



MAIN NEWS

2018: Another Year of Consistent Achievement & Sustained Progress

"365 new days, 365 new chances"

With plenty on the way in 2019, lets take inspiration from our many achievements in 2018.

Zero Port Sate (PSC) Detention

We are pleased to announce the stellar performance of achieving Zero detentions recorded during Port State Control inspections across the fleet in 2018. Indeed a result of combined and coordinated efforts and hard work of our seafarers and shore teams, a testimony to the continued commitment to excellence at ESM.

Heartiest congratulations to our sailing and shore teams for their dedication and efforts!

Such high performance also resulted in growing trust of our esteemed clients and the steady increase in vessels brought under the management during the year.

Technology Advancement

Technology and innovation has been at the core of ESM's growth plan. Consistent technology upgrades with **proactive cyber risk management** were yet again taken up in the year and continues to be the order of day. Phoenix, the in-house developed document management, added **100 standard risk assessment (RA)**

templates related to various onboard jobs, of which about 50 are already in place.

Developing Phoenix as a **holistic maritime software suite**, plans are also underway to create and adapt applications catering to the commercial management needs of shipping.

Over 100 additional seafarer's join the 10-year service club at ESM

Over 100 seafarers completed 10 years of service in 2018, a **recurrent feat** witnessed at ESM. Long term association with a passion to pursue excellence has unequivocally been pursued at ESM and was witnessed yet again in the year 2018.

Over the years hundreds of **seafarers** have been felicitated for their long term service of 10 years at ESM, including Officers and Ratings, indicating a steady growth of committed talent pool every year.

SAFETY MOMENT OF THE MONTH

Captain Jailed for Grounding Drifting Ship on Reef

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

A captain of a cargo vessel had his license suspended and an additional year's jail sentence for grounding the ship onto a reef after drifting due to an engine failure. The captain was convicted for failing to communicate an engine failure within two days after being adrift in French Polynesian Sea.

Locals spotted the vessel stranded on the reef, informing concerned officials. The shipping company too was in recipient of a fine of a quarter of a million US dollars from the criminal court.

ESM Guidance:

- The Master being the direct representative of the Company shall remain responsible for

the seaworthiness and safety of the ship and for the safety of the personnel, cargo and equipment aboard.

- Master should ensure that any incident is timely reported to the office and to local authorities. Master should also ensure that the necessary notifications (Through the office) are made to the concerned parties i.e. Flag State, owners, charterers, P&I club, H&M insurers, classification society etc. Company's Emergency & Contingency planning manual (ECPM) section 1.3 clearly mentions about the notifications to be made. In case the vessel is in US waters, then master must inform the Qualified Individual(QI) also.
- Master remains fully empowered to take any decision for the Safety of ship, crew, cargo

and environment.

- Master has the overriding authority and discretion to take whatever actions he considers to be in the best interests of crew, ship and the marine environment, and to request the company's assistance as may be necessary.



Letter of the Month



It is indeed the last page of a year-old diary we are filling in today. Apart from the report on activities of the month of December, the newsletter carries moments from down the memory lane of the year gone by.

It's the moment to recollect, reminisce, reflect on the time that we spent to arrive at this point as well as to create a map for the way forward in 2019.

Safety is not a lip service but a guiding principle of the organization and hence achieving the zero port state detention across the fleet is something that our team at sea and shore can rightfully be proud of. In fact, it shows the overall standard of vessels under the management and the professionalism of the people there in.

Technology has increasingly dominated most part of our life and as an organization with forward thinking, we have invested all along a healthy reliance on new technology and software developments. Our in-house software Phoenix – an all encompassing management tool has advanced leaps and bound in terms of its usability and efficiency.

So, what will be different when the clock strikes 12 midnight and the year glides into the year 2019? What's going to change? A lot and yet, not so much!

Change being the only constant thing in the life of the human being holds true for a living and thriving organization - we are all set to embrace change for the better, prepared to face the vicissitudes of changes in the industry in the coming year.

However, there are things which are not going to change in the coming year or the years. It's the way ESM does business, our value system and the spirit of responsibility, professionalism and the compassion for humanity around us.

