



MAIN NEWS

ESM's digital learning systems receive Class NK certification

Executive Ship Management and the Samundra Institute of Maritime Studies (SIMS) Lonavala and Mumbai on 15 June 2020 received a Class NK certification for e-learning maritime courses on Cadet Training via Blended Learning and the Electronic Performance Support System (EPSS), a first for digital learning across maritime institutes.

A remote audit of the systems were held for

over a month by Class NK personnel in Japan, who reviewed the quality of the curriculum, learning processes and the methods behind these processes via the Learning Management System (LMS) as well as other necessary documents. They also provided feedback for further improvement.

"This accreditation from Class NK highlights our excellent standards of training for both our cadets and seafarers. At the same time, it inspires us to be more innovative." Mr Rajan Bhandari, Senior Project Manager, E-Learning, Executive Ship Management said.

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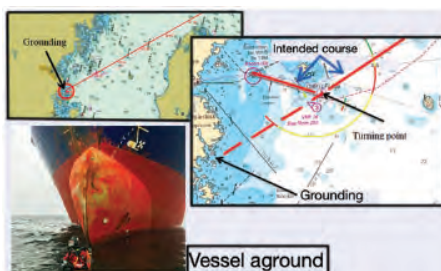
Updates on crew changes in June

Executive Ship Management on 12th June 2020 successfully chartered maiden direct flight carrying Indian seafarers from Mumbai to Singapore to enable crew change. On its return journey from Singapore, alongside seafarers, the flight also repatriated stranded Indians home. The company also generously extended the opportunity for crew changeover in Singapore to nine other ship managers. The next chartered flight to Singapore is scheduled on 03rd July 2020 from Mumbai and the team is coordinating with the ships which can avail of this opportunity.

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SAFETY MOMENT OF THE MONTH

Vessel grounded due to crew fatigue



A vessel was on a short sea trading routine, while on the ballast leg of the route, the Master had taken the night watch to allow the chief mate to rest. There was no lookout on the bridge during any part of the voyage. According to the Master, the crew had worked hard during the unloading period.

At one point the Master altered course towards the destination port. The Master received a call on the VHF radio from the pilot boat at the arrival port checking vessel condition because the vessel seemed to be in shallow water. The vessel had passed straight

by the arrival destination without turning to port and had continued until she was grounded.

Lessons learned

- BNWAS was not turned on; The Master was probably fatigued himself due to the two-watch system. BNWAS can be a helpful tool to help prevent sleep related accidents.
- Being alone on the bridge at night is not best practice.
- Even though this vessel was manned according to its safe manning certificate, it was evidently understaffed for the job it was required to do in the time that was expected. So, why did the Master leave port if everyone was fatigued?
- The presence of the shoal was highlighted on the passage chart, Master did not effectively monitor the vessel's position.
- Master monitored the vessel position visually not by the available navigational aids.
- The vessel's position was not being plotted at regular intervals.
- Master Complacency.

SELAMAT
HARI
RAYA HAJI



ESM extends our warmest greetings for Hari Raya Haji, 31st July 2020.



Letter from ESM

The world has been brought down to its knees by the COVID-19 virus. Life around the globe has changed, deteriorated, smacked and put upside down, leaving the human beings altogether in a stupor. A disruptor extraordinaire indeed!

In an unprecedented situation, the foremost responsibility for us is to protect our lives before anything else. A cure for the virus has yet to be developed by medical science. With over half a million deaths and 10 million infected across the world, everyone is trying to grapple with this crisis as effectively as possible. The hardship and challenges of a large section of the people irrespective of whichever part of the world, community or industry has increasingly become unsurmountable that those who are fortunate enough to avoid must recognise and sympathise.

It is natural for our seafarers on board to want to reach home at the end of their contract. It's equally crucial for ESM to ensure each of our sailing members is healthy and safe while onboard and arrives back safe and healthy once their call of duty on board completes. However, what is needed at the moment is understanding and acceptance that life has changed completely. With no international airlines flying to India from anywhere, visa and transport restrictions clamped across the globe; it's a daunting task for a crew to travel from India and back. While the Indian government is doing their best by starting the Vande Bharat flights to evacuate more than 200,000 stranded Indian across the world, there are at least 40,000 Indian seafarers additionally onboard ships outside the country waiting for a chance to return home. Chartering flights to worldwide destinations to replicate the network of the international airlines is not a possibility for a single ship management company either.

No matter how sympathetic the countries around the globe, it's but natural that all countries have decided their methods to safeguard themselves from outside sources of the virus, thus, making a routine crew change extremely daunting. In this respect, the efforts by Singapore authorities are indeed laudable as they developed an appropriate SOP to allow crew changes in Singapore. It was particularly helpful for our Indian crew who face stringent visa restrictions in many other parts of the world. Taking advantage of this, ESM is now bringing in the second chartered flight to Singapore on 3rd July which will facilitate crew changes for other ships calling Singapore around that time. As earlier, we would be sharing this opportunity with not only other ship managers but with other stranded Indian nationals to bring them home.

Once again, we would like to express our sincere appreciation for our seafarers who continue to sail for extended periods beyond their contract and await patiently for the safe sign off. At shore, we are committed to and working on ensuring this day and night. For everyone on board ESM- managed ships, it is our assurance that the no effort is being spared to ensure the safe passage home of our seafarers.

Enjoy the newsletter – full of information on COVID and precautions needed, interesting articles on practical Technical, Commercial, environmental issues. We are pleased to announce the top Catering Staff on our fleet. For this quarter, the number has been increased to 12. Hearty congratulations and thanks to all of them for keeping all on board well-fed and healthy,

Safe sailing and remain healthy and happy,

Sikha Singh

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TECHNICAL NEWS

Very Low Sulphur Fuel Oil (VLSFO) Usage - Problems and countermeasures

Crude Petroleum residues remaining after distillation or cracking, or blends of such residues with distillates having low sulphur content <0.5%, are blended with low sulphur distillates to create good quality & compliant blended fuels by a complex process. These blends can contain up to 40% residue, yet still be kept below 0.50% sulphur cap. However, they come with a high risk of instability and can potentially be hypersensitive to mixing with other fuels on board.



Potential issues which can be experienced while using VLSFO:

1. With low sulphur it is very important to select correct cylinder lubrication to maintain optimum feed rate, alkalinity and detergency. Incorrect Lubrication selection will lead to scuffing of Liner and Piston rings, which can cause accelerated liner wear and piston ring breakage.
2. As VLSFO is a blended product, there are higher risks of having instability and high levels of cat fines. Cat fines will present difficulty of purification at low feed temperatures with low viscosity fuels. Instability will lead to formation of waxes, blocked filters, separator failures and sludge in storage tanks.

Below cases will illustrate the above points for your better understanding:

CASE 1:

Vessel received VLSFO bunkers on 05 January 2020 and started its use on 26 January 2020. The purifiers were getting choked and required cleaning every 6 hours. Eventually the Purifier motor got burnt due to overload operation. As per the fuel oil analysis report, cat fines were low (at 10 PPM), but fuel had presence of C6, C12 and C18 Acid of 257 ppm, which was abnormal. The fuel oil analysis report also indicated presence of Styrene, Phenol and Indene contents and total sediment were close to limits. These are liable to cause gummy deposits and caking in purifier. Due to the poor-quality fuel, Units 2, 4 and 6 piston rings were found broken and piston ring grooves were worn beyond the limits. Liner wear was also found to be excessive.

Suspected Causes:

- Poor quality fuel oil.

- Improper fuel oil management and purification. Fuel viscosity was low and improper temperature was maintained for inlet to purifier.
- Mixing of incompatible fuels in the settling tank.
- Improper choice of cylinder oil (TBN) and feed rate.

CASE 2:

While on passage the duty engineer heard knocking sound emanating from the main engine. The engine was stopped, and an under-piston space inspection revealed broken piston rings in units 2, 3 & 4. These units were opened, and excessive wear was noticed on all the liners and top rings were found broken.

A check on the fuel oil in use indicated cat fines were at level of 26 and presence of Styrene and Indene was also observed. The fuel oil had a low viscosity.

Suspected causes:

- Poor fuel quality
- Improper purification of fuel oil.
- High cat fines fuel entering the engine.

Countermeasures:

1. Handling of Fuel Oil: Before bunkering add sludge conditioner (like Octamar HF 10 Plus or Octamar BT25, etc.) in the empty tanks as per maker's recommended ratio. Avoid using the new fuel until the analysis results have been reviewed. Due to variance in viscosity of the VLSFO, the inlet temperature to purifier is decided after giving due consideration to the viscosity of the fuel as well. Keep the Fuel oil inlet temperature as per the lab analysis report's recommended separation

temperature. The efficiency of the separators is dependent on the inlet temperature of the fuel and even a small change in temperature will reduce the quality of the separation. Purifier performance should be checked by sending oil sample before and after purifier on a regular basis (minimum 6-monthly interval).

