COURSE	NO. OF DAYS	INTAKE	DATES
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	1day	CBT	On Request
BBI E-Learn	1 day	5	On Request
DP Induction Elearn	3 days	2	On Request
DP Maintenance	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
Type Specific ECDIS Online (TRANSAS/JRC/CW)	1 day	2	On Request
High Voltage -3D E-Learn	3 days	4	On Request
ASPHALT-B E-Learn	1day/0.5	2	On Request
Wind Mill E-Learn	1 day	3	On Request
MARFLEX E-Learn	1 day	1	On Request
CCOB E-Learn	0.5	3	On Request
EP E-Learn	4	3	On Request
Log Carrier E-Learn	1 day	3	On Request
Maritime Risk Management (DNV)	1 day	6	On Request
FRAMO E-Learn	2 days	3	On Request
PUMPMAN (CL RM)	6 days	4	On Request
ME	1 day	2	On Request
Crane Operator Course	1 day	4	On Request
ECP MARPOL E-Learn	3 days	4	On Request
ECP MARPOL E-Learn (Ratings)	2 days	4	On Request
ISO Awareness training	1 hr	Unlimited	On Request
BTM-Refresher Course	1day	6	On Request
MARPOL Refresher Course	1day	6	On Request
Adv Psc Om -Refresher Course	1day	6	On Request
Advanced ECDIS Operation	1day	1	On Request
ERM Refresher course	1day	6	On Request
Colreg	2 days	12	On Request
Hazmat	1 day	12	On Request

CLASSROOM COURSES

COURSE	NO. OF DAYS	INTAKE	DATES
ASCT	3 days	8	On Request
ASOT	3 days	8	On Request
COC (Engrs)	1 day	4	On Request
Ship Handling & Command	4 days	4	On Request
JONSE	2 days	4	On Request
Ice Navigation (Deck)	2 days	6	On Request
Large Vessel Manoeuvring	2 days	6	On Request
Large Vessel Manoeuvring (Container VsIs 11 k TEUs & Above)	2 days	6	On Request
ME Engine	2 days	4	On Request
TPCH (Container VsIs under 10k TEUs)	2 days	4	On Request
Basic Training for Ships Operating in Polar Waters	6 days	6	On Request
ISTR	5 days	14	On Request
BTM	5 days	8	On Request
Pumpman	6 days	12	On Request
POAC	3 days	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

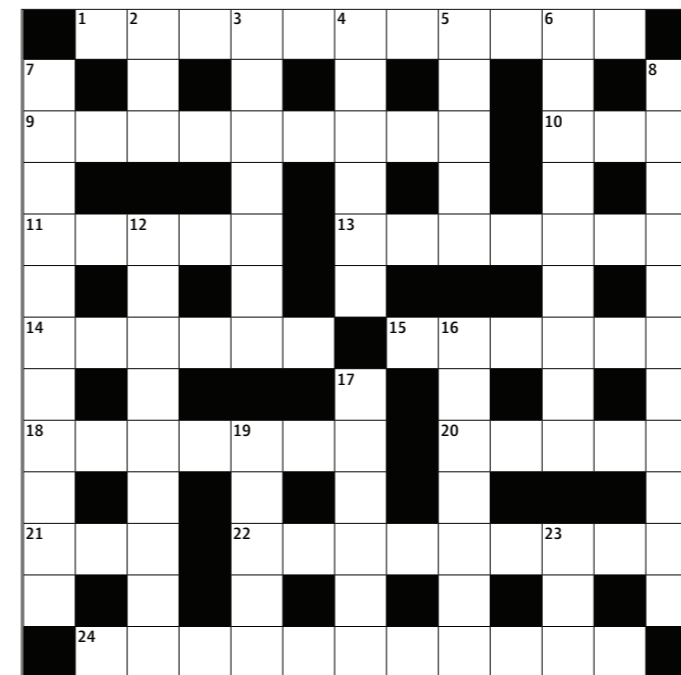
HAPPY BIRTHDAY

CREW BIRTHDAYS

Many Happy Returns to the following on their Birthdays during the month of February 2022!