As I close the year's final letter and inch towards the bright New Year, let us convey a big thank you to each and every seafarer on board or on vacation as well as all of our shore team for the hard work and dedication round the year. With sincere gratitude we share the success of the year 2018 and with conviction we remain united as the premier ship manager to scale new heights in the year 2019!

Editorial Team

Editorial Director

Sikha Singh

Editorial Assistant

Sara Cherian

Varsha Vaswani

Editorial Advisor

Capt. Arun Sundaram

Design

Nurul Aini Mohd Ikhsan

Layout & IT Support

Peter Chan

To contribute or be featured in the website, do write to us at crew14@executiveship.com or crew9@executiveship.com



TECHNICAL NEWS

New Terms of Mooring Equipment Guideline (MEG4)

MEG4 opens a Pandora's Box of new terminology. In Shipping industry, we are so used to the terms such as MBL, BHC, BRC, SWL. Hence new terms such as Ship design MBL, LDBF, WLL, etc. may make us somewhat confused. Of course, the intent is good, however it will take some time for users to understand these new terms and the intent of Oil Companies International Marine Forum (OCIMF).

Why is OCIMF replacing "MBL" with new terms such as Ship Design MBL (MBLSD), Line Design Break Force (LDBF), and Working Load Limit (WLL)?

- To bring uniformity in the terms used by Rope manufacturing industry and Tanker Shipping industry.
- Specifications and references used by rope manufacturers were different and were likely to have differences greater than 10% between Line Design Break Force and MBL.
- The term 'Minimum Breaking Load' was giving rise to the misunderstanding that lines can be safely loaded up to their MBL with no failures or degradation. This is not the case and OCIMF has now tried to heighten the understanding of the importance of safety margins on mooring lines.

What is Ship Design MBL?

The MBL of new, dry mooring lines for which a ship's mooring system is designed, is to meet OCIMF standard environmental criteria restraint requirements. The ship design MBL is the core parameter against which all the other components of a ship's mooring system are sized and designed with defined tolerances. Yard is required to provide this for new ships.

If not provided for existing ships, Vessel should follow the same guidance of setting the winch brake rendering values based on the "line MBL" originally provided by yard and assumed to be synonymous with Ship design MBL, which is termed "Design Rope" MBL.

What is LDBF?

LDBF is almost similar to the term MBL of lines used previously. However, LDBF is the term used in rope certificate and it is an accurate figure without any discrepancy. When selecting lines, the LDBF of a line shall be 100%–105% of the ship design MBL.

It is minimum force that a new, dry spliced mooring line will break at when tested as specified. This is for all mooring lines and tail materials except ones manufactured from nylon which is tested wet & spliced.

What is WLL?

WLL is like SWL of the lines. It is the maximum load that a mooring line should be subjected to in operational service, calculated from the standard environmental criteria. The WLL is expressed as a percentage of ship design MBL. When vessel is moored, the WLL should not be exceeded. Steel wire ropes have a WLL of 55% of the ship design MBL and synthetic ropes have a WLL of 50% of the ship design MBL.

What should be BRC which used to be 60% of mooring line MBL?

The BRC should be set to 60% of the ship design MBL. The lines will be having a force of WLL at all times i.e. 50 to 55% of Ship design MBL. But it will not cause brakes to render.

If force increases to 60% of Ship design MBL, brakes will render to protect all parts of the mooring systems. The rendering point is below all other failure loads but above line WLLs. The mooring winch brake becomes a weak link within the mooring system.

What data to give if anyone asks for mooring line MBLs?

The Ship should answer this query by providing with both i.e. ship design MBL and LDBF values referencing alignment to MEG4.

Is there any change in mooring tails?

Yes. Mooring tails certification will also follow same pattern as mooring line and it will also mention LDBF and all mooring tails are required to have LDBF 125-130% of ship design MBL i.e. 125% of line's LDBF as before.