2. As with VLSFO, there is a possibility of calcium deposits. Hence, more frequent scavenge space inspection shall be carried out. Cylinder oils of excessively high BN for the fuel sulphur cause excessive accumulation of particles on the piston crown. It is very important to check what kind of deposits are there on the crown. The deposits should be scraped for making checks. Whitish/Pinkish deposits are sign of excess alkalinity (Calcium Salts) and blackish deposits are sign of carbonaceous deposits. So, based on this inspection one should decide whether to reduce the BN/ increase the BN or the feed rate. For high carbon deposits higher detergency needs to be provided whereas for high calcium deposits, BN or feed rate needs to be reduced.
3. During time of VLSFO usage, monitor the iron (Fe) content and Residue TBN every 24 hours for first 3 days and then twice a week. Maximum allowed is 200 ppm for Fe content.
4. Cylinder Lubrication: Follow MAN guidelines for Cylinder Oil lubrication. Feed rate with VLSFO and TBN 40 Cyl. oil should be maintained at 0.85-0.95 g/Kwhr. The feed rate and alkalinity of Cyl. LO should be chosen carefully based on the sulphur content of the fuel in order not to create excess alkalinity.

COMMERCIAL NEWS

Key points of a Time Charter

"The voyage orders gives me the flexibility to load 70,000MT +/- 10%. I think I can stretch to load more than 70,000 MT. Shall I put more effort or I just play safe? Who cares as long as I am within a loadable limit?" Such questions may pop up many times in a Master's mind. A question that pops up in the Chief Engineer's mind is "Charter party (CP) description says 12 knots speed is at 25 MT/ day consumption. However, I am achieving 12 Knots speed at 24 MT/ day consumption only, shall I consume till 25 MT and speed up to reach faster"? Interestingly, the answers to these doubts will vary, depending on how the ship has been chartered.

Ship's responsibility is to ensure that Shipowner profits from the ship's business. However, vessels chartered in different ways may leave Masters and Chief Engineers unaware of the consequences of their actions. In today's world, where every minute counts, the situation demands the ship's staff must have a deeper understanding of the shipping industry as well as commonly used terms.

Let us begin with the basics. The Shipper has the cargo which is required to be moved. The Charterer acts as a cargo owner and enters into a contract with the Shipowner to let him use his ship's cargo space on

the basis agreed to hire. There are broadly three ways a vessel can be employed.

First, from load port X to discharge port Y (Spot/ Voyage Charter). From a date XX to another date YY (Time Charter) or from place XX to place YY for about ZZ days (Time Charter Trip). In a Bareboat Charter, the empty ship is owned by Charterer, also termed as Disponent Owner, for a particular period.

In this article, we will focus on Time Charters or Time Charter Trips, in which Charterer hires the vessel for a particular time, and the Shipowner receives charter hire on a per-day basis. Here, the Shipowner takes care of ship's management and maintenance, the remaining costs specific to the venture such as bunker, port dues, agency charges etc. are paid by the Charterer. A detailed Charter Party (CP) agreement is drawn up between Shipowner and Charterer. However, to maintain commercial confidentiality, the ship is usually provided with a document called "Charterer's instructions to Master". The Master must go through these instructions carefully and highlight the essential instructions such as the agreed speed/ bunker consumptions, loadable quantity, etc. to ensure compliance with the agreement.

An important aspect is the loadable quantity. For instance, if the CP states 70,000 +/- 10% with a draft restriction, Master should know that, in a

Time Charter, vessel taking any undue risk to load a little more cargo will not prove beneficial to the Shipowner. Regardless of the vessel loads of 63,000 or 77,000 MT, Shipowner will earn the same hire rate per day. Hence, a more cautious approach towards the ship's safety should be considered as long as the loadable quantity is within the tolerance limit.

Another important aspect is the speed/ bunker consumption. The Charterer expects the ship to run at a certain speed and bunker consumption in good weather conditions as agreed in the charter party (CP). Say, for example, CP description states - 12 knots at 25 MT consumption. The vessel must ensure that average voyage speed is not less than 12 knots and average per day consumption is not more than 25 MT. If the ship is doing 12 Knots at 24 MT only, she is meeting both criteria. Hence, there is no benefit to the Shipowner if vessel increases consumption to 25 MT and does more than 12 knots of speed. If the ship does not qualify in any criteria, the Owner will be charged with an underperformance claim. If underperformance is due to rough weather (CP defines good weather up to Beaufort Force 4 and Douglas Sea State 3, no adverse effects of Swell/Currents), maintaining the logbook weather records as evidence will prove critical in the event of future litigation.

In the next article, we will discuss the approach taken for similar vital points, when the vessel is on Voyage charter.

MIND YOUR BODY

Study finds Vitamin D has a role to play in COVID-19 mortality rates

As the world continues to grapple with the novel COVID-19 pandemic, more information and research findings that can help prevent or reduce the impact of the virus on patients are emerging. While searches for a vaccine are ongoing, results from studies can provide us with the necessary advice to change our health, lifestyle and diet to prevent further spread or decrease mortality rates. A new study conducted by researchers from Northwestern University has found a strong correlation between severe Vitamin D deficiency and mortality rates.

The study conducted a statistical analysis of publicly available data from hospitals and clinics from countries with a higher number of confirmed cases. The team discovered a strong correlation

between Vitamin D levels and Cytokine storm. The latter is a hyperinflammatory condition caused by an overactive immune system. An association between Vitamin D deficiency was also observed. Patients from countries with high COVID-19 mortality rates, such as Italy, Spain and the UK, had lower levels of Vitamin D compared to patients in countries that were not as severely affected.

Cytokines are small proteins released by many different cells in the body, including those of the immune system. They coordinate the body's response against infection and trigger inflammation. In response to an infection, sometimes a body can go into overdrive (Cytokine storm). For instance, when SARS-CoV-2 – the virus behind the COVID-19 pandemic – enters the lungs, it triggers an immune response, attracting immune cells

to the region to attack the virus, resulting in localised inflammation. But in some patients, excessive or uncontrolled levels of cytokines are released, which then activate more immune cells, resulting in hyperinflammation. This storm, referred to by researchers as a misdirected fire from the immune system, can prove fatal to the patient.

Cytokine storms are a common complication of COVID-19, the flu and other respiratory diseases such as the Severe Acute Respiratory Syndrome (SARS) and Middle East Respiratory Syndrome related coronavirus (MERS). In the study, scientists discovered that Vitamin D played a significant role, where having healthy levels of this nutrient could protect patients against severe complications such as Cytokine storms or even death from the COVID-19 virus.

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ENVIRONMENTAL NEWS

Hurricanes are now getting stronger and more damaging

Multiple studies examining recent hurricanes have found the most significant and most damaging hurricanes today are now three times more frequent than they were 100 years ago. A new study released in 2020 by scientists at the National Oceanic and Atmospheric Administration National Center for Environmental Information (NOAA) and University of Wisconsin-Madison Cooperative Institute for Meteorological Satellite Studies has found that the maximum sustained winds of hurricanes are getting stronger.

Several hurricanes such as Hurricane Arthur (155 mph), Bertha (185 mph) and Cristobal (95km/h) in the United States of America, as well as Cyclone Amphan (260 km/h) and Cyclone Nisarga (100 km/h) in India and Bangladesh and Typhoon Vongfong or Ambo (285 km/h), have left destruction in its wake in 2020. In 2019, the world also saw hurricanes such as the notable Category 5 Atlantic Hurricane Dorian (185 mph) which struck the Bahamas, Halong or Typhoon Jose (180 mph) in the Philippines and Hagibis (160 mph) in Japan and more.

Hurricanes are a type of storm called a tropical cyclone, which forms over tropical or subtropical waters considered to be one of the world's most destructive natural disasters. Hurricanes, cyclone and typhoon all mean the same; however, the means of naming them depends on the location of the extreme weather occurrence. "Hurricane" is used in the Atlantic and the Northeast Pacific while the Northwest Pacific uses the term "Typhoon".

Similarly, "Cyclones" occur in the South Pacific and the Indian Ocean.

Over time, studies examining the impact of climate change on hurricanes have found due to global warming, hurricanes now are more damaging as well as three times more likely to occur in comparison to a hundred years ago. A new study conducted by NOAA and University of Wisconsin-Madison Cooperative Institute for Meteorological Satellite Studies has found that hurricanes maximum sustained winds are getting stronger. The study analysed global hurricane data from 1979-2017 using analytical techniques such as infrared temperature measurements from geostationary satellites to estimate hurricane intensity.

