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# EXECUTIVE

# News Bulletin

ISSUE 211  
July 2022

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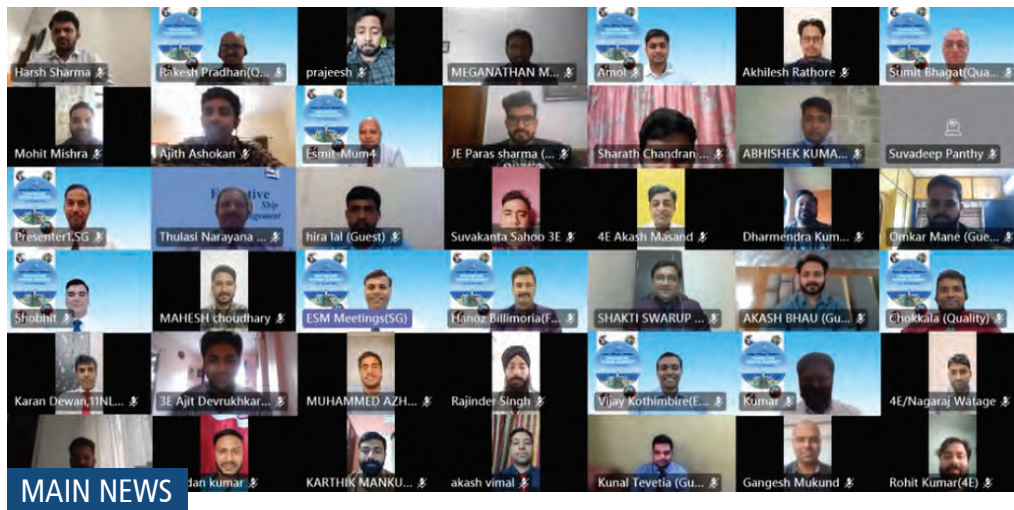
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New Joiners



PG 18

## MONTHLY COMMUNIQUE FOR EXECUTIVE SHIP MANAGEMENT PTE LTD, SINGAPORE



## Webinar on 'Enhancing Human Element' returns

**T**he ESM community came together for another series of Officer's webinars conducted in the month of June, in which, the Senior Officers who have completed 20 years of service at ESM were offered heartfelt felicitations for their long-dedicated services.

Managing Director S.P. Singh, at the core of his opening speech, reiterated the importance of caring for the wellbeing and safety of oneself, the people around us, and our environment.

While, Senior Officers Capt. Jagjit Singh Randhawa, CE Murugan, and Capt Manjit Singh, the recipients of the 20 years of service award, shared their experiences and were unequivocal in their acknowledgment of the support and encouragement in arriving at this point of professional success. (More information available on page 07)

Capt. Thomas Varghese, General Manager, Vetting and Operations, reminded the participating Senior Officers that they are required to supervise and cross-check relevant maintenance activities to ensure that vessels are always Port State Controls Inspection ready as well as develop a habit of the 3Rs: recognising defects, reporting it, and repairing them. Later on, he shared updates with regards to SIRE 2.0 - the ship inspection report programme, and in a subsequent session Mr. Sudeep Ghosh, Fleet Manager, Technical took the stage, emphasising that "ship's equipment requires inspection beyond mere operational checks".

Ms. Jyoti Nayak, and Capt. Anuradha Jha, Engineering and Marine Faculty respectively from SIMS, Mumbai enacted a lively dialogue to drive home the ever neglected and ignored safety rules that becomes the root cause of most of the tragic incidents on board. Nothing can be over emphasised than "Keeping out of the line of Fire" as the two veteran lady seafarers emphasised. In the event of potential hazard, crew should always Take 5 to scrutinise and assess their surroundings to ensure task can be accomplished in safety. Otherwise, stop work authority is to be practiced, to halt all unsafe work.

Addressing a session for the navigation officers Capt. Vincent Fernandes, Vice-Principal, SIMS Mumbai, Mr. Avishkar Thakur, Engineering Faculty SIMS Mumbai and Capt Vijay Bharadwaj, Assistant Manager Vetting & Operations, led the talk on navigation compliance; Mr. Jitendra Kumar, Director, Technical, and Mr. Nitin Chaudhary, Senior Technical Superintendent,

*Continued on Page 8*



Mr. S.P. Singh, Managing Director



Eid-al-Adha  
Mubarak

ESM extends our warm greetings  
for Eid Al-Adha (10th July).



## Letter from ESM

The Officers' seminar held in the month of June was not exactly like any other in the past. In addition to the regular events of knowledge sharing, engaging discussions, and a platform to mingle with the top management of the company face-to-face, the event was utilised to felicitate three veteran seafarers of the company completing two decades on board ESM. Hearty congratulations to Capt. Jagjit Singh Randhawa, Capt. Manjit Singh and CE Murugan Sivaraman. We appreciate your valuable contributions and salute your unwavering dedication for the last 20 years which saw ESM to its present level of success.

It is a matter of great joy and pride that ESM has entered the silver jubilee year of existence and that our organising committee of enthusiastic volunteers have thought out meaningful activities to make the year extra special, whilst appreciating the contributions of all our dedicated stakeholders including the employees, ship owners, commercial entities, friends, and families. Please keep yourselves abreast with the monthly activities planned and conducted month to month on board all ESM ships and ashore. We hope to see all ESM employees taking initiative and participating in the celebration in all possible ways.

Back to this newsletter, it covers the monthly activities during the month of June. Another hectic summer month for the takeover team who are highly proficient in taking over ships under management within days, overcoming all sorts of challenges including the pandemic.

Two seasoned mariners have contributed to the newsletter, vis-à-vis the role they play on a daily basis within the Group. Capt. Manish Jain, Manager, Vetting and Operations, has narrated the challenges in order to safely navigate congested anchorage. While the navigation officers on board will hugely benefit, I am of the opinion that the others would gain the knowledge to appreciate what the navigation officers face under such circumstances. Capt. Vinod Dubey is once again back on providing some vital information on Bunker price fluctuation and its impact on the industry. Indeed, a perspective not all sailing staff are privy to under normal circumstances, and hence worth reading for all on board especially those who dream of venturing into a shore job at some point of life.