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST VIJUKUMAR KAVUNGAL VASU	15/02	EVER GOLDEN	DC PIYUSH KUMAR DUBEY	23/02	LUBERSAC
MST SAJIT GOPINATH	13/02	THE CHIEF	DC KETAN SHEKHAR GITE	25/02	VELOS FORTUNA
MST DHARAMBIR KALYAN	04/02	TOLEDO TRIUMPH	DC OMKAR DEEPAK KORDAY	27/02	ANL GIPPSLAND
MST SRINIVAS LINGANNA SUNKARI	13/02	ALQADISIA	DC ARYAN SHARMA	27/02	ROBERTO
MST GAURAV SHARAD GADGIL	29/02	LR1 CARRIER	DC KRITAGYA MOHAN	17/02	MAETIGA
MST MEHUL SINGH BISHT	01/02	EVER FAIR	CE RANJAN ALAPPATT BALAN	11/02	VELOS AQUARIUS
MST MOHAMED ABDULKADAR FAYAS A. K. ASAD	25/02	POSEIDON BAY	CE RAVI PRAKASH GUPTA	05/02	LAPEROUSE
MST ATUL KUMAR SINGH	07/02	ATLANTIC GUARD	CE SANJAY GUPTA	19/02	UACC RAS LAFFAN
CO BENEDICT LOPEZ DIZA	24/02	ARAGO	CE VISHAL SHARMA	21/02	IKAN PANDAN
CO NIKHIL PANDURANG PAI	21/02	EVER FOND	CE MARIO GERARD PRASHANTH FENELON	02/02	ROBERTO
CO TANWEERUL AFTAB	04/02	LR1 CARRIER	CE RAMPRABU DURAIRAJ	05/02	ANL GIPPSLAND
CO SATYAPAL SINGH	05/02	YAMABUKI	CE VIKRAM KAMALAKSH SHENOY	05/02	KIKYO
CO HARISH JOGALEKAR	02/02	KOBAL	CE SIDDHARTH ISHWARDAS KANDWAL	11/02	UACC SILA
CO ABIN ALEX TOM	22/02	PALANCA MIAMI	CE RAJESH KUMAR RANA	10/02	CHEM HELEN
CO MUHALIF IBN MOOSA	29/02	MARLIN AMBER	CE KARTHICKRAJA BOSE	20/02	ATLANTIC EAGLE
CO RAVI KUMAR	03/02	ALPINE MYSTERY	CE CHANDRAKANT KUMAR	20/02	THE CHIEF
CO AMARJEET THAKUR	28/02	UACC HARMONY	2E VIDHAN CHANDRA BHAGAT	04/02	THE SHERIFF
CO JASKARAN SINGH HUNDAL	05/02	MARLIN AVENTURINE	2E LALING TASSO	29/02	ARISTODIMOS
CO KUMAR SAURAV	12/02	PIONEER BAY	2E NAGENDRA KUMAR	05/02	YAMABUKI
CO BALWINDER SINGH	15/02	THE DIPLOMAT	2E MUKESH VERMA	03/02	KAMOME VICTORIA
CO GLADWIN VELIMPARAMBIL GEORGE KUTTY	05/02	CHOLA HARMONY	2E PRADEEP SINGH MANGAT	13/02	MANDALA
CO JUBIN KIM	28/02	CLAXTON BAY	2E SHAMAN KUMAR	05/02	UACC EAGLE
20 ANUPREM KUMAR	01/02	THE DIPLOMAT	2E SARATH KUMAR VELLAKAMBADI	27/02	JANINE K
20 SOURAV BALA	19/02	FS ENDEAVOR	2E ILAMARAN PERIYASAMY	02/02	EVER FAST
20 AKHIL MOHAN	15/02	VLCC STEPHANIE	3E HARIKRISHNA MOHAN	21/02	LR2 ETERNITY
20 RAVI KANT	05/02	KIKYO	3E ARPIT KUMAR VERMA	16/02	ATLANTIC CANYON
20 HAREESH JAYASREE CHANDRASEKHARAN NAIR	29/02	UACC RAS TANURA	3E MEHTAB SINGH BAJWA	16/02	JOSEPH WISDOM
20 ABIN JOHN	14/02	FORRES PARK	3E DAYAL DIVAKARA PRABHU	08/02	LR1 AMBASSADOR
20 ABHIJITH MOHANAN SHEELA	16/02	VELOS FORTUNA	3E SHAHNAWAZ MEHBOOBKHAN PATHAN	09/02	UACC HARMONY
20 ANUJ GARG	17/02	THE DEPUTY	3E AJIT DEVRUKHKAR	10/02	CLAXTON BAY
20 AKSHAY VISHWANATH SHETTY	23/02	MAREX NOA	4E RAJ SINGH RAJPUROHIT	16/02	FRONT SANTIAGO
20 YASHRAJ RANA	27/02	ALJALAA	4E VISHVENDRA SINGH	02/02	GAZ AMARIS
20 SURAJ KULANKARAPUTHANMADAM	13/02	EVER GOVERN	4E NIRANJAN SHRIRANG SHINDE	05/02	ARIANE MAKARA
20 AKSHAY KUMAR THAKUR	04/02	VELOS AQUARIUS	4E DEEPAK CHAUHAN	23/02	APL MINNESOTA
20 LAKSHEY MAHAJAN	04/02	LUBERSAC	4E AMIT KUMAR SINGH	04/02	CLAXTON BAY
20 TONY SAVI CHAVARA	15/02	MARLIN AMMOLITE	4E TUSHAR HEBLE TIMMAPPA	11/02	EVER GENTLE
JO PRATEEK SINGH	20/02	PRINCESS ALEXIA	4E HRISHAB BOHRA	27/02	EVER FOND
DC BENEDICT WINSTON	07/02	TOLEDO TRIUMPH	4E AAKASH MITTAL	25/02	CHOLA HARMONY
DC AHMED ABED	12/02	HIGH JUPITER			