Changes observed were attributed to rising temperatures caused by a warming planet. Hurricanes are caused by intense low-pressure areas that form over warm ocean waters during summer and early fall. As a result, they are subjected to several climate change-related influences. On a planet that is adjusting rapidly to the effects of a warming, damaged climate, scientists suggest that warming sea temperatures will result in an increase in the intensity and speed of hurricanes due to higher coastal inundation levels (floods) and increase in atmospheric moisture content. Other researches observing hurricane behaviour have found that storms are moving slowly further increasing flood risks. Pole-ward migrations of hurricanes have also been observed where tropical cyclones are travelling further north and south, exposing previously less-affected coastal populations to higher risk.



Recent high rainstorms such as Hurricane Harvey (2017), Florence (2018) and Imelda in (2019) have demonstrated the floods that can be triggered. Additionally, rising sea levels globally averaged at 1-4 feet in low and moderate emission scenarios, are likely to make future coastal storms more damaging, putting human lives at risk. A 2006 study by the NOAA previously predicted: "even more intense hurricanes may upstage the strongest hurricanes in the present climate over the next century as the Earth's climate is warmed by increasing levels of greenhouse gases in the atmosphere".

While the results are consistent with expectations, we must find out how much of changes in hurricane behaviour are being caused by human activities and how much is caused by natural variability. More research is also required to build a better understanding of how hurricane patterns may further change.

MIND YOUR BODY

Continued from Page 4

Vitamin D is known as the "sunshine" vitamin as our bodies produce this vitamin naturally when exposed to the sunlight. It can also be acquired through the consumption of particular food and supplements. This fat-soluble vitamin has several vital functions that include boosting immunity by providing resistance against flu and other diseases, promoting proper development of bones and teeth as well as the absorption of other essential nutrients such as calcium and phosphorous.

Vitamin D deficiency is a significant public health problem worldwide, especially among the elderly. This is because most seniors spend the majority of

their time indoors, thereby limiting their exposure to natural sunlight. Additionally, as the skin thins with age, absorption of Vitamin D is less efficient. While diet may help, studies have found that most people only get about 10 per cent of Vitamin D requirement from the food they get. This makes it more difficult for the elderly who have reduced appetite and impaired absorption of nutrients. Health authorities recommend that adults (aged 19 – 70) receive 600 IU and 800 IU for adults over 70.

Globally, at least 80% of all COVID-19 deaths are seniors aged 60 and above. Thus, having healthy levels of vitamin D could protect patients,

especially vulnerable populations against severe complications, including death, from COVID-19. Although the study, like many other COVID-19 studies, is in its preliminary stage, it has indeed provided us with a new insight into the global fight against the novel coronavirus.

Vitamin D is obtained from:

- A daily dose of sunshine preferably in the earlier parts of the day
- Vitamin D supplements
- Foods fortified with Vitamin D such as dairy products, orange juice, soy milk, cereal
- Eggs
- Fatty fish such as tuna, mackerel and salmon.

MAIN NEWS

Updates on crew changes in June - Continued from Page 1

Global travel restrictions and the unavailability of commercial flights continue to affect crew change plans for the industry. On 29th June 2020, India's civil aviation authority, the Directorate General of Civil Aviation announced that commercial flights to and from India will stay suspended till 15th July 2020. This is in line with an earlier statement made on 16th June 2020 where the country's Civil Aviation Minister Hardeep Singh Puri, stated that the country will take a firm decision on the resumption of international flights in July only if the COVID-19 virus behaves predictably and if the entire aviation ecosystem and state governments are agreeable.

In the meantime, the Indian government's initiative of Vande Bharat repatriation flights for stranded Indians overseas is ongoing for specific locations across the world. According to its Standard Operational Procedure, priority is given to those who have lost their jobs, pregnant women, the elderly, those who must return to India due to a death in the family etc and seats are allotted by government authorities. Since the flights are few and divided amongst thousands in limited locations, this facility doesn't seem viable for seafarers due to the sheer difficulty of aligning the sign off of a crew member to meet a scheduled flight.

Nevertheless, ESM remains committed in its endeavour to bring seafarers home safe and good health. Till date, the company has successfully completed crew changes in over 35 vessels in various ports in India, Singapore, Hong Kong, Sri Lanka, Denmark, UK as well as in the US. and the number is steadily increasing. The ESM shore team remains absolutely on the top of the issue by not only keeping the crew planner ready but having a close watch of the movements of all our ships, port schedule, regulations of the local authorities, owners and charterers approval as well as the few charter flights and commercial flights available during this period. Working together with the respective Technical and Travel team, there has been a relentless effort in grabbing the first possibility of crew changes anywhere globally.

With no international flight taking off from India, having to bank on the chartered flights from private agencies is a herculean task and we hope our crew on board understand and appreciate the immense efforts it takes to plan and conduct such a changeover. (Do refer to the next page for personal notes from the crew members who could sign off under such challenging circumstances.)

The massive initiative to charter the maiden flight from Singapore to Mumbai was a result of ESM's deep concern for the wellbeing of the crew on board. We

express our sincere gratitude to the Maritime and Port Authority of Singapore (MPA), Ministry of Transport, Singapore the High Commission of India in Singapore, Directorate General of Shipping: Government of India, Ministry of External Affairs and Ministry of Civil Aviation to provide necessary permissions for the flight to take off and land from Mumbai and Singapore. Without their permission, all hard work and resources would have come to naught despite the best interest of ESM.

It took over a month for ESM to bring this initiative to fruition, hats off to the dedication and hard work from the entire manning team with Mr S.M. Iyer, Resident Director and Captain Sumit Sahni, Assistant Director as well as Mr Lancy D'Souza, General Manager and Captain Anil Arora, Assistant General Manager leading the teams from Mumbai and Singapore respectively.

The success of the initiative, however, does not diminish the challenging process of flight charters. Until the opening of the regular airline networks or unless all stakeholders such as ship owners, charterer and government authorities prioritise this, global crew changes will continue to encounter challenges, restrictions and proceed at a slower rate. Nevertheless, ESM hopes to raise awareness for the authorities and governments to act in creating a fast-track and preferential safe passage for seafarers to return home at the end of their call of duty.

"It's a time to unite and share our resources to add value to our ship owners and other stakeholders so that we can find a working solution to the vexed problem of crew change during this challenging time", said Mr B.S. Teeka, CEO of the Executive Group of companies, of which ESM is a member.

Crew changeover experience

While facilitating crew changeover has been no less than a mammoth task for the company, it has not been a smooth sailing affair for crew either. We took this opportunity to ask some of our signed off seafarers to share with us their experience about the crew changeover process under this challenging Covid-19 situation.

Singapore

Chief Officer Alok Tuscano and Second Officer Prajeesh Kumar Kottakkal, previously onboard vessel, The Chief, signed off at Port Singapore to board the chartered flight to Mumbai, on 12th June. To meet the prerequisite for crew changeover by the Singapore authorities, the vessel had to adjust the estimated time of arrival (ETA). Social distancing and sanitization as well as other safety measures were strictly adhered to by the seafarers and relevant authorities.



Off-signer crew ready for their flight home at Changi Airport



On-signer crew at Changi Airport ready for their onward journey



On-signer crew arriving from Mumbai at Changi Airport



Stranded Indian nationals check-in at Changi Airport to join the seafarers return flight from Singapore to Mumbai



ESM Singapore's management team behind the execution of this initiative



ESM crew ready for check-in at Mumbai Airport pictured with Director, Mr. S.M. Iyer



Off-signers disembark at Marina South Pier terminal, Singapore for immigration clearance



Seafarer interviewed by media at Changi Airport



Managing Director, Mr. S.P. Singh, interviewed by media at Changi Airport



Senior MPA Executives in discussion with ESM Management, Ms. Sikha Singh and Mr. B.S. Teeka, at Changi Airport

Arriving in Mumbai, they were quarantined for a total of seven days. A COVID test was also conducted on the fourth day. On the seventh day, he was given a transport pass, discharge certificate with permission to return home. "During the quarantine period, ESM shore staff were available on a 24-hour basis to assist us in any way they could. I am thankful to ESM for making this unbelievable thing possible." CO Alok wrote.

"The deserted look of Changi Airport in Singapore was a strong reflection of the effect the pandemic had on the world. Seeing this, I realized, I owed my gratitude to ESM, for arranging a special chartered flight to our homeland, in a situation where thousands of other seafarers are stuck in different parts of the world due to the restrictions imposed worldwide. I thank ESM for all the support and assistance given till we reached home safely." Second Officer Prajeesh shared.