We have been regularly updating our seafarers on the efforts and initiatives taken by the company in releasing them on time ever since the Covid disrupted the regular sign on and off two years back. Although not yet back to pre-pandemic and with a good number of countries still imposing restrictions on crew movement and entry into their countries, the situation has indeed improved, and the crew changes are happening around the globe under various challenging rules. This monthly report will throw light on the latest situation.

We have been talking about wellbeing of our employees – particularly the seafarers sailing onboard. Our health articles are meant to provide a quick, pertinent update on the latest information from health care research done by the authentic and prestigious sources around the globe. Some practical hint and advice on issues many times one ignores which will assist you in taking care of yourself better. Do check it out!

We can ignore climate change at our own peril! Our article once again points to the imminent risks paused and this sort of information only make us aware of the lurking dangers that needs to be circulated for increasing awareness in the community.

Here's wishing all our Muslim colleagues from shore and sailing, Hari Raya Haji/Eid Al-Adha falling on 10th July,

Be safe and remain happy and healthy...

Sikha Singh

“ It is a matter of great joy and pride that ESM has entered the silver jubilee year of existence ”

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## TECHNICAL ARTICLE

# Measures to safely navigate congested anchorage

By Manish Jain, Manager, Vetting & Operations

All that seafarers need is one safe anchorage to keep their vessel in position as they anxiously wait to put their feet on land. Seafarers look forward to anchorage stay as it provides them some time to relax in sheltered waters after a sea voyage, and before calling a port for hectic cargo operations.

However, some anchorages around the world may bring more stress than relaxation, particularly when it is a congested anchorage coupled with strong tidal streams and poor holding ground, leaving very small margin for errors. Some examples of such anchorages are Chittagong, Kandla and Haldia. These ports are generally located near the mouth of rivers or channels, and a vessel can experience tidal streams of up to a maximum of 6-8 kts at these anchorages.

### Manoeuvring to and from anchorage

In the past, several collisions have taken place in such ports specially when vessels have tried to pass ahead of another anchored vessel. The bridge team of the manoeuvring vessel in each case had not appreciated the strength of the tidal stream or current, which resulted in the vessel drifting down into the anchored vessel fouling the unmoving vessel's anchor cable, damage to their own propeller/rudder or collision. Masters should never attempt to cross ahead of a vessel at anchor and if it cannot be avoided due to a concentration of large number of vessels at anchor, sufficient clearance MUST be maintained from other vessels considering the prevailing weather, strength of current and sea condition.

While arriving at such anchorages, approaches should preferably be made during an ebb tide. Similarly, during departures, weighing of anchor and departure manoeuvres should be undertaken during flood tide. This would assist vessels to stem the tidal current and maintain the desired speed and course without much difficulty. However, if vessel becomes broadside on to a strong tidal stream while proceeding or leaving an anchorage, it can drift very fast into the ship it is attempting to cross ahead of. During arrival as well as departure, slack water is also a good time for passing congested and critical areas as tidal streams are not significant

during such times.

When anchoring close to other vessels in the vicinity, Master should consider the distance from other vessels and calculate the time that they will take before making contact with another anchored vessel in case of dragging of anchor. This calculation will make the officer on watch sufficiently aware about the interval of checking their own vessel's position.

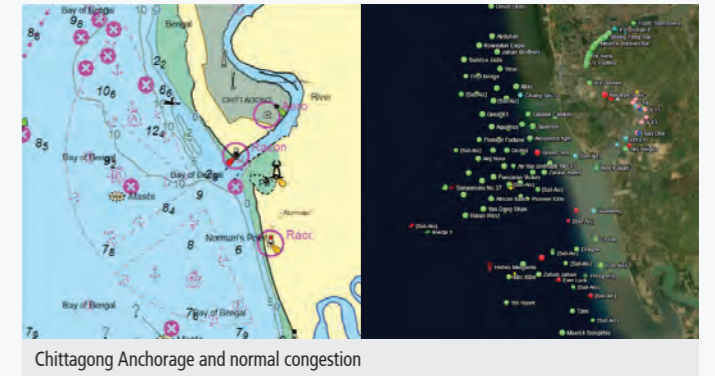
### Precautions at anchorage

Marking of swinging circle is an important tool as it will determine if vessel is maintaining her position or dragging her anchor. Safety swinging circle is a sum of length of anchor cable lowered, length of vessel and safety margin. Use of Man Overboard (MOB) feature in GPS was a traditional way of setting an alarm for identifying dragging of vessel at anchorage. However, with ECDIS this can be done easily by setting up anchor watch alarm. It can be set as a circle or even a polygon on some ECDIS model to identify dragging of anchor.

Master must consider paying large scope of anchor cable. Vigilant anchor watches must be maintained at all times to watch out for other vessels dragging anchor or passing-by at close range. Masters should take appropriate action if any close quarters situation is developing. When anchoring in congested anchorages, the state of readiness of the main engines is extremely important. It should be maintained on standby at all times. Several incidents of grounding and collision have taken place at anchorages due to delay in readiness of main engines. At such high tidal stream anchorages, vessel cannot rely solely on the anchor for maintaining her position. Vessel may have to place engine on Dead slow ahead or Slow ahead to counteract currents which may go up to 8 kts.

### Case Study

One vessel was anchored 0.4 NM away from another anchored vessel. This anchorage had soft holding ground and strong currents. The vessel started to drag anchor onto another vessel



Chittagong Anchorage and normal congestion

during the ebb tide and made contact with her. Her rudder got entangled with the other vessel's anchor chain. This was followed by a main engine failure. Both vessels then started to drag their anchors towards other vessels in the area. As the two vessels had little or no control over their own movements, they could potentially collide with another 4-5 vessels in the vicinity as they drifted. Port control immediately warned other vessels in vicinity and further contacts were avoided.

### Expected action by Master and Bridge Team

Master along with his Bridge Team should work in cohesion and communicate effectively to achieve a successful and safe transit through these challenging anchorages. Contact with another vessel can be a result of poor planning of not knowing and allowing for the tidal stream, poor monitoring of position by duty officer and ineffective communication by not making Master aware of hazards like vessel becoming broadside on to current and drifting fast towards the ship being crossed ahead of. Timely communication and intervention can eliminate the risk of Navigational incident during such transits.