MIND YOUR BODY

Higher Mortality Risk Found in ‘Night Owls’

In a first, research from the Northwestern Medicine and University of Surrey in the United Kingdom (UK) has found that night owls have a ten percent higher risk of dying. Previous studies concerning sleep deprivation focused on the higher rates of metabolic dysfunction and cardiovascular disease. However, this study is the first to establish that long term impacts of sleep deprivation indeed poses a threat to mortality.

The human body needs a good seven to eight hours of sleep in order to reset our bodies for the following day. Being sleep deprived has many negative implications on physical and psychological health in more ways than we realize. It can affect our moods, eyesight, diet, metabolism, weight, blood pressure, cardiovascular system and our overall general well-being. In other words, it is imperative that we pay attention to the amount of rest we are getting.

In spite of the constant emphasis on getting enough rest, there are many who continue to live, study or work with minimal sleep. The term, coined as ‘night owls’ refers to this group of people with erratic sleeping

habits. Staying up late, they sleep minimally and often have trouble getting out of bed each morning. Previous studies on night owls examined metabolism dysfunction and cardiovascular disease. This study conducted by researchers in the UK examined night owl mortality risks.

The study, conducted on nearly half a million participants utilized the United Kingdom Biobank, a database housing a vast collection of health – related information from thousands of volunteers. Examining the link between an individual’s natural inclination towards morning or evening as well as their overall mortality risk, researchers found that night owls have a ten percent higher risk of dying as compared to ‘early birds’.

To ensure a fair test, expected health problems too were included in the population. Results however, remained the same at ten percent higher risk of death. Additionally, it was found that night owls had a higher risk of long-term medical conditions such as diabetes, psychological and neurological disorders.

A person can be an ‘early bird’ or a ‘night owl’ or even a combination of both. Interestingly, genetics and environment have a role in determining this. While genetics is a factor that is perhaps beyond one’s control, environment may well within be. Today, where life occurs on the go, it is important for us to ensure that we are well-rested so as to not be physically or mentally drained.

This coming year of 2019, let’s make good health a goal by ensuring that we are well-rested amongst other things. Here are some of the ways that we can optimize good sleep:

- Stick to a sleep schedule of the same bedtime and wake up time even on the weekends.
- Put mobile phones down for at least an hour before you sleep.
- Practice a relaxing bedtime ritual by avoiding activities that can cause excitement, stress or anxiety.
- Take an evening bath before you sleep.
- Avoid caffeine late in the day.

ENVIRONMENTAL NEWS

Acidic Oceans Cause Fish to Lose Their Sense of smell

In a novel study, researchers from the University of Exeter, United Kingdom have found that acidic oceans handicap the olfactory (sense of smell) abilities of fish, thereby leaving them vulnerable. With scientists predicting rising temperatures and carbon dioxide in the atmosphere in the next century, the survival of this species is undoubtedly threatened.

Excess carbon dioxide in the atmosphere has many consequences for climate change. In vast water bodies such as the ocean, it makes the water turn acidic. This process is known as ocean acidification where carbon dioxide combined with seawater produces carbonic acid which in turn is both harmful and corrosive to ocean life. In the recent years, the presence of carbon dioxide in the ocean has risen by 43%. Scientists predict that this number is set to rise at nearly 2.5 times by the next century.

A study conducted by the University of Exeter, United Kingdom sought to understand the impact of rising carbon dioxide on the olfactory system (sense of smell) of fish. Due to poor underwater visibility, fish utilize their sense of smell in many aspects of their lives such as to find food, safe habitats, avoid predators and

to recognize each other. As a result, it is one of their most important senses for survival. The study found that elevated levels of carbon dioxide in the water left fish vulnerable as it handicapped their ability to detect odours.

For the study, researchers compared the behavior of juvenile seabass at present ocean carbon dioxide levels against that predicted for the end of the century. They observed big differences as sea bass in drastically acidic waters, swam less. They were also less responsive when they encountered the smell of a predator and were more likely to “freeze”, an indication of rising anxiety levels. Testing the seabass’ ability to detect different smells while exposed to different levels of acidity and carbon dioxide, researchers also found that seabass’s sense of smell was reduced by up to half in seawater with higher levels of carbon dioxide.