Kochi, India

Facilitating crew change in India was an equally arduous and enduring process for the crew who signed off there. In Kochi, Kerala, Captain Arundeeep Verma who signed off from vessel FS Endeavor shared the following. "After anchoring, we only had twenty minutes for handover. As we had been travelling internationally for up to 45 days, as per the Aarogya Setu application, we were in the moderate risk zone. We also had to be cleared by Customs and checks from the Health authorities before our vessel could sail off. This took hours."

"Prevailing rules from the Kerala government required a minimum of 14 days of quarantine before leaving the state. As we sailed from Ras Laffan, Doha on 04th June 2020, reaching Kochi on the 10th, we were quarantined for the remaining eight days and took a COVID test. After 24 hours when the test reports declared us negative, our agent applied for a No Objection Certificate (NOC) from the Government of Kerala (Medical Officer) to permit further travel. Upon receiving it, we filled up a form for travel on the Seva Sindhu app where we had to attach a copy of our passport and air ticket. We then received a message on our mobile which had to be shown at the airport for boarding pass issuance."

Successfully crossing from Kerala to his home city, Chandigarh, capital of Punjab and Haryana, Captain Verma was met with a new set of equally strict requirements. His details were noted by police personnel and he was made to do a COVID test for the second time. Upon reaching home, for his own safety and that of his loved ones, he had to self-isolate for a period of 14 days.

"I am highly thankful to the company for carrying out crew changes during these tough times. ESM is one of the few companies who is taking such initiatives and continuously working hard for crew change. It was solely due to ESM that I was able to divert my fully loaded vessel towards Kochi, India to go home."

Mumbai, India

When his vessel, Aframax Rio called Mumbai on 29th May 2020, Able Seaman Mr Kishore Kumar Sethi and fellow crew were thrilled at the crew changeover opportunity. After a brief handover to his reliever, Mr Kishore and fellow crew members signed off proceeding to the medical centre directly for the COVID test before being quarantined. When results returned negative, the team of seafarers were then transported by the company to Mumbai airport where he departed for his hometown Bhubaneswar, Odisha. Commending the company for its efforts, he said, "ESM provided round the clock availability while ensuring each one of us reached our homes safely."

Skaw, Denmark

"It was a pleasure to see ESM arranging crew change at the very first opportunity they got from Skaw, Denmark." Third Engineer Diwakar Sharma currently quarantined in Mumbai shared. "Arrangements were made to bring us to Copenhagen safely. After completing the formalities, we were flown to Doha where we boarded a chartered flight to Mumbai."

Further elaborating on his ongoing experience, Third Engineer Diwakar Sharma shared, "ESM arranged for us to be placed in a nice hotel for quarantine. They are just a call away for any assistance during our isolation. In fact, they keep calling us to ensure our wellbeing. We now await completion of our isolation time before going home. We are very fortunate to be a part of ESM."

United Kingdom

On the other hand, the journey home was filled with much suspense for Chief Officer Jitendra Singh after he signed off from vessel, Alhani, in the Dunbar OPL anchorage, UK. He experienced a 19 hour wait in London before another 15 hours wait in Doha for a chartered flight to Mumbai. Due to the instability of the situation, details of the flight from Doha to Mumbai were provided right before checking in at Heathrow Airport, London.

As he awaits the completion of his quarantine in Mumbai before heading back to his hometown of Rohtak, Haryana, he said, "I am thankful to the ESM team for our sign off during these difficult times."

ESM heartily acknowledges the support and guidance from MPA and the High Commission of India in Singapore in making the maiden chartered flight from Singapore to Mumbai initiative a success. The company also acknowledges all other assistance received from the respective authorities that have assisted our seafarers in their return home. Our heartfelt thanks to the shore teams of Mumbai and Singapore for their dedication and efforts in ensuring this. The company hopes to continue assisting its seafarers in signing off and returning home in a safe manner in time.

Staying Healthy and Mindful

The impact of junk food on our health



Junk foods or foods that are high in calories from sugar or fat, with little dietary fibre, protein, vitamins, minerals, or other vital forms of nutritional value are a massive part of our lives. They are foods that most consume as comfort foods, snacks, or even as a meal. From deep-fried foods such as samosas, Vada pavs, burgers, pizzas, to sugary drinks, desserts and fizzy beverages, packaged foods such as potato chips, instant noodles etc., they are readily available everywhere! This is because they are inexpensive, have a longer shelf-life due to the many additives and simply put, delicious.

Most dieticians will say that junk foods are fine to eat if consumed in moderation. However, studies indicate otherwise. A small study found that eating junk food for five days led to the reduced ability of muscles to turn glucose into energy. Other studies

suggest that one junk food meal is enough to narrow arteries, spike blood sugar levels, increase inflammation while making asthma attacks more likely.

If over-consumed, in the long run, they will become the cause of ill health showing following results:

Fatigue

Are you feeling fatigued? Junk food may be the reason. Although it can make you feel full and satisfied, they lack necessary ingredients like proteins and carbohydrates to keep your body healthy and energized. Eating junk food regularly may result in chronic fatigue. Studies have found that it can lower energy levels, making it difficult to perform tasks at hand.

The decline in optimal brain function

A study published in the journal Brain, Behaviour and Immunity found that one week of eating junk food was enough to trigger memory impairment in rats. Studies have also found that fats from junk food slow down the ability to learn new skills and even the ability to focus.

Affects your mood

A study from Penn State University has found that poor eating habits worsen a person's mood. As we grow older, our bodies are continually changing due to the hormones in our body. While this naturally affects our behaviours and feelings, nutrients

from a healthy diet play an important role in maintaining hormonal balance.

Obesity

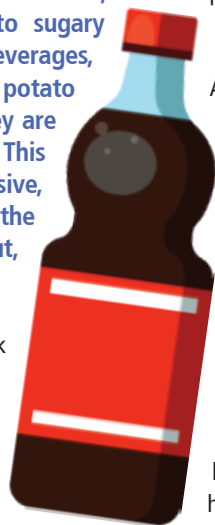
Most junk foods have exceeding levels of sugar, carbs, fats etc. Also, unhealthy ingredients are further aggravated by increased portion sizes, for instance, a large packet of potato chips. Ingesting a large number of unhealthy calories leads to abnormal weight gain and eventually, obesity.

Long-term medical conditions

Eating a poor-quality diet high in junk food is linked to a higher risk of depression, digestive issues, heart disease and stroke, Type 2 diabetes, cancer, and early death.

If you want to enjoy junk food once in a while, take a good look at your overall health habits. Consider the ratio of healthy to less healthy foods being consumed. Reflect by asking yourself questions such as are you exercising regularly and eating nutritious foods such as vegetables, fruits, whole grains, legumes, fish, nuts, etc.?

When making a choice, consider that a single healthy meal is enough to boost your immunity, reduce stress and inflammation. Every meal is an opportunity to eat more robust than before, and we should prioritize eating a healthy and balanced diet above all.





World's most nutritious food items

The COVID-19 pandemic has been nothing short of a wake-up call for many of us to take better care of our health. Along with lifestyle changes such as including more exercise, we should pay better attention to our diet. After all, the key to leading a healthier lifestyle lies in our menu.

We must eat a balance of highly nutritional foods that when consumed together, do not contain too much of anyone nutrient, to avoid exceeding daily recommended amounts. Scientists have suggested the following foods as some of the world's most nutritious products amongst the hundreds of varieties available:

Almonds

Almonds are rich in mono-unsaturated fatty acids, magnesium, antioxidants, Vitamin E and fibre. Along with promoting optimal cardiovascular health, these nuts can help with diabetes, blood pressure, cholesterol levels. Studies have also found that eating almonds can reduce hunger and may be useful for weight loss.

Apples

'An apple a day keeps the doctor away.' Apples contain nutrients such as Vitamin C, calcium, potassium and fibre. A great snack, scientists have found that incorporating apples is linked to a lower risk of many major diseases, including diabetes and cancer.

Cauliflower

Cauliflower is a cruciferous vegetable that is naturally high in fibre and B-vitamins. It provides antioxidants and phytonutrients that can protect against cancer. Studies have found eating more cruciferous vegetables has been associated with a lower risk of lung and colon cancer. The fibres present in this vegetable can enhance weight loss and digestion. Cauliflower also contains choline that is essential for sleep, muscle movement, learning and memory. Other types of cruciferous plants include broccoli, cabbages, radish, Brussel sprouts and more.