PUZZLES

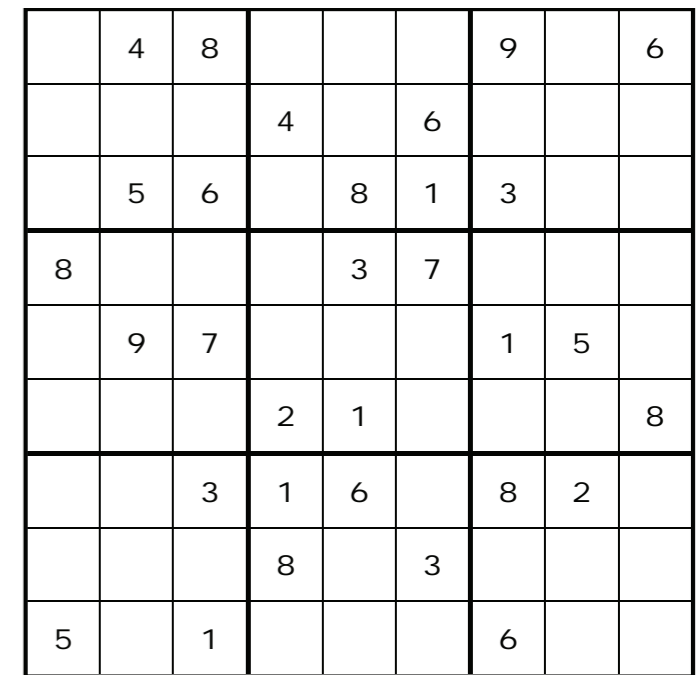


Across

- 1 Kind of drilling tool (5,3,3)
- 9 Brazilian rosewood – Canada jar (anag) (9)
- 10 Trade vehicle (3)
- 11 Intriguing object (5)
- 13 Unbeliever (7)
- 14 Pearl producer (6)
- 15 Brass that looks like gold (6)
- 18 Slight head cold (7)
- 20 Builder (5)
- 21 European peak (3)
- 22 Irish dish of mashed potatoes and cabbage (9)
- 24 Bits and bobs (4,3,4)

Down

- 2 Giant mythical bird of the Arabian Nights (3)
- 3 Rust (7)
- 4 Parent's sister (6)
- 5 Little (5)
- 6 Showing prejudice (9)
- 7 It can get a pilot out in a hurry (7,4)
- 8 Over the moon? (2,5,4)
- 12 Transferred from one vessel to another (9)
- 16 Poke around (7)
- 17 Russian-born American songwriter, d. 1989 (6)
- 19 Central point (5)
- 23 Signal agreement (3)

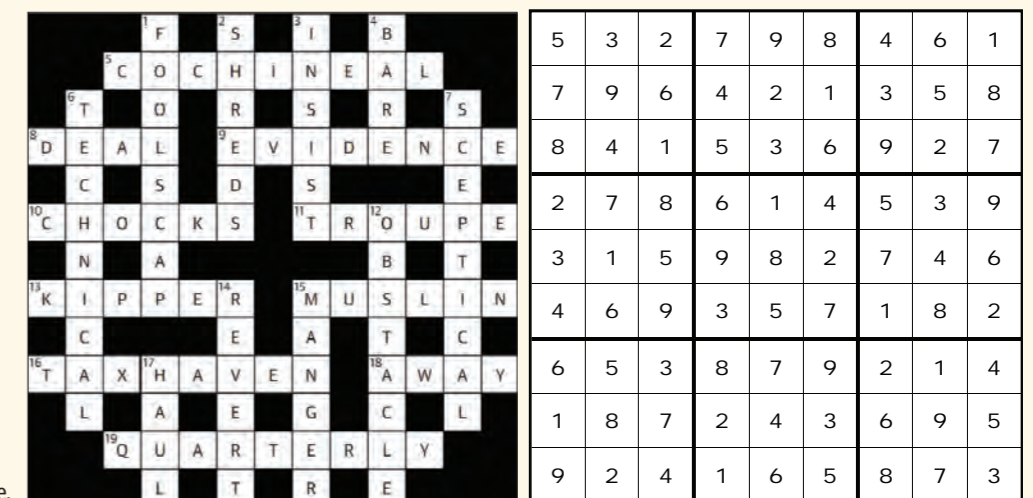


SUDOKU OBJECTIVE

The objective of the game is to fill all the blank squares in a game with the correct numbers. There are three very simple constraints to follow. In a 9 by 9 square Sudoku game:

- Every row of 9 numbers must include all digits 1 through 9 in any order
- Every column of 9 numbers must include all digits 1 through 9 in any order
- Every 3 by 3 subsection of the 9 by 9 square must include all digits 1 through 9

ANSWERS FOR ISSUE 205



** All answers will be provided next issue.

Winners announced for the Hopes and Goals for 2022 competition

Winners have been declared for the Executive News Bulletin Hopes and Goals for 2022 contest. Launched in the 2021 issue of the company's newsletter, the Executive News Bulletin, the contest which ended on 23 January 2022, invited sailing employees to submit video-based entries.

It was heartening to witness the enthusiasm towards the contest from participants. Many participants hoped for good health for their loved ones, a COVID-free 2022 and in sharing their goals, some wished to attain professional recognitions, certification and more.

Entries were judged by a panel comprising members of the HSEQA, Crewing, E-learning and Communications team as well as by the editorial director, Ms. Sikha Singh. The following criteria, Hopes and Goals, Crew Camaraderie, Creativity, Originality and Quality of Submitted Entry were considered during the judging process.

Winners will receive cash prizes, corporate gifts as well as a Certificate of Recognition and all participants will receive a e-Certificate of Participation. Cash prizes for vessels will be included in the Ship's Club Account.

Certificates will be made available via ESM Mumbai or the participant's respective Zonal office. As the contest concludes, we thank the Masters and Chief for wholeheartedly encouraging crew participation and submitting their entries on the behalf of the crew while onboard.

Our heartiest congratulations to all winners! *Continued on Page 6*

Compliance and Operational Readiness campaign launched

A new safety campaign titled **Compliance and Operational Readiness** has been launched for seafarers onboard. The campaign which will run for a period of three months from February to April 2022 uses the Port State Control (PSC) inspection to guide crew and focus on key deficiencies found onboard for proactive measures.

A successful Port State Control (PSC) inspection indicates a strong safety culture and a high standard of safety compliance within the company. On the other hand, a vessel's detention means the PSC inspector found the vessel's condition to be a serious threat to the ship, its crew, cargo and or a threat to the safety and environment of the port. A PSC inspector will never know a ship as well as the ship's staff. However, they are trained to focus on areas which are critical and yet frequently ignored by ship's staff.

Playing the role of PSC Inspectors by Senior Officer's and simulating an inspection, each week from February to April an area from the deck/galley and engine room will

be targeted based on case studies of actual detentions made by PSC Officers. During this, senior crew members must verify that ship's equipment are well maintained and kept in immediate readiness. Senior officers shall also monitor and guide junior officers and ratings to follow correct maintenance and operational procedures as set in the company's Safety Management System. Deficiencies identified during the campaign will need to be reported in a mock PSC reporting form prepared by the team. Crew members should liaise with shore teams for support in addressing necessary issues identified. In April, the campaign will also focus on human factors in a PSC inspection.

The campaign aims to assist in the ESM goal of "Zero Accidents at Sea" through the gradual improvement in various shipboard operations. The safety and well-being of both crew and vessels are of top priority to the company and we look forward to the enthusiastic participation as well learnings from all crew members.

ESM NEW TAKEOVER

Verrazane, Princess Natalie and Princess Vanya join the ESM fleet in January

Three vessels, LPG/C Verrazane and Princess Natalie, Princess Vanya were taken over on 19th, 25th and 26th January 2022 at Tema, Ghana and Singapore respectively.

LPG/C Verrazane is helmed by Master Vinay Kumar, CO Dinesh Kumar and CE Dinesh Kushwaha. The vessel is named after an Italian explorer "Giovanni da Verrazzano" renowned as the first European to explore the Atlantic coast of North America between Florida and New Brunswick in 1524.

Master Mukesh Kumar, CO Mukesh Kumar, CE Vidyesh Vinayak Kamat, 2E Reshu Pandey are presently leading Princess Natalie.

Princess Vanya is steered by Master Suresh Kumar, CO Sachin Kumar, CE Vinay Vijayrao Talmale, 2E Jophie Georgie Thayil.

Our heartiest congratulations to the crew for their safe and efficient takeover of the respective vessels. Wishing all onboard fair winds and following seas ahead.



Joke of the month

Where do birds meet for coffee?

In a nest-cafe.