Furthermore, their ability to detect and respond to some odours associated with food and threatening situations were

strongly affected. As previous studies suggested, the researchers too were able to detect an overall impact on their central nervous system, impairing their ability to process information.

Although seabass was the only breed of fish utilized in the study, researchers believe that most aquatic species share similar olfactory abilities hence the findings are applicable across. Sea basses and other marine species are often relied upon as food sources. With carbon dioxide levels predicted to rise in the next century, it is certainly a concern if aquatic animals will be able to adapt to such an environment. If this is not so, the survival of these species are inadvertently threatened.



HAPPY BIRTHDAY!

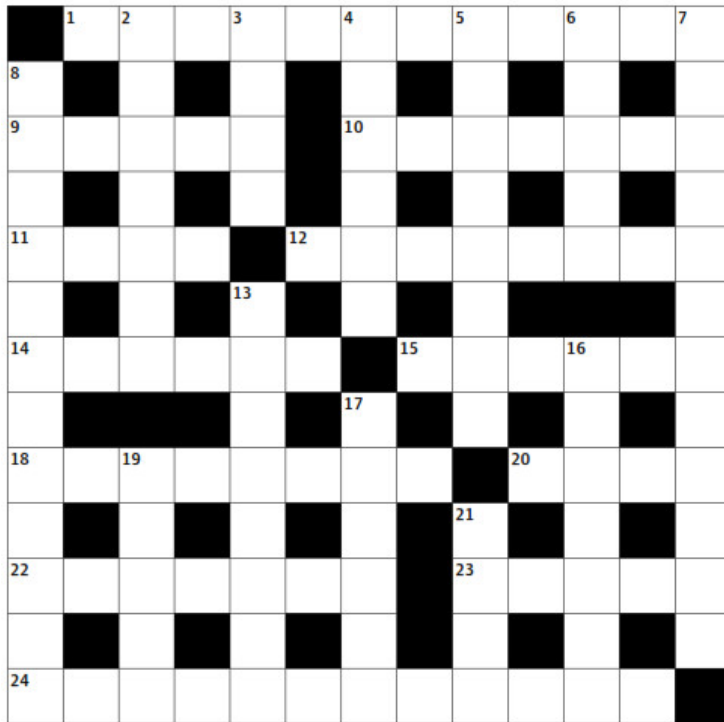
CREW BIRTHDAYS

Many Happy Returns to the following on their Birthdays during the month of Jan 2019!