Eggs

Eggs are a powerhouse of disease-fighting

nutrients, containing the highest biological value for protein. Eggs also have irons, vitamins, minerals and carotenoids such as lutein and zeaxanthin. These carotenoids may reduce age-related degeneration as well as enhance brain development and memory.

Ginger

Ginger is loaded with nutrients such as antioxidants and bioactive compounds that have powerful benefits for your body and brain. It has a long history of being used as a spice or in various forms of traditional/alternative medicine to help digestion, reduce nausea and help fight the flu and common cold. This root vegetable is closely related to turmeric, cardamom and galangal, ingredients that have medicinal properties.

Garlic

Albeit used as a flavouring in modern cooking, garlic is another such ingredient utilized for medicinal purposes. It is rich in nutrients such as Manganese, Vitamins B and C, calcium, copper, potassium, phosphorus, iron as well as fibre. It can boost immunity, work as an anti-inflammatory, provide better cardiovascular

health and protect food by killing bacteria that lead to food poisoning.

Green Peas

Individual green peas contain high levels of phosphorous, magnesium, iron, zinc, copper and dietary fibre.

Oranges

Oranges are highly nutritious, low-calorie fruits. Well-known for its Vitamin C content, they contribute to improving immune systems and complexions. Historically, oranges were the prescribed cure to scurvy (lack of Vitamin C), a common condition in sailors.

Pumpkins

Pumpkins are rich in yellow and orange pigments, especially xanthophyll esters and beta-carotene.

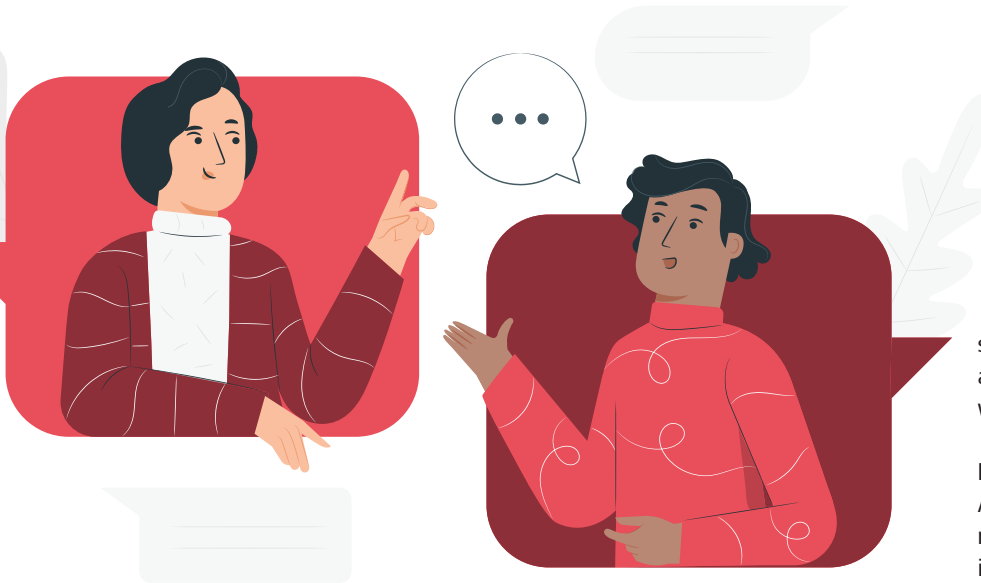
Spinach

Spinach contains more minerals and vitamins, especially vitamin A, calcium, phosphorus and iron in comparison to other vegetables. Frozen spinach is healthier than room temperature spinach as it prevents the nutrients from degrading.



Staying Healthy and Mindful

Conflict resolution skills to adopt



A conflict is a clash of interest. Although it varies in nature, it is one such constant in our lives. At home, in workplace environments etc, people can have disagreements, personality clashes and differences of opinions. Such conflicts can have both positive and negative outcomes. In the positive side, it can build deeper understanding and stronger relationships. It can also result in better decision-making or greater creativity. If improperly addressed or unresolved, it can result in a negative outcome such as the breakdown of groups, increased stress and anxiety amidst individuals thus decreasing productivity and overall satisfaction.

Conflict resolution is the process by which two or more parties engaged in a disagreement, dispute or debate reach an agreement to resolve it. Picking up conflict resolution skills can help one resolve such situations under various circumstances.

Communicate early and often

To reduce misunderstandings and ambiguity, communicate your intentions and desires

early. Remember that communications is a two-way street. Be sure to allow others to feel as though they are able to express themselves with you. Avoid doing what you know will cause harm. If you suspect conflict in the relationship, address it swiftly. Problems do not go away on their own. Failing to act when you see a potential problem can create problems down the line.

Listen actively

Practice active listening by listening and looking out for what is being verbally and non-verbally communicated. Often conflicts arise because two parties misunderstand or mishear what the other person is saying. Active listening helps the sender and receiver understand one another. In written communications via text messages or emails, do not jump to conclusions at what is being communicated.

Understand what is yours

Sometimes we get upset with people over things that really do not concern them. Get to the root of what is bothering you or the other person. Sometimes conflict has nothing to do with the current issue – it stems from something that happened at home, workplace

“Remember that communications is a two-way street.”

stress, bad news or an unrelated upset altogether. Learn to separate these emotions when addressing others.

Do not take things personally

At times, people may behave in ways that we may find inexcusable or unacceptable. For instance, being rude to an innocent party etc. However, this can stem from the things going on in their own life. Look forward and try not to let it affect you too much.

Give up the need to be right

When conflicts arise, give up on the need to be right. Be willing to be wrong. If you fight to be right, you may have incentive to keep the conflict going.

Speak with people who can make a change

When conflicts arise, it is best to communicate solely with people who have the power to influence change. This will ensure that there is meaningful action toward resolution, and it will prevent gossip from flourishing.

Identify the root of the conflict

For people who have repeated conflict, there is likely an unresolved or unidentified root issue. In this instance, conflict resolution can only happen once both parties get to the root of their challenges. This is essential as it could prevent future conflicts from arising.

Seek appropriate intervention

When a conflict is too deep-rooted, it is time to get a third-party intervention. This should come from someone who is qualified and able to be fair and objective.

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COURSE SCHEDULE - JULY 2020

ONLINE COURSES

COURSE	NO. OF DAYS	INTAKE	DATES
BTM Learn	4 days	4	On request
Advanced PSCOM E-Learn	2 days	5	On request
MARPOL E-Learn	2 days	5	On request
ERM E-Learn	1 day	5	On request
Resilience Self Learn	1 day	CBT	On request
EDMS Self Learn	1 day	CBT	On request
Jonse E-Learn	2 days	3	On request
NCPC E-Learn	2 days	5	On request
BBI E-Learn	1 day	5	On request
DP Induction E-Learn	3 days	2	On request
Bulk Carrier E-Learn	1 day	3	On request
Navigation Audit E-Learn	1 day	5	On request
Safety Induction Training-Ratings E-Learn	3 days	5	On request
INTERNAL AUDITOR E-Learn	2 days	5	On request
RCA. E-Learn	1 day	5	On request
BWTS E-Learn	1 day	5	On request
JRC ECDIS	1 day	3	On request
Chart World ECDIS	1 day	2	On request
High Voltage. E-Learn	3 days	4	On request

- 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

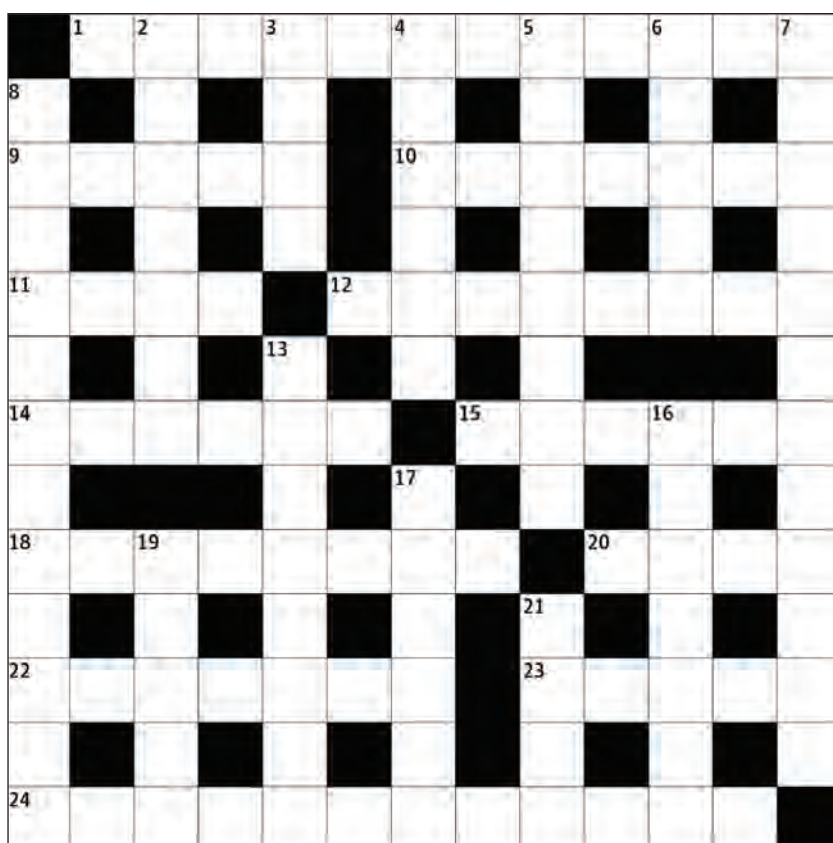
HAPPY BIRTHDAY!