### Human Element

No matter how much classroom or simulator training is provided during competency exams, value of practical approach and basic seamanship is key in keeping vessel safe at such challenging anchorages. Navigators should utilise their classroom training as a means to reduce gap between theory and practical skills. However, there is no substitute for actual on the job training and common sense.

As the famous saying goes – "Take charge of your vessel! The tides do not command the vessel. The navigator does".

## SAFETY MOMENT OF THE MONTH

## Collision while anchored

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

A tanker was anchored in a congested port anchorage area. During the evening, the wind changed direction and increased to 20 knots. Under these new conditions, another vessel at anchor that had previously been on the port side at a distance of 0.18 miles was now on the bow at a distance of 0.13 miles.

Soon, a gust of nearly 32 knots caused the vessel on the bow to begin dragging anchor towards the tanker. The Master sent some crew forward to let out additional anchor chain to make room for the vessel dragging towards them. He also tried using the bow thruster to help avoid the oncoming vessel, but collision was now inevitable.

With the oncoming vessel now dragging anchor at about 1.2 knots, the crew at the bow were called back, to prevent injuries in the case of collision. The impact was light and caused some scraped paint and a small indentation at the bow just above the starboard anchor.

## Lessons learned

- Collisions are possible even when both vessels are at anchor. A vigilant anchor watch is always advisable.
- In this case, the vessel that was struck had a vigilant anchor watch, but even that did not save them from a collision. Tight anchorages with vessels less than two cables from each other are fraught with such risks.
- Wind direction shifts in a crowded anchorage can change the risk scenario. What was once a safe situation can change into one of concern.

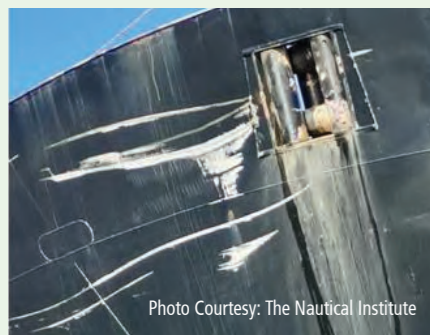


Photo Courtesy: The Nautical Institute

## COMMERCIAL

## Spike in Bunker price and its impact

By Capt. Vinod Dubey,  
Assistant Manager, Adhart

There are plenty of challenges that are currently impacting the ship's freight market. If we have to pick one challenge which is at the top of the chart, it will be bunker prices. The challenge lies not only with the sudden spikes in the cost of Very Low Sulphur Fuel Oil (VLSFO) but also the uncertainty of availability of the bunker fuel.

In this article, let us understand this trend impacts the shipping industry.

As with any surprising event, we start turning pages of history books to see if this is a precedent event. Interestingly, previous environmental regulations compelled vessels to switch over to the use of VLSFO in 2020 from High sulphur fuel oil (HSFO). The highest demand for HSFO was in July 2008 where the demand pushed its price to hit \$761 per MT. Today, the ships thrive on VLSFO, and the price has crossed the mark of \$1100. To cut the long story short, the ships are currently burning a bunker which is 50% costlier than the peak bunker price of HSFO in 2008.

The main reason behind this spike is the boycott of Russian oil by western countries. This has limited the availability of the crude oil suitable for refining to produce VLSFO. OPEC has agreed to increase crude oil supply, however, the demand for VLSFO is seen to be gaining momentum. That's why we see VLSFO being priced higher than Brent crude price which is historically, already a rare phenomenon.

As a result, we see tankers that carry VLSFO charge a premium to carry this product to ports such as Rotterdam and Singapore, which are renown bunkering hubs.

The lack of availability of VLSFO is also leading



to increased congestion with long queues at many bunker ports. To give a real-life example, vessels have waited for over a week just to receive VLSFO bunkers in Cape Town.

Now, let us discuss the impact of high bunker cost on Owner's earnings.

Take for example, a typical Panamax bulker performing Brazil – China grain voyage, and basis delivery at Singapore at a freight rate of \$70 / MT cargo. With today's bunker prices, the owner will be spending about 48% of its earnings on bunkers. However, if that same scenario were to happen in 2021, its total bunker expense would have been only about 35% of the ship's earnings.

Hence, the immediate impact of this price hike is definitely poorer for owners. As bunker is one of the main expenses for a voyage, the higher bunker price will eat up a majority of the owner's earnings. To cut down their losses, owners will either have to demand a higher freight rate or put their vessels on time charter, which is what most of them prefer. However, these market correction measures will take its natural course at a slow pace. Till then, Owners will need to be prepared to take a hit with their earnings and keep close watch over their vessel's bunkering plan to avoid delays in waiting for bunkers.

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



## MIND YOUR BODY

Light-headed from standing up too fast?  
Simple exercises help relieve you

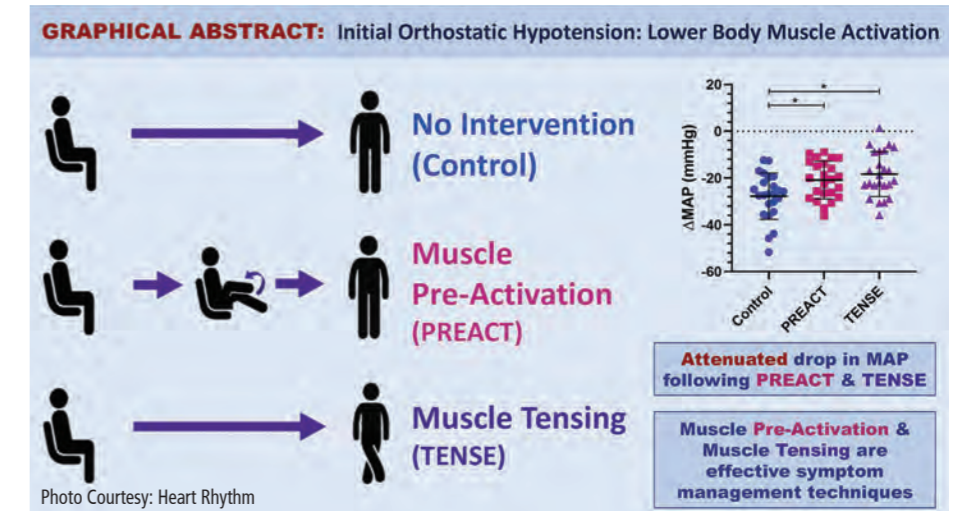
If you have ever experienced some light-headedness when you stand up too fast from a sitting or lying position, this is actually a common problem faced by many people due to initial static hypotension. While it sounds like a complicated medical problem, recent researchers from the University of Calgary, Canada, have found that simple exercises like doing knee raises, and tensing the lower body muscles can alleviate this issue.