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL		
MST	RENATO SURIA BUCU	12-01	NEW HORIZON	CE	NIRMAL PRASAD	10-01	SAMRAA ALKHALEEJ
MST	MAHENDRA KUMAR AKSHAIVAR	01-01	AFRA WILLOW	CE	KANCHAN BHATTACHARJEE	29-01	AFRICAN JACANA
MST	SUBRATO GHOSH	06-01	CRIMSON MAJESTY	CE	DEBASIS PODDAR	01-01	LUBERSAC
MST	RAMACHANDRAN KRISHNAN	26-01	FS DILIGENCE	CE	INDRAJIT KAR	19-01	ATLANTIC LEO
MST	CHANDRA BHUSHAN PRASAD	02-01	AFRAMAX RIVIERA	CE	DANAPAL SANNASI NADAR	29-01	PALANCA MAPUTO
MST	JAGPAL SINGH GUSAIN	15-01	GSW FUTURE	CE	BINESH PURUSHOTHAMAN NAIR	01-01	AZERBAIJAN
MST	MANUJESHWAR MANKOTIA	17-01	MARLIN AZURITE	2E	PUNEET GARBİYAL	20-01	GUNESHLI
MST	ALOK KUMAR KESHARI	18-01	PALANCA MUSCAT	2E	RAJKAMAL	08-01	ARAGO
MST	ANAND RAJ	01-01	ATLANTIC EAGLE	2E	SAGAR GUPTA	25-01	MAEA
CO	PRASANNA KUMAR GADADOSS	11-02	ATLANTIC CROWN	2E	MERVIN SEBASTIAN	19-01	MARLIN APATITE
CO	LOUIE FRANCIS MATIRA DALAWAMPU	23-01	ROYAL SAMURAI	2E	REY PEDROZA CAPILITAN	31-01	BITUMEN EIKO
CO	PARASNATH RAMNATH YADAV	01-01	HOUYOSHI EXPRESS II	2E	PADMANABHA PILLAI SALIL P.	14-01	KOBAI
CO	RAJENDRA ANGADI	11-01	MAREX NOA	2E	JESHURAN VASANTH PONRAJ	13-01	GSW FORWARD
CO	SUNIL CHANDRAKANT GADE	17-01	GSW ADVENTURE	2E	CHELLAPANDIAN CHELLADURAI	28-01	JUBILANT FUTURE
CO	AVINASH	08-01	KOBAI	2E	SANDEEP KUMAR CHAUDHARY	22-01	E PIONEER
CO	ACHUTHAN MENON KIZHAKEPAT MANIKANTAN	09-01	PALANCA SINGAPORE	2E	ARUN SHARMA	03-01	SALAMINIA
CO	MARTIN THOMAS	12-01	UACC HARMONY	2E	VENKATESAN SELVAM	14-01	ATLANTIC CANYON
CO	RAJESH RANJAN	26-01	PALANCA MIAMI	3E	SARANG TAKSALE	26-01	MOL TRUTH
CO	TRILOK VAIDHYA	22-01	SUMAC	3E	BHARATHIDASAN KASI	13-01	EVER GENIUS
CO	BHOJRAJ SINGH SHEKHAWAT	20-01	UACC RAS LAFFAN	3E	GANESAN MARIMUTHU	09-01	AFRICAN JACANA
20	JASWANTH MANOHAR	24/01	UACC RAS LAFFAN	3E	KARLMARX ANAIKUPPAM KUMANAN	05-01	UACC EAGLE
20	MANNAN RAZA KHAN	08-01	UACC CONSENSUS	3E	NITHIN KUTTAMTHADATHIL MATHEW	08-01	PALANCA MUSCAT
20	AMANDEEP SINGH	14-01	GSW ADVENTURE	3E	KESHAVARAMAN SHUNMUGARAJ	05-01	UACC RAS LAFFAN
20	SHYAM	31-01	GS FIGHTER	3E	GRINGO BATCHANITCHA LUNAY	21-01	NEW HORIZON
20	RISHABH RAJ	10-01	JUBILANT FUTURE	3E	RAHUL RAVINDRAN	31-01	ATLANTIC LEO
20	BHARADUAJ CHAKRAMANATH	11-01	PALANCA MAPUTO	3E	JOE JOSEPH	06-01	YAMABUKI
20	PUSHPEET SINGH JUDGE	27-01	THE SHERIFF	3E	SHIPIKUMAR JENTILAL SOLANKI	09-01	SALAMINIA
20	LIGIN SEBASTIAN	19-01	MOL TRUTH	3E	AVINASH GUNDLAPALLI	13-01	SPRUCE 2
20	MAYANK KAUSHIK	05-01	JOSEPH WISDOM	4E	VIDIT MITTAL	16-01	JUBILANT FUTURE
20	JISSIN ANTONY	18-01	ALPINE MYSTERY	4E	RAHUL HANAMANT PATIL	05-01	ALHANI
20	CRISS THOMSON JOSEPH	25-01	HIGH JUPITER	4E	SIMRANJIT SINGH	03-01	AFRA OAK
20	ROHAN RAVEENDRAN NAIR	14-01	SAMRAA ALKHALEEJ	4E	ABUL HASSAN SAJEETH BASHA	09-01	GSW FUTURE
20	ABHISHEK TIWARI	04-01	AFRAMAX RIVIERA	4E	BIBIN BABY	11-01	BAKU
30	JYPHTY SAMSON CARBAQUIL	30-01	BITUMEN EIKO	4E	KRISHNADAS AMBALATHARA VENUGOPALAN	23-01	LUBERSAC
30	DAVINDER PAL SINGH	12-01	KIKYO	4E	FRANKLIN CASUGA ASUNCION	25-01	BITUMEN EIKO
30	MANULAL POOKULAKUZHIL	12-01	SHAH DENIZ	4E	PRASHANT KUMAR GUPTA	02-01	UACC EAGLE
30	VIKAS YADAV	01-06	EVER GENIUS	4E	DIVYANK RAVI JETLEY	11-01	CRIMSON KNIGHT
30	CANUTE PETER GURJAO	01-12	PALANCA MUSCAT	4E	MANDEEP SINGH	19-01	MAREX NOA
30	GLADSON ISNOVER	18-01	AZERI GAS	4E	RIPDAMAN SINGH KHURANA	25-01	EVER GENIUS
30	SUNIL KUMAR	05-01	ARAGO	4E	DILIPAN ELANGOVAN	04-01	NEW BREEZE
CE	RAJEEV DATTATRAYA KULKARNI	01-01	ATLANTIC AQUARIUS				
CE	ASHIS MAITY	01-01	PALANCA MIAMI				
CE	ANANDA ARJUNA BHAKTHAN	02-01	VICTOIRE				