CREW BIRTHDAYS

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

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL		
MST	KAMAL RAM MEENA	01/07	KOBAI	2E	ARVIND RANA	16/07	JOSEPH WISDOM
MST	MANOJ KUMAR PANDA	02/07	SUMAC	2E	GAURAV KUMAR	21/07	SAMA
MST	RAJNEESH TIWARI	10/07	FRONT SANTIAGO	2E	BASWANTH JUUVINA	22/07	EVER GENTLE
MST	BHUPENDRA SINGH	10/07	VELOS FORTUNA	2E	HARINDER SINGH	28/07	AFRAMAX RIVIERA
MST	AMIT KUMAR CHAUDHARY	01/07	UACC RAS TANURA	2E	PANKAJ BANSAL	02/07	AFRAMAX RIO
CO	BHUPINDER SINGH GREWAL	25/07	WILLOWY	2E	BASKARAN PARTHIBAN	03/07	LR2 POLARIS
CO	SATYENDRA KUMAR CHAUBEY	02/07	THE JUDGE	2E	CHANDRA KIRAN KONDI	10/07	ALJALAA
CO	SANJIV RAI	07/07	TOLEDO TRIUMPH	2E	MAQVIN MICHAEL LOPES	15/07	CRIMSON MONARCH
CO	RAVIKUMAR SELVARAJ	06/07	MARLIN APATITE	2E	RAJENDRAKUMAR SADASIVAM	19/07	FS SINCERITY
CO	ABHILASH CHAND	16/07	MARLIN AMETHYST	2E	MIDHUN MICHAEL	31/07	AFRICAN JACANA
CO	DINESH KUMAR	19/07	SALAMINIA	3E	GARCIA SIMPLICIO	29/07	ATLANTIC PRINCE
CO	IVO KENNETH DSOUZA	15/07	EVER GENIUS	3E	ASHIT KUMAR DUBEY	05/07	AZERBAIJAN
CO	RENGANATH PARTHASARATHY	26/07	BOUGAINVILLE	3E	ALOK RANJAN	14/07	ATLANTIC EAGLE
CO	PANKAJ VERMA	09/07	OAKA	3E	AVNEESH GUPTA	01/07	FORRES PARK
CO	ATINDER PAL SINGH KALKAT	31/07	AZERI GAS	3E	MANPREET SINGH SANDHU	01/07	MARLIN AQUAMARINE
CO	KAMAL PREET SINGH	16/07	FORRES PARK	3E	JAGAT NARAYAN SINGH	15/07	CRIMSON MAJESTY
30	ROHITH KRISHNAN KANICHERIL R. PILLAI	19/07	PRINCESS MARY	3E	VIGNESH RAJALINGA RAJA	17/07	RED MARAUDER
30	GEORGE VAVACHAN	04/07	CLAXTON BAY	3E	SREESHANKER MURALLY	31/07	TAMPA TRIUMPH
30	DANNY GEORGE PANNAKKAL	15/07	GUNESHLI	3E	AMIT KUMAR	04/07	OAKA
30	DINESH JAKHAR	03/07	MARLIN AMETHYST	3E	ROHTASH KUMAR	04/07	UACC RAS LAFFAN
30	RANDEEP SINGH	08/07	ARIANE MAKARA	3E	ARUN PURUSHOTHAMAN	05/07	MARION
30	ALTAF HUSSAIN ABDUL ABID SHAIKH	14/07	REFERENCE POINT	3E	RAHUL BHIMRAO KHUSPE	10/07	UACC EAGLE
30	EMMANUEL MATHEW	01/07	ATLANTIC CROWN	3E	JATIN MALIK	26/07	CRIMSON MONARCH
30	SHIVAM BANSAL	21/07	BAKU	3E	DILEEP KUMAR	07/07	MANDALA
30	MUHAMMED BADISHA ABDUL KHADER	17/07	RED MARAUDER	4E	KARAMBIR SINGH	29/07	KANALA
30	GIRI SHANKAR KOMARA	24/07	KOBAI	4E	SURYA PARTAP SINGH SAMYAL	25/07	ATLANTIC CROWN
30	LOVEPREET SINGH LOTEY	21/07	UACC FALCON	4E	PRASSANNA VENKATESH SRINIVASA RAGHAVAN	26/07	VICTOIRE
30	RAJAT GANDHI	26/07	MARLIN MASTER	4E	DEEPAK TOM	04/07	BRITISH RESPECT
JO	AMAL MANIYALIL BABU	19/07	MARLIN AMBER	4E	SAGAR TULSHIRAM INGALE	21/07	RED MARAUDER
JO	NEIL ABHIRAM WAKANKAR	17/07	LAPEROUSE	4E	PAUL EMMANUEL	24/07	MAEA
CE	WARIS AHMED SYED	30/07	CRIMSON MONARCH	4E	ANISH KEEGAN MARTIN	29/07	THE JUDGE
CE	GAURAV BARTH WAL	13/07	THE JUDGE	4E	SACHINKUMAR MAHAVIR NANDAGAVE	08/07	MARLIN AVENTURINE
CE	KANNAN VARADHAN	09/07	FS SINCERITY	4E	AJAY SINGH RAWAT	17/07	MARLIN APATITE
CE	SHYAM SREENIVASAN	09/07	PLATYTERA	4E	NILESH RAJENDRA PATIL	18/07	TAMPA TRIUMPH
CE	ROHIT KAKKAR	02/07	UACC FALCON	4E	ARUN ASOKAN	24/07	MAREX NOA
CE	SURINDER JOG SINGH	11/07	AFRAMAX RIO	4E	CHAITANYA RAMISETTI	30/07	ALJALAA
CE	CAMILUS RAJESH STEPHEN RAJ	14/07	ASTRID	JE	JAGPREET SINGH	28/07	GODAM
CE	BHARAT BHUSHAN	17/07	UACC RAS LAFFAN	JE	SAM MATHEWS CHERUVATHUR	23/07	PRINCESS ALEXIA
2E	MANOJ KUMAR ELAMBAYIL	11/07	PLATYTERA	JE	ARCHIT HEMANT PHONDGE	16/07	UACC EAGLE
2E	NIHAR RANJAN PATHI	10/07	CRIMSON KNIGHT	JE	JULIUS MANUEL TRAVILLA FLORES	16/07	NEW GRACE

PUZZLES

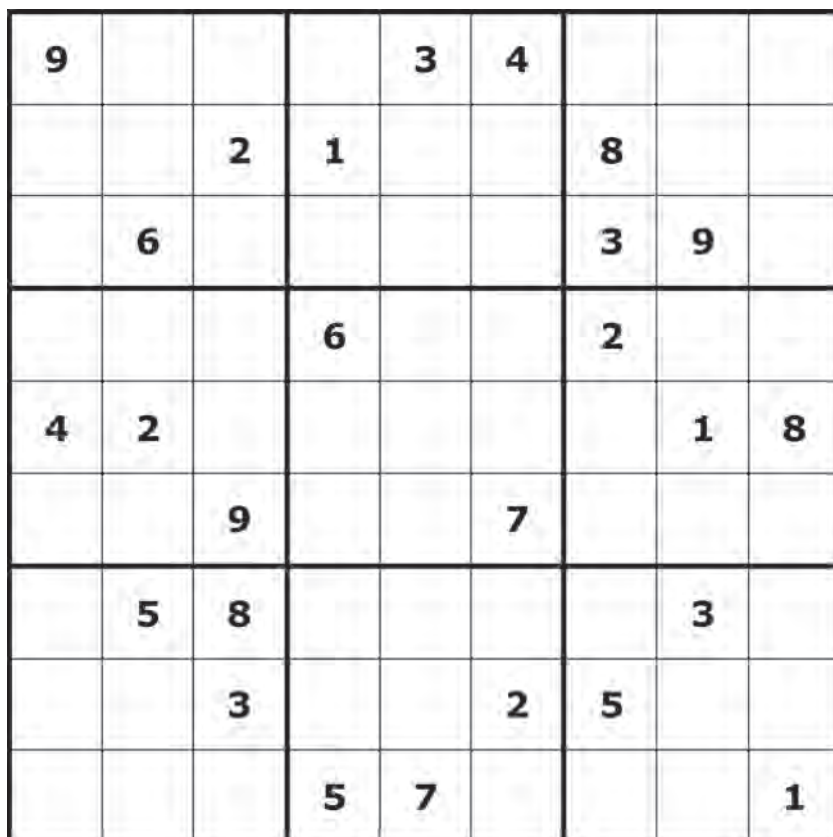


Across

- 1 Antisocial (12)
- 9 I'm so exasperated! (5)
- 10 Matisse, maybe (7)
- 11 Bank (4)
- 12 Liable to erupt (8)
- 14 Deliberate rebuff (6)
- 15 Indigent (6)
- 18 American maize flour (8)
- 20 Black (4)
- 22 Belief (7)
- 23 Body part (5)
- 24 Giving info to others who don't have to think (5-7)