This phenomenon, as mentioned, is a result of initial static hypotension (IOH) which is a transient drop in blood pressure and a rapid rise in heart rate. This abrupt change is caused by gravity acting on the body's blood flow. When we crouch down, gravity causes our blood flow to centre around our legs. Then, when we stand up, this centre changes. As our bodies struggle to balance out the blood pressure, we get this "rush of blood to the head" sensation.

Many people report experiencing this. In fact, most of you who are reading this might be familiar with this scenario. However, despite its pervasiveness within the community, many medical practitioners are unable to provide a cure for it. This galvanised the team of researchers at the University of Calgary to investigate further on this matter.

Their research led to positive findings whereby they discovered that simple physical exercises could reduce the light-headedness that one feels. The two exercises that they explored are broken down into two components: PRACT, and TENSE. The former deals with lower body muscle pre-activation before standing up, and the latter relates to lower body muscle tensing while standing up.

In the study, 22 individuals with mean age 32, were selected for the study. The participants were selected based on their vitals, it had to be significant enough for the correlation between IOH and light-headedness to be prevalent. They were tasked to complete three sit-to-stand manoeuvres, one being as they normally would, and the second and third adding on the components of PRACT and TENSE. Then the difference in their blood pressure would be



compared across the three manoeuvres.

The participants were made to go through some exercise moves like doing knee raises before standing up (PRACT) and crossing their legs while standing (TENSE). Knee raises would help the body in working out the upper thigh thereby pre-activating the muscles for the lower body. As for legs crossing, it is a simple move to help tense up the thigh and bottom.

The results produced from the study exemplified that PRACT and TENSE helped narrow the blood pressure difference which prompted less light-headedness, attested by the individuals who reported feeling less faint after the PRACT and TENSE exercises.

Even though the study by the University of Calgary involved mostly women, the discovery is applicable to men as well. The results from a different study conducted by the University of Amsterdam, whose participants consisted of mixed genders as well as those under the age of 30, produced similar findings that simple exercises like buttocks clenching helped mitigate the drop in blood pressure.

This study involved 6 carefully selected participants who were clinically diagnosed with IOH. They were asked to perform three manoeuvres as well, lying to standing, squatting to standing, and clenching of the buttocks before standing from a squatting position (PRACT). All 6 of them reported feeling less pronounced effects of light-headedness after doing the

simple PRACT exercise.

While there may still be more studies required to examine the link between IOH and the giddy feeling, the studies do indicate that simple exercises can help to assuage dizziness caused by standing up from a sitting or supine position. The findings are especially beneficial to those who experience more severe side effects that incapacitate individuals from normal functioning.

Thus, for those of us who do labour intensive work that requires us to quickly change positions from squatting or sitting to standing, doing simple exercises that work out the lower body muscle, PRACT and TENSE, can greatly improve our health and reduce potential hazards like falling.



## ENVIRONMENTAL NEWS

## Coastal areas face imminent risk from climate change

According to a 2022 report from the National Oceanic and Atmospheric Administration (NOAA), the coastal area of the United States is projected to encounter a sea level rise of approximately 30cm by 2050. While this spells a perilous situation for the US, it is also a blaring signal for everyone to direct our attention to rising global sea levels which vows to threaten every coastline in the world.

Combining the use of tide gauge and satellite observation, the US team from the Interagency Sea Level Rise and Coastal Flood Hazard and Tool Task Force who compiled the Sea Level Rise Technical Report, predicted that the sea level rise in the next 30 years will equate to the rise in the past 100 years which signifies an unprecedented and voluminous increase.

This escalation poses a risk to communities who live near the coastal areas as it will lead to disasters like coastal flooding causing property damage, flora and fauna destruction, and home displacements. These are already some existing catastrophes that plague coastal areas, and the growing sea levels will only serve to exacerbate that.

While this incline can be attributed to a multitude of factors, the main contributing one has to do with the world's carbon emissions

which have increased drastically over the century causing global temperatures to heat up to abnormal levels, never-before-seen in the last two millennia. This is being studied by the Intergovernmental Panel on Climate Change (IPCC) comprehensively. Their latest Sixth Assessment Report (AR6), places high confidence on the fact that the onus of surging temperatures lies with humans.

The increasing temperatures is the reason why glaciers and ice sheets across the world are melting, as well as the reason why the ocean is going through thermal expansion. The combination of the two effects accelerates the rise in sea levels, with the melting of glaciers and ice sheets being the dominant contributor.

With every additional Celsius point added to the global temperature, there is a high certainty that sea levels will continue to soar with intense heatwaves, high inland precipitation, and extreme droughts trailing behind. However, the US is not the only country facing such a risk should the increase in sea levels remain uncurbed. A global rise is also expected by other organisations like the World Meteorological Organisation (WMO), United Nations Office for Disaster Risk Reduction (UNDRR), and IPCC. These organisations are sounding the alarm on the dire effects of climate change charging towards all of our coastlines.

According to the Global Assessment Report on Disaster Risk Reduction 2022 generated by the UNDRR, the countries that are most at risk are those based in Asia. China, Bangladesh, and India remain the most vulnerable, whereby 27 million people in India face that jeopardy. At the dawn of 2021, 7 million people in the world were displaced from their homes as a result of hydrometeorological factors like floods, landslides, etc. India also remains one of the majorities in this situation, as indicated by the IPCC who quoted South Asia as one of the most vulnerable to climate change hazards.

Additionally, the WMO also predicts that the fate of the people living along the Indian coasts face a hastened catastrophe as the Indian ocean levels are rising faster than its counterparts. The Indian Ocean is experiencing an increase of 0 to 2.5mm per year more than the global average of 4.5mm. Alongside, India also experiences many tropical cyclones. The compounding of both could spell disastrous for crops and homes near the coastlines.

As such, if no urgent action is taken to mitigate the carbon emissions being released into the atmosphere, the increasing temperatures will only trigger a rise in sea levels along with more natural disasters for those living along the coastlines in every part of the world from the US to Asia.