PUZZLES

CROSSWORD PUZZLE



Across

- 1 Figurative (12)
- 9 Muse of lyric poetry (5)
- 10 Deteriorate through neglect (2,2,3)
- 11 Either side of the backbone between the hip bone and ribs (4)
- 12 Distribute (8)
- 14 Merciful – grub (6)
- 15 Composer of Messiah, d.1759 (6)
- 18 Imprisoned (8)
- 20 Weep noisily (4)
- 22 Sea creature with a spiral tusk (7)
- 23 Incendiarism (5)
- 24 Adventurous (12)

Down

- 2 Toenail (anag) – delight (7)
- 3 Highly excited (4)
- 4 Bargain (6)
- 5 Of sound mind – not a liar (anag) (8)
- 6 Italian-American film director of It’s a Wonderful Life, d.1991 (5)
- 7 Refrain from interfering with satisfactory situation (3,4,5)
- 8 Pugnacity (12)
- 13 Decisive argument (8)
- 16 Lasts interminably (5,2)
- 17 Vendor (6)
- 19 Deserve (5)
- 21 Amorous advance (4)

	1	2	3	4	5	6	7	8	9
A	1			2	6				8
B					8		7	5	
C								4	
D	6					3			
E		9			4			8	
F				1					2
G		5							
H		8	4		9				
I	9				5	7			3

SUDOKU OBJECTIVE

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

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

** All answers will be provided next issue.



COURSE SCHEDULE - DECEMBER 2018 TO FEBRUARY 2019

SIMS Mumbai - DG Approved Courses

COURSE	DURATION	DATES
Basic Training for Oil and Chemical Tanker Cargo Operation (BTOCT)	6 days	On Request
Specialized Training for Oil Tanker Course (TASCO)	12 days	03 Dec, 13 Jan, 10 Feb
Specialized Training on Chemical Tanker Operation (CHEMCO)	12 days	17 Dec, 27 Jan
Specialized Training on Gas Tanker Operation (GASCO)	11 days	31 Dec, 25 Feb
Ship Manoeuvring Simulator (SMS)	5 days	24 Dec, 28 Jan, 25 Feb

SIMS Lonavala - DG Approved Courses

COURSE	DURATION	DATES
Electronic Chart Display and Information System (ECDIS)	5 days	10 Dec, 07 Jan, 04 Feb
Engine Room Simulator - ML	5 days	03 Dec, 21 Jan, 11 Feb
Engine Room Simulator - OL	3 days	17 Dec, 28 Jan, 18 Feb
Free Fall Lifeboat (FFLB)	2 days	04 Dec, 03 Jan, 05 Feb

SIMS Mumbai - Offshore Courses

COURSE	DURATION	DATES
Basic H2S (OPITO Approved)	½ day	On Request
DP Basic (N.I Approved)	5 days	03 Dec, 17 Dec, 02 Jan, 21 Jan, 05 Feb, 18 Feb
DP Advanced (N.I Approved)	5 days	10 Dec, 24 Dec, 08 Jan, 29 Jan, 11 Feb, 25 Feb
DP Maintenance	5 days	Every Monday