Down

- 2 From Jaffa, say? (7)
- 3 Dull pain (4)
- 4 Excellent (3-3)
- 5 Mac (8)
- 6 Climber's spike (5)
- 7 Enrolled as a member (4-8)
- 8 Valletta symbol? (7,5)
- 13 Advocate (8)
- 16 Angostura-flavoured drink (4,3)
- 17 Bread and filling snack (informal) (6)
- 19 Horned animal (5)
- 21 Small lake (4)



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.

AWARDS AND ACCOLADES

Executive Incentive Awards
for 3rd Quarter 2020

VESSEL

Admiral
Aegean Wave
Aframax Rio
Afra Hawthorn
Afra Laurel
Willow
Aframax River
Aframax Riviera
African Jacana
Aljalaa
Alpine Mystery
Alqadisia
Arago
Ariane Makara
Aristodimos
Astrid
Atlantic Canyon
Atlantic Crown
Atlantic Eagle
Atlantic Guard
Azerbaijan
Azeri Gas
Baku
Bougainville
Cartagena
Chem Nicholas
Claxton Bay
Crimson Knight
Crimson Majesty
Crimson Monarch
E Pioneer
Forres Park
FS (Siva) Sincerity
FS Diligence
FS Endeavor
Godam
Gran Couva
Guneshli
High Jupiter
Houyoshi Express II
Jal Kamadhenu
Joseph Wisdom
Jubilant Future
Kamome Victoria
Kanala
Kikyo
Kobai
Laperouse
LR2 Eternity
LR2 Pioneer
LR2 Polaris
LR2 Poseidon
Lubersac
Maea
Maetiga
Mandala
Marex Express
Marex Noa
Marlin Amber
Marlin Apatite
Marlin Aquamarine
Marlin Aventurine
Marlin Magnetic
Marlin Millennia
Mitera
New Breeze
Oaka
Palanca Cadiz
Palanca Miami
Platytera
Red Eagle
Renaud
Salamina(Nord Optimiser)
Samraa Alkhaleej
Santos
St.gertrud
Sumac
The Blacksmith
The Chief
The Diplomat
The Judge
UACC Concensus
UACC Eagle
UACC Falcon
UACC Harmony
UACC Ras Laffan
UACC Ras Tanura
UACC Shams
UACC Sila
Velos Aquarius
Velos Fortuna
Velos Leo
Velos Ruby
Victoire
Yamabuki
Zarifa Aliyeva

DECK SIDE

Karuppasamy Marimuthu
Deepak Kumar Here
Rabin Raj
Maria Delasal Amladas
Mukeshkumar Morker
Mukesh Kumar
Saheb Hussain
Jay Shankar
Padmakumar K Padmanabhan
Naresh Nehra
Sandeep Javaharlal Gupta
Piyush Gangaram Makwana
Manoranjan Baliar Singh
Mackvin Fernandes
Kulwant Chandel
Ramana Pukkalla
Arjun Jaykar
Jithu Prathapan
Nevendran Nevis
Muhammad Ali Abdul Razak
Sunil Kumar Tiwari
Solkar Mohamed Hanif Ahmed
Harshal
Trishulkumar Nathu Kharwa
Sagar Arun Mankar
-
Bhabagrahi Parida
Babar Ali Ansari
Shinde Swapnil Shrikrishna
Rahul Develi
Pradeep Kumar Maurya
Surya Prakash Nisad
Harish D Tandel
Avneesh Singh
Arun Thilak Thandaserri Parambil
Aniket Sudhakar Moolya
Devanand Kumar
Moni Mohan Adhikary
Bhulesh Kumar Jerambhai Tandel
Durlabhbhai Tandel
Praveen Kumar Vendhan
Antoraj Gunasekar
Suresh Kumar Guntu
Deepak Kumar Tandel
Chintapalli Satyam
Prabose Bencihar
Manoj Kumar Ratilal Baraiya
Vimalnathan Chandrasekharan
-
Amrendra Nishad
Marialithian Rajamony
Dayananda Kumar Goddu
Kurmana, Tulasi Kumar
Sandeep Govardhan Thombare
Satyamkumar Mishra
Prajosh
-
Sanjay Kumar
Rajeshwar Kushwaha
Amit Dey Biswas
Jogender Singh
Abhay Pratap
B.K. Anand Natarajan
Anand Kumar Upadhyay
Jitesh Varant
Mukesh Kumar
Rahul Kumar Pandey
-
Ashish Kumar Tandel
Jayesh Ramji Bhai Baria
Girishkumar Mulji Jungi
Shibu Kizhakke Veetil
Tanuj Kumar Srivastava
Nand Kumar Mandal
Tensylot Newton Thomas Gama
Shashikant Rampal Singh
Nirmeshkumar Gadhvi
Jay Kumar Dilipbhai Patel
Dilip Bhoumik
Amanveer Singh
Ravi Sharma
Vinod Kumar Mylapilli
Ramesh Kumar
Vallachirakaran Johny Vilbin
Arunbhai Dayalbhai Tandel
Pradeep Kumar
Navneet Kumar
Denish Tandel
Rajeev Kumar
Rahul Singh
Vimlesh Kumar Rai
Sugrivi Kushwaha
Kameshwar Rao Ganagalla
Pushkal Dwivedi
Abrar Abdul Rahim Govalkar
Rakesh Kumar

ENGINE SIDE

Hitendra Virchand Bariya
Arun Sharma
Dayanand Chauhan
Arvind Kumar Bairwa
Gyaneshwar Kumar
Ishwarprasad Dalsingar Yadav
Kunal Radheshyam Singh
Shyamal Kumar Manna
Jifin Joseph
Eswar Rao
Narendra Babu Mylapilli
Deepu Krishna Kumar
Biju Varghese
Dharam Dev Yadav
Joshi Lal Chakkikavil
Raj Karan Nanda Yadav
Sarvesh Kumar Yadav
Vivek Kumar
Kushwaha Kamalesh
Santosh Kalidas Londhe
Mahesh Kumar Tyagi
Tiwari Sushil Kumar
Kishankumar Lalji Solanki
Deepak Kumar Kanji Solanki
Rajeev Kumar Giri
D'silva
Soumen Chakraborty
Reyya Venkata Reddy
Mohammad Razi Ahmad
Shyam Kumar Tandel
Luis Kevin
Tijomon Tomichen
Ravi Kumar
Niraj Kumar
Ouseph Devasia
Rameshchandra Jivanbhai Patel
Akhand
Suyi Muni Prasad
Mantoo Chauhan
Shivram Krishnan
Chandra Mukund Tripathi
Padmaj Harish Deshmukh
Ravindra Chauhan
Mazhar Ayyub Kondkari
Robin Ruby Jacob
Manoj Kumar Singh
Sandeep Kumar Yadav
Anoop Sharma
Rama Rao Maylapali
Vivek Kumar Sharma
Atcheyya Mylapilli
Sooraj Purayil
Satish Kumar Kushwaha
Neelakanta N Sidda
Omprakash Kushwaha
Haesh Purshottam Devaliya
Syamlal Kattaveli Sasidharan
Jitendra Singh
Manit Kumar Rana
Mansingh Narendra
Sushil Gupta
Rajeshkumar Chhotubhai Patel
Brijesh Kumar Pandey
Pradeep Kumar
Manoj Kumar Gupta
Kanoj Kumar Jeranbhai Tandel
Rahul Kumar Pandey
Pawan Kumar Pathak
Raza Taushif
Priyankumar Hansraj Tandel
Girishkumar Mulji Jungi
Jose Kalleley Ouseph
Sandip Kumar Solanki
Vijay Rao Permista
Koteswara Rao Jogi
Kailash Bind
Milton D. Couth
Badri Singh
Sohan Lal
Ashok Kumar Ram
Bhim Prasad Gupta
Brijesh Kumar Singh
Amitesh Amit
Abhay Kumar Mishra
Ashok Kumar Muljibhai Tandel
Dharm Sen
Andrew Jose
Deepak Haldankar
Naveen Kumar Chauhan
Gajendra Kumar Gautam
Alok Yadav
Shameer Kabeer Karadan
Jothi Gomez Siluvai Valvan Digo
Jitendra Hijri Gohel
Manoj Prabhakar Janna
Rama Rao Komara