## ESM NEWS

## Senior ESM Officers felicitated for 20 years of contribution



Capt. Jagjit Singh (centre) at the ESM Chandigarh office to receive his appreciation gift

**A company can only succeed when they have dedicated and proficient employees at its helm. This month ESM is pleased to commemorate the service of three Senior Officers who completed two decades in the company. These Officers joined the early days of ESM and are witness to and part of its success and growth as a leading organisation that offers diversified marine services.**

**Capt. Jagjit Singh Randhawa**

Capt. Jagjit, who is also endearingly known as Happy Randhawa, joined ESM in 2001 as Chief Officer. Starting his sailing career with ESM, his first fleet was with bulk carrier Sanko Ranger where he was also promoted to a Master in April 2004. Further honing his expertise, he was trained for LPG vessels. Today, he remains a veteran LPG Master highly recognised and sought after by the ship owners.

"It was a long and wonderful journey with ESM", expressed Capt. Randhawa. He expressed his heartfelt gratitude to the team at ESM for all "their kind support all the time", and that "whenever it was required, they were there for me, and vice versa". Capt. Randhawa truly displays the humility of a leader as he acknowledges mutual cooperation between him and ESM as a factor that enabled him to serve 20 years in the company.

**Capt. Manjit Singh**

Capt. Manjit Singh started his sailing career in 2002 as a cadet onboard the bulk carrier Ocean Senang with ESM. Sailing in chemical tankers since, he received his first command in 2017 on GSW Fabulous. As a veteran chemical tanker

officer in the fleet, Capt. Manjit is trusted for his expertise.

"I started with a relatively new company in the market who believed in giving opportunities to young Indian seafarers like me", Capt Manjit says as he reminisces about how he first set foot in this industry. He strongly believes that starting off with ESM had allowed him to translate his "dreams and ambitions into reality" which is why he was able to build his career with the company over the past 20 years. Hoping towards a continued abundance of pleasant memories ahead with ESM, Capt. Manjit continues his safe voyage with Marlin Apatite at the time of writing.

**CE Murugan Sivaraman**

CE Murugan Sivaraman joined ESM in the year 2002 as Chief Engineer and sailed on the bulk carrier Mercury K. From there he was additionally trained on LPG vessels and then on oil-chemical tankers. The extensive knowledge that he has



Capt. Manjit Singh expressing gratitude via video

built up over the 20 years with ESM on the different types of fleets makes him an invaluable part of the company.

"I started my career with Shipping Corporation of India and have shifted to only one company, that's ESM", CE Murugan proudly declares. While he did not start off with ESM as his first company, CE Murugan conveys the desire to make ESM his last company. He is especially thankful for the development opportunity to experience the different vessels in the company like "oil tankers, bulk carriers, chemical tankers, and LPGs". He extended his gratitude to all the shore staff at ESM India, with whom he has had a mutually supportive understanding in his long journey.

Heartiest congratulations to Capt. Jagjit, Capt. Manjit and CE Murugan on their journey and wishing them many more successful years ahead with us!



Chief Engineer Murugan (R) posing with the ESM Chennai team after receiving his appreciation gift

MAIN NEWS

# Webinar on ‘Enhancing Human Element’ returns – Continued from Page 1



Technical on machinery compliance; Capt. Nadeem Naik, Deputy Superintendent – Operations, Crewing, and Capt. Manish Jain, Manager, Vetting and Operations, Technical on cargo compliance; Mr. Gaurav Dwivedi, Director, Technical, and Mr. Gaurav Paliwal, Assistant Fleet Manager, Technical on environmental compliance.

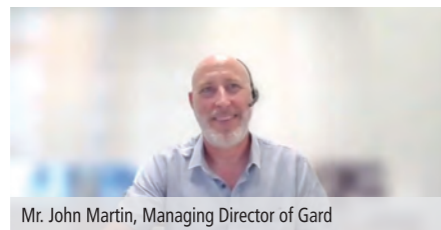


Mr. Mukesh Kumar, Senior Technical Superintendent

In accordance to updated environmental regulations, Mr. Mukesh Kumar, Senior Technical Superintendent, shared strategies to cope with the changing rules which are adopting best practices to improve fuel efficiency, ensuring that vessel has class approved fuel sampling points and drawings onboard ships, crew familiarization with the engine power limitation (EPL) overriding and resetting procedures, and the content of Onboard Management Manual (OMM) and Ship Energy Efficiency Management Plan (SEEMP) Part III.

The webinar also had Mr. John Martin, Managing Director of Gard, and Mr. Rahul Singhal, Senior Claims Executive, who spoke on loss prevention and the measures that the crew can adopt to reduce any potential danger. Aside from that, Mr Alfred D’Souza, the Senior Wealth Specialist & Associate Director for Standard Charter,

Mumbai, took the time to equip the participants with the knowledge on the importance of wealth and asset management to ensure officers can better protect themselves financially.



Mr. John Martin, Managing Director of Gard

Capt. Pradeep Bhaduria, Senior HSEQA Superintendent, and Capt. Shiva Kuchana, Deputy HSEQA Superintendent, also made an update with regards to the maritime security round the globe. There is positive news that piracy has decreased in the infamous Gulf of Guinea. However, the Singapore Straits saw a stark increase by 50% from 2020, the highest since 1992. Furthermore, due to the ongoing Russia-Ukraine war, the exclusive economic zone (EEZ) of Ukraine and Sea of Azov should not be accessed. Risk mitigation efforts should still be continued by crew, especially in high-risk areas (HRA). Not only that, to augment cyber security efforts, crew should also familiarise themselves with the Cyber Risk Management Manual.

Continuing on the theme of “Enhancing Human Element”, Mr. Anil Varghese, General Manager, Crewing, Capt. Sumit Sahni, Assistant Director, Management and Capt. Anil Arora, Assistant Director, Crewing concluded the session with updates on the development of seafarers at ESM with internal promotions, crew changes, ship takeovers, ESM crew portal, and the availability

of mental health support for all ESM employees.

Capt Sumit Bhagat, Manager, HSEQA, and Capt. Sanjay Jakhmola, Senior Marine Superintendent, reiterated the company’s cultures, values, and



Ms. Harshali Kotekar, ESM’s in-house counsellor

ethics. While ESM’s in-house counsellor and welfare officer, Ms. Harshali Kotekar, laid a strong emphasis on supporting the wellbeing of oneself and the people around us by recognising mental health symptoms, ways to cope with it, support methods to help someone, and most importantly, when to approach a health expert.

To allow for constructive discussions and brainstorming, participants were split into different workshops to engage in intensive discussions. The Officers took their turns to cover different topics like navigation, machinery, environmental compliance, and personal safety.

Marking an end to the four days long webinar, Mr S.M. Iyer, Resident Director reiterated “ESM has grown big in these years, and this was possible only due to mutual understanding and trust built with various stakeholders including the ship owners, managers and the crew”. Mr Iyer conferred his appreciation and commendations to the Officers that set aside time in pursuit of betterment for themselves and the company via the webinars.

The events were held from 21st to 24th of June’22 and attended by over 200 Officers.

*Interested to join our next webinar? Do keep in touch with your Zone offices for the new dates to register your interest.*



Mr S.M. Iyer, Resident Director

ESM NEWS

# ESM India celebrates the Day of the Seafarer

**ESM India joined the celebrations commemorating the Day of the Seafarer with the Minister of Ports, Shipping & Waterways on 25th June. Capt. Indresh Kharbanda, from ESM Delhi and 11 ESM Officers with their families represented the company at the event.**

The Day of the Seafarer was established by IMO to recognise the special group of people that work tirelessly in the background and are the men and women seafarers of merchant navy that dedicate their time and service to ensure a better life for their family, friends, and the world.

Being a member of the National Maritime Day celebration committee, ESM had an

exclusive invitation by the Mercantile Marine Department (MMD), Delhi, to the residence of Shri Sarbananda Sonowal, Cabinet Minister for Ports, Shipping & Waterways to commemorate seafarers. The event was attended by 50 seafarers from all around the country. ESM had the honour of being represented by our sea crew and their families - Capt. Kunal Kashyap, Capt. Karan Kohli, CE CK Shukla, Mrs Indu Shukla (Wife of CE CK Shukla), CO Ricky Sareen, Mrs Ankita Mahrotra (Wife of CO Ricky Sareen), CO Prateek Saxena, CO Anupam Chhetri, 2E Bijender Rao, 3E Ruchin Dubey, 4E Akash Kaushik, 3O Anshul Kumar, 3O Ashwani Kumar.

The event featured five speakers including ESM Officers and family member, CO Ricky Sareen,

CO Prateek Saxena and Mrs Ankita Mahrotra. The Officers shared their valuable experiences at sea, the challenges faced by the families and appreciated the teams at ESM, Directorate General of Shipping and Government of India, for all the support.

The team at ESM made ample use of this opportunity to interact closely with Minister Sarbananda Sonowal and engage in insightful discourses.



(L-R) CO Anupam Chhetri, Capt. Indresh Kharbanda



(L-R) CO Anupam Chhetri, CO Prateek Saxena, Brother of 2E Bijender Rao, Shri Sarbananda Sonowal, Honorable Minister for Ports, Shipping and Waterways, 2E Bijender Rao & 3E Ruchin Dubey

ESM NEWS

# Over 120 Crew Changeovers in June

**Seafarers without existing visa in Schengen countries and the U.S continue to face challenges for sign on and off in their ports. Changeovers in Chinese and Japanese ports also remain restricted. While in a positive development, South Korean authorities have resumed Visa on Arrival for transiting seafarers from the 07th of June, making way for a feasible crew changeover.**

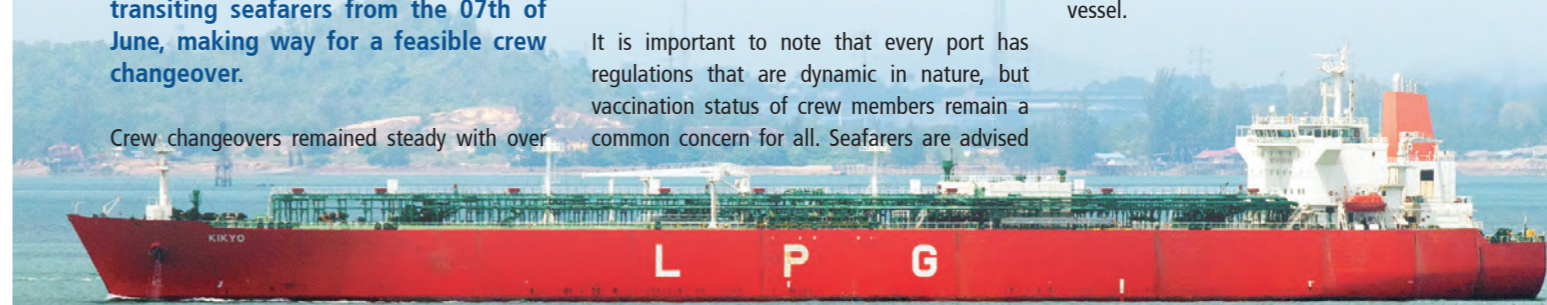
Crew changeovers remained steady with over

120 conducted in the month of June. Countries that are open to facilitate the process and utilized most were the Port of Singapore, Fujairah, and Suez. Other ports such as in the US (Panama, Houston), Africa (Lome, Zanzibar, Tema), Australia (Brisbane and Geraldton) and UAE were used for successful changeovers as well.

It is important to note that every port has regulations that are dynamic in nature, but vaccination status of crew members remain a common concern for all. Seafarers are advised

to keep their vaccination documents updated, as partially vaccinated crew face quarantine requirements.

The Manning department continues its drive for timely relief of crew while availing all feasible opportunities in Ports that facilitate the process and considering the trading pattern of each vessel.



ESM NEWS

## SIMS launches Advanced Marine Hydraulics course – Continued from Page 18

Circuits are first simulated on PC based Hydraulic simulators and then executed on the State of Art Basic & Advanced PLC based hydraulic panels. Practical training is conducted using well designed exercises covering all the aspects of hydraulic systems.

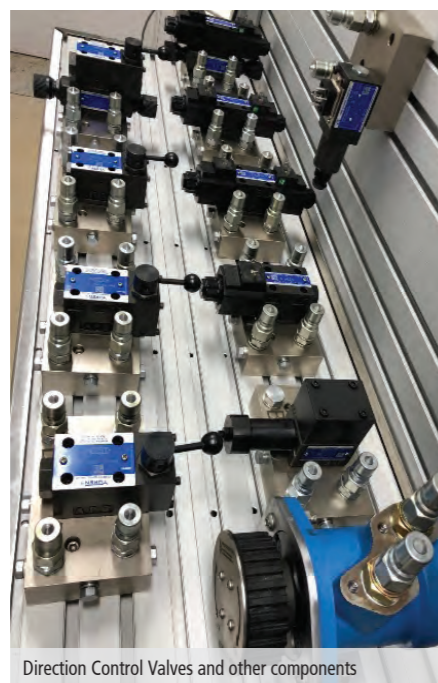
The hydraulic panels are equipped with manual, and solenoid operated various direction control valves, relief valves, sequence valves, pilot operated check valves, flow control devices, counterbalance valves, pressure switches, PLC control, proximity switches etc. Demo pieces of various hydraulic components and their cut sections provide clarity to the participants on the construction, operation, and maintenance aspects. The participants are also required to conduct a detailed study and analysis for Shipboard Hydraulic Circuits relevant to them such as "Valve Remote Control System", "Mooring Winch & Anchor Windlass", "Hose Handling Crane" & "Steering Gear System".

It is generally believed that hydraulics systems run trouble free if the quality of oil is maintained well. These aspects are effectively covered, and the course has an in-depth insight into the lube oil reports and understanding the relevance of all the reported parameters in the report as per ISO 4406 / 11171 contaminant code.

The first Advanced Marine Hydraulics course was conducted from 27th to 30th June which was attended by senior engineers and

superintendents from reputed international marine company. The course was well received by the candidates as it provided a "simple explanation to understand hydraulic circuits" as attested by one of the participating Chief Engineer while a Fourth Engineer found that the simulator used during the session enabled the participants to test and troubleshoot systems easily thereby clearing operational concepts.

For more details kindly email to [training.sims@samundra.com](mailto:training.sims@samundra.com) or call on +91- 9819811366.



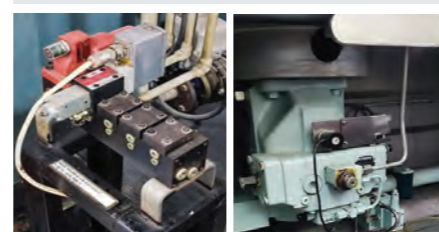
State of Art Basic & Advanced PLC based Hydraulic Panels



Double Acting Hydraulic Piston



Pressure Relief Valve



Proportional Control Valve Variable displacement pump

NEW JOINERS

## New joiners welcomed onboard ESM vessels

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



- |       |                              |                |        |                      |                  |
|-------|------------------------------|----------------|--------|----------------------|------------------|
| 1. 30 | ALWIN NAYATHODAN BABU        | APL MINNESOTA  | 7. JE  | RANVIJAY SINGH       | PLATYTERA        |
| 2. 30 | AKSHAY VALIYA PARAMBATH      | GANGA K        | 8. JE  | GANESH SUKDEV KADNOR | CHOLA TREASURE   |
| 3. JE | ADITH KADANGOD PUTHANPURAYIL | UACC FALCON    | 9. JO  | PRATEEK CHAUHAN      | JANINE K         |
| 4. JE | MADHUBABU PUKKALLA           | VLCC STEPHANIE | 10. JO | MANDEEP SINGH        | SAMRAA ALKHALEEJ |
| 5. JE | MIT PRAGNESH PANDYA          | RED MARAUDER   | 11. JO | RAVI RANJAN SHARMA   | FRONT SANTIAGO   |
| 6. JE | AMRITESH ANILKUMAR PANDEY    | MARLIN LAGOS   | 12. JO | ABHINAV VATISH       | AFRAMAX RIO      |

ESM NEWS

## ESM 25th Anniversary Flag Design Competition – Continued from Page 18

The goal of this competition is to design the best flag that incorporates the values, principles and spirit of ESM, as well as commemorating its silver jubilee.

The winning flag design will be exclusively adopted for all our celebratory events across all our offices.

Everyone is encouraged to participate in teams, with a minimum of 5 people per team for both shore staff and sea crew. Each individual can only represent one team.

The competition will run from 16th June to 15th July'22 for Shore team and Vessel entries, so put on your creative thinking caps and fire away!

Send your creative ideas to [communications@executiveship.com](mailto:communications@executiveship.com), we look forward to receiving the imaginative designs all the teams can come up with.

May the team with the greatest and most innovative minds win! *Flip to Page 12 for more information!*

### Join our team of expert mariners & build your onshore career with us!

We are seeking highly passionate individuals for various onshore positions\*

- Fleet Manager (Chennai)
- Tech Supdt (Oil & Chem) (Mumbai)
- Marine Supdt (Gas) (Mumbai)
- Communications & Marketing Executive (Mumbai)
- Senior Chartering Executive (Mumbai)
- Business Development Executive (Singapore)

Interested Officers please send updated resume with detailed sea time experience to [hr@executiveship.com](mailto:hr@executiveship.com) or contact HR department on +91 22 66895555

\*Please note only successful applicants will be contacted



### Our future mariners need you!

Calling all Masters with tanker experience for

- Marine Engineering Faculty (Lonavala)
- Nautical Science Faculty (Lonavala)
- Assistant Personnel Officer (Chennai, Chandigarh)
- Electro Technical Officer (ETO) (Lonavala)

Interested applicants apply via [www.samundra.com/career.asp](http://www.samundra.com/career.asp) or email at [careers@samundra.com](mailto:careers@samundra.com) or call 02114-399515/399508

\*Please note only successful applicants will be contacted





# Flag Design Competition

Design a Flag to commemorate 25 years of ESM!

Established in May 5th 1998, ESM was named after its very first managed vessel 'Ocean Executive', a single mini bulk carrier providing an entire gamut of services including technical, manning and commercial.

To mark the momentous occasion, we invite submissions for a 25th Anniversary Flag design!  
The winning Flag design will be exhibited during our anniversary celebration events and activities!

**Who can participate** - All employees of ESM, both sailing and shore staff worldwide. It is also open to employees of any other company under Executive Group.

### Categories of entries -

On shore: • Team entry ONLY, No individual entry

- Minimum 5 people per team (Employees can make their own team of five from different team/departments or represent one team/department)
- One employee can only be part of one team

On board: • Group entry ONLY, No individual entry

- Minimum 5 people per group
- One seafarer can only be part of one group

**Deadline: 15<sup>th</sup> July 2022**

Send your entries to: [Communications@executiveship.com](mailto:Communications@executiveship.com)

### Contest Guidelines:

- Your design is expected to bring out the last 25 glorious years of ESM – reflect the values and spirit of ESM that catapulted the company to achieve present success
- Flag is not the same as Logo, present ESM logo can be incorporated in your design, however without tempering its existing design and format
- Any color combinations can be used for the Flag which should be able to replicate on print, cloth, digital or any other medium
- Design can be done in MS Word, MS PowerPoint, Hand designed, Adobe Photoshop or any editing software
- All rights for the flag entries will be reserved under ESM and to be used by the company in its publications in various media.

[www.executiveship.com](http://www.executiveship.com)



**SAMUNDRA INSTITUTE OF MARITIME STUDIES (SIMS)**

Graded A1 outstanding (Amongst top Maritime Institutes in India), obtained in the inspection conducted by the Government-recognised independent body ClassNK, Japan (Nippon Kaiji Kyokai) – largest classification society in the world

## COURSE SCHEDULE - JULY 2022

### ONLINE COURSES

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

### CLASSROOM COURSES

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

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

**For Course Bookings,  
Please Contact:**

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

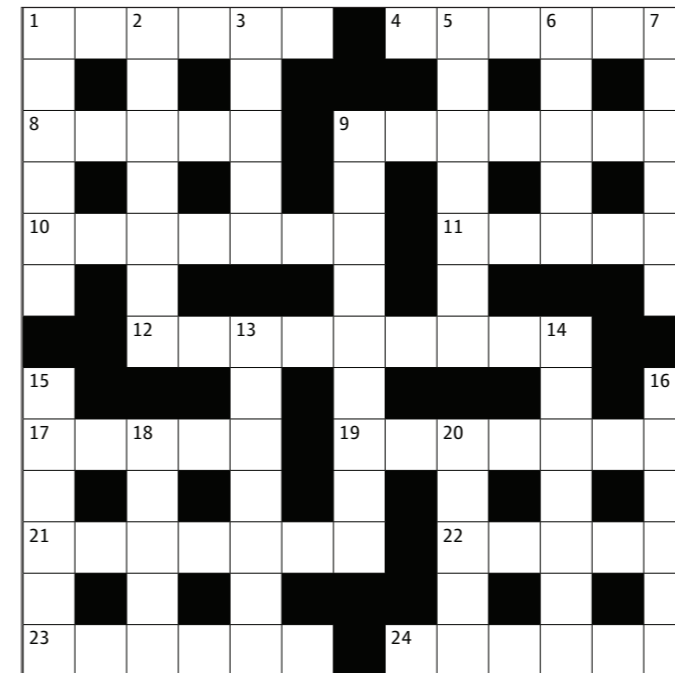
# HAPPY BIRTHDAY

## CREW BIRTHDAYS

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

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST KAMAL RAM MEENA	01/07	GAZ AMARIS	CE KALYANA CHAKRAVARTHI BYNA	25/07	EVER FAVOR
MST ONKAR RAI	05/07	GREAT MANTA	CE SACHIN SURESH KARMARKAR	28/07	RENAUD
MST RAJESH KALRA	23/07	LAPEROUSE	CE MALAY SARKAR	01/07	LIN MIARAK
MST KISHAN PAL SINGH	04/07	THE DIPLOMAT	CE RAJIV KUMAR SINGH	01/07	MARLIN LAGOS
MST ASHUTOSH SRIVASTAVA	27/07	EVER FAR	CE RAHUL SINGH SENGAR	19/07	THE DEPUTY
MST VINIT KUMAR	01/07	CHEM NICHOLAS	CE JAYA PRASAD PREM KUMAR	27/07	KAMOME VICTORIA
MST BHUPENDRA SINGH	10/07	MARLIN LOME	CE ROHIT KAKKAR	02/07	UOG CONSTANTINE G
MST ROHIT UPADHAYAY	21/07	ALBERT	CE SURINDER JOG SINGH	11/07	VLCC STEPHANIE
MST PANKAJ VERMA	09/07	AFRA LAUREL	CE BHARAT BHUSHAN	17/07	GREAT MANTA
CO DEEPIYOTI SEN	02/07	IKAN PANDAN	CE AMIT KUMAR MISHRA	01/07	LUBERSAC
CO SANJIV RAI	07/07	APL MINNESOTA	CE RITESHKUMAR RAMJIVAN PUROHIT	25/07	MARLIN AQUAMARINE
CO MANISH BHAGAT	21/07	PRINCESS NATALIE	CE SASI JAGADESAN ELANGOVAN	31/07	TOLEDO TRIUMPH
CO ABHILASH CHAND	16/07	PALANCA MIAMI	CE VIKAS PUNDLIK JADHAV	10/07	PIONEER BAY
CO DINESH KUMAR	19/07	ADAM	CE RAJBHARATH RAJENDRAN	13/07	ANL GIPPSLAND
CO SAILESH	10/07	MARLIN AMBER	2E HARENDRA PAL SINGH	05/07	GREAT MANTA
CO RAJNEESH KUMAR	01/07	MARLIN APATITE	2E NITIN CHANDER ARORA	29/07	UOG ANDROS
CO YATENDRA SINGH	19/07	MOL TRUTH	2E MOHANA KRISHNAN PRABHAKARAN	03/07	RED RUM
CO ATINDER PAL SINGH KALKAT	31/07	GAZ AMARIS	2E ANTO KURUPPASSERY KURIAN	10/07	YAMABUKI
CO RAJENDRA SINGH	01/07	APL NEW JERSEY	2E GAURAV KUMAR	21/07	ATLANTIC PRINCE
CO KAMAL PREET SINGH	16/07	VELOS AQUARIUS	2E HARINDER SINGH	28/07	KANALA
20 ANIL RATHAUR	01/07	AFRAMAX RIVIERA	2E MAQVIN MICHAEL LOPES	15/07	BERGE KITA
20 RAM MILAN GIRI	10/07	CHOLA VIRTUE	2E VIGNESH RAJALINGA RAJA	