SIMS - Value Added Courses

COURSE	DURATION	DATES	COURSE LOCATION
FRAMO Cargo Pumping System (FRAMO)	3 days	03 Dec, 07 Jan, 04 Feb	Mumbai
ME Engine	2 days	On Request	Mumbai
Turkish Straits Dardanelles & Bosphorus (TSDB)	2 days	On Request	Mumbai
Ice Navigation	2 days	On Request	Mumbai
Large Vessel Manoeuvring (LVM)	2 days	On Request	Mumbai
Bridge Team Management	5 days	On Request	Mumbai / Chandigarh / Kochi
Marine Electrical Practice (MEP)	5 days	17 Dec, 28 Jan, 25 Feb	Mumbai
Chartworld ECDIS	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
JRC – ECDIS (JAN-7201/9201 JAN-701/901M/701B/901B/2000) 2 days	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
TRANSAS ECDIS (NAVI SAILOR 4000)	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
ECDIS SIMPLIFIED	1 day	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Port State Control & Oil Major Inspections (PSCOM)	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Risk Assessment	1 day	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Incident Investigation	1 day	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Maritime Resource Management (MRM) (All Academy, Swedish Transport Agency Approved)	4 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Furuno ECDIS	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata

SIMS Advantage

- State-of-the-art training facilities
- Central booking for all courses from Mumbai
- Mumbai campus located at Govandi, barely 20 mins from Seamen's Club
- Reasonably priced accommodation available close to Mumbai campus
- Transportation and hostel facilities at Lonavala
- Online booking facilities on www.samundra.com

- SIMS introduces "HELM OL and ML training"
- SIMS offers Navigational Training on full mission bridge simulator for Dover, Messina, Gibraltar, Singapore and Turkish Straits.
- We conduct 2 day DG Approved FFLB Course.
- We also conduct Bridge Watchkeeping for Ratings Course at SIMS

For Course Bookings, Please Contact:

SIMS Mumbai

5th Floor, Sai Commercial Building, BKS Devshi Marg, Govandi Station Road, Govandi East Mumbai, PIN- 400088 India
Tel: (91)22 67031571/67993545 Fax: 67993546 Mobile: 9819811366
Email for Offshore Courses: dp@samundra.com
Email for all other courses: training.sims@samundra.com
<https://goo.gl/maps/AbqJKk2Mty>

SIMS Lonavala

Village Takve Khurd, Mumbai-Pune Highway (NH4), Lonavala, Dist. Pune, Maharashtra - 410405
<https://goo.gl/maps/4J9YT2BE1NT2>

SIMS Chandigarh

CVU-1 Central Plaza, Sector 105, Mohali Hills, Banur Landran Road, Greater Mohali
<https://goo.gl/maps/RvwukP914RS2>

SIMS Kochi

ESM Complex, Near Gold Souk, St. Rita's Road, Ponnuruni, Vyttila PO, Kochi 682019
<https://goo.gl/maps/YyTJJaHbKw32>

SIMS Kolkata

Godrej Genesis, Unit No #503, 5th Floor, Plot #11, Block E.P & G.P, Salt lake, Sector V, Kolkata 700091
<https://goo.gl/maps/4nU1q1CrSuN2>

NEW JOINERS

SIMS Cadets Joining the Fleet as Officer

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



- | | | | |
|------------------------------------|-----------------|-----------------------------|-------------------|
| 1. JO LOVEPREET SINGH LOTEY | UACC FALCON | 8. JE VYOM JHA | MARLIN AQUAMARINE |
| 2. JO SANDEEP SANJAY PATIL | MAREX NOA | 9. JE NEERAJ PANDEY | GUNESHLI |
| 3. JO ANKIT VERMA | UACC RAS LAFFAN | 10. JE KUNWAR PRAKASH SINGH | MARLIN APATITE |
| 4. JO ALTAF HUSSAIN A. ABID SHAIKH | MAEA | 11. JE SATISH SOPAN BHOSALE | UACC RAS LAFFAN |
| 5. JO VINEETH SAI KALEPU | E PIONEER | 12. JE PANKAJ KUMAR SHARMA | GSW FUTURE |
| 6. JO MOHIT TALWAR | AFRAMAX RIVER | 13. JE PRABAHAR SEKAR | E PIONEER |
| 7. JO VIKRANT VIR VERMA | GSW FUTURE | 14. JE NIKHIL JOSHI | CRIMSON MONARCH |