Executive Incentive Awards
for Catering Crew:
Best Cooks

- | | |
|-----------------------------|-----------------|
| 1. Mohammad Naseem Shaikh | The Deputy |
| 2. George Kingstar Pangaras | Aframax Rio |
| 3. Jeyaprakash Jayachandran | City Of Tokyo |
| 4. Umesh Prasad | Velos Fortuna |
| 5. Satish Hazam | Yamabuki |
| 6. Imran Ansari | UACC Eagle |
| 7. Dheeraj Singh Parihar | Chola Treasure |
| 8. Kamal Singh Solanki | Marlin Azurite |
| 9. Subash Chandra Patel | Ganga K |
| 10. Shishu Ranjan | Red Rum |
| 11. Rajesh Yadav | Marlin Majestic |
| 12. Ian Ace A. Amedo | New Grace |

Executive Incentive Awards
for Catering Crew:
Best General Stewards

- | | |
|----------------------------------|------------------|
| 1. Sumit Kothari | FS Endeavor |
| 2. Naresh Govind Bhai Kapadia | Mitera |
| 3. Vinaykumar Durlabhbhai Tandel | Crimson Majesty |
| 4. Kaushlender Kumar | UACC Harmony |
| 5. Ashokan Kizhakkey Valap | UACC Ras Laffan |
| 6. Bhupesh Ramniklal Chavan | Oaka |
| 7. Jayantibhai Govindbhai Tandel | Aframax River |
| 8. Devendra Prasad Ranakoti | LR2 Pioneer |
| 9. Infant Nivasan | Marex Express |
| 10. Nrisingha Halder | Marlin Master |
| 11. Arjun Aravath Veettil | City Of Tokyo |
| 12. Jay-R V. Saribay | Crimson Princess |



WINNING RECIPES



Chief Cook Shishu Ranjan
Red Rum

VEGETABLE MANCHURIAN



METHOD:

Manchurian Balls:

- Put 1 teaspoon salt in grated cabbage and leave it for 15 minutes. After that squeeze it to get the water off.
- Mix all the ingredients for Manchurian balls. If the mixture is too soft, add more all-purpose flour (Maida).
- Make balls of oval shape and roll them in dry flour.
- Heat oil in a pan or a kadai.
- Fry the Manchurian balls till they turn golden brown in colour.

INGREDIENTS:

Manchurian Balls:

- Carrot (grated) - 3
- Cauliflower (grated) — 1
- Raw Papaya (grated) -1
- Small Cabbage (grated)- 1
- Green chillies (finely chopped) 2
- All-purpose flour (Maida) - 1 tbsp

- Ajinomoto – ¼ tsp
- Black pepper powder — ½ tsp
- Salt – ½ tsp
- Corn flour - 2 tsp
- Oil for deep frying

Manchurian sauce:

- Oil - 2 tbsp
- Ginger paste -1 tsp
- Garlic paste- 1 tsp
- Worcestershire sauce- 1 tbsp
- Tomato sauce- 1 tbsp
- Soya sauce - 2 tbsp
- Vinegar - 2-3 tsp
- Green chillies (finely chopped) - 3-4
- Salt- 1 tsp
- Onion (finely chopped)- 1 no
- Black pepper - 1/4 tsp
- Corn flour- 1/2 tbsp

For making Manchurian sauce:

- Heat 2 tbsp. of oil in a pan or a kadai. Sauté onions and green chillies.
- Add ginger and garlic paste and fry it for one minute.
- Add the sauces, vinegar, salt and black pepper and cook for 1 minute.
- Add 1 1/2 cups of water and boil it and simmer for 2 minutes.
- Mix 1/2 cup of water in corn flour and add while continuously stirring it. Cook till it becomes slightly thick. Remove from flame and keep aside.
- While serving, boil it again and put the Manchurian Balls in it.
- Cook for one minute.
- Serve hot.



Chief Cook Imran Ansari
UACC Eagle

ANSARI'S LOW-FAT CHICKEN ROAST



INGREDIENTS:

For Roast Chicken:

- Chicken – 1
- Black pepper powder – 1 tsp
- Soya sauce - 1 tsp
- Lime juice - 2 tsp
- Ginger – 10 gram
- Garlic - 10 gram
- Vinegar - 2 tsp
- Salt – as per taste
- Potato – 1
- Carrot – 1

For Salad Dressing:

- Coriander leaves - Small bunch
- Onion – 1 pc
- Spring onion – 3 pcs
- Tomato – 2 pcs
- Lemon -- 1 pc

METHOD:

1. Prepare a salad dressing by slicing and combining above-mentioned ingredients in a small bowl.
2. Mix well. Store in a covered container in the refrigerator until chicken dish is ready.
3. Combine water, lime juice, soy sauce, ginger, garlic, pepper powder in a medium bowl, and stir. Add the whole chicken. Marinate and keep in the refrigerator for around 6-7 hours.
4. After, sprinkle a teaspoon of the spice blend over each side of the chicken. Ensure the entire surface of the chicken is covered with the marinade.
5. Heat oven to 180c for 55 minutes and put chicken to roast.
6. Add salad dressing. Serve the dish.

ESM NEW TAKEOVER

Takeovers for June 2020

Executive Ship Management successfully took over two vessels in the month of June. General Cargo vessel PAC Shaula and PAC Alnath were taken over on 04 June 2020 and 23 June 2020 at Port Singapore.

PAC Shaula is helmed by Master Shi Lin Zhang, Chief Officer Khalid Hussain Mahar, Second Officer Anthony Sartorio Rupinan, Chief Engineer Naing Lynn, Second Engineer Goran Vucur.



PAC Alnath is managed by Master Ebenezer Eson Thompson, Chief Officer Zhang Li Jie, Second Officer Jayson Kaw Co, Chief Engineer Martin Baguio Conag and Second Engineer Roger Ganazial Gonzaga.

A warm welcome to the company and heartfelt thanks to the crew and onshore teams for their efforts in ensuring a safe and efficient takeover during these challenging times. We wish these vessels safe sailing and following seas on their voyages ahead!



MAIN NEWS

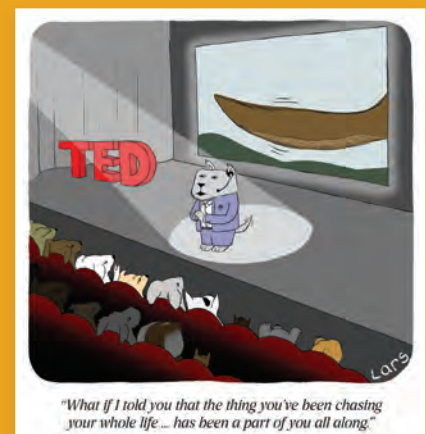
ESM's digital learning systems receive Class NK certification – Continued from Page 1

In fact, the decade-old Blended Learning system has been adding value to the pre-seafaring courses by combining the best of both worlds namely digital learning and the classroom experience for cadets. Designed in a simplistic manner, it enables both visual and auditory learning while ensuring active engagement from students. Since its launch, the Blended Learning method has seen up to 70% of navigation students receiving distinctions and an overall 100% passing rate for the courses offered at SIMS Lonavala.

Similarly, the Electronic Performance Support System is a learning management system for sea staff enabling constant learning, revision and improvement throughout their sailing career with Executive Ship Management. Due to its user-friendly traits, sea staff can access this system while sailing onboard or while in the comforts of their home. As a result of this, high volumes of assessments done by seafarers are recorded each month.

Both Executive Ship Management and SIMS emphasis on high – quality training for cadets and seafarers has been widely lauded by the maritime industry. Our heartiest congratulations to the teams at ESM, SIMS Mumbai and Lonavala for this prestigious accreditation.

Comic Strip



Source: WIRED, March 4, 2020.
By Lars Kenseth, with cartooncollections.com.



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