PUZZLES ANSWERS FOR ISSUE 164



	1	2	3	4	5	6	7	8	9
A	3	5	4	7	6	2	8	1	9
B	8	7	9	3	1	5	4	6	2
C	1	2	6	4	8	9	3	7	5
D	4	1	2	5	9	7	6	8	3
E	7	3	5	8	4	6	2	9	1
F	6	9	8	2	3	1	5	4	7
G	9	8	1	6	5	3	7	2	4
H	2	6	3	9	7	4	1	5	8
I	5	4	7	1	2	8	9	3	6

AWARDS AND ACCOLADES

Executive Incentive Awards for 4th Quarter 2018

Best Cooks

- | | |
|--------------------|-----------------------|
| 1. GOLDEN AVENUE | BIJOY DEY |
| 2. ACACIA NOIR | NEMAI MANDAL |
| 3. AFRAMAX RIVIERA | BHOPESH KUMAR YADAV |
| 4. MAREX EXPRESS | S. KOORMANTHARA RAI |
| 5. LR2 POSEIDON | MOHD IZHAR |
| 6. UACC RAS LAFFAN | MAHESHA S. KASARAGOD |
| 7. ATLANTIC CANYON | MANOJ KUMAR |
| 8. ALQADISIA | SANJEET SADANAND NAIK |
| 9. CRIMSON MAJESTY | ARVIND KUMAR PATHAK |
| 10. HIGH JUPITER | RITESHKUMAR K. PATEL |

Best General Stewards

- | | |
|--------------------|---------------------------|
| 1. KIKYO | APPA RAO MUGU |
| 2. JUBILANT FUTURE | AKASH HASHMUKH SOLANKI |
| 3. KOBAL | SUBHASH CHANDRA PATEL |
| 4. UACC HARMONY | YOGENDRAKUMAR K. TANDEL |
| 5. LR2 PIONEER | RAJ KENNEDY LIBORISTON |
| 6. GSW FUTURE | RAJU DUMMU |
| 7. PALANCA MAPUTO | DIPAKKUMAR JIVRAJ SOLANKI |
| 8. NEW BREEZE | VISHAL SADASHIV MANGELA |
| 9. SUMAC | KAUSHLENDER KUMAR |
| 10. LR2 POLARIS | SOLANKI JAYDIP KIRTI |

ESM NEW TAKEOVER & DELIVERY

New Additions to ESM's fleet in December 2018

Three Aframax crude tankers joined the ESM fleet in the month of December 2018, wrapping up the year on a terrific note. Both the management teams at ship and onshore were enthusiastically involved in the expansion of the company's fleet. Our heartiest congratulations and safe sailing to all!

Congratulations to Captain Suresh Kumar, CE Dharam Pal Chowdhury Dharam Pal Kanyathi, CO Sunil Kumar, 2E Mohammad Arif Siddique for the successful takeover of Vessel Aristodimos on 03rd December 2018, at Qinhuangdao Anchorage, China.

Congratulations to Captain Bhupendra Singh, CE Rajiv Kumar Singh, CO Bahadur Singh Bola, 2E Arvind Gautam for the successful takeover of Vessel Amore Mio on 10th December at Singapore.

Congratulations to Captain Rakesh Kumar, CE Avin Kumar, CO Rakesh Kumar, 2E Arvind Gautam for the successful takeover of Vessel Androklis on 21st December at Joannes Couvert Layberth, Le Havre, France.





EXECUTIVE
NEWS BULLETIN

The logo features a stylized flag icon on the left, composed of blue and white wavy lines with a white star in the center. To the right of the icon, the word "EXECUTIVE" is written in a bold, blue, sans-serif font. Below "EXECUTIVE", the words "NEWS BULLETIN" are written in a bold, orange, sans-serif font, with the letters spaced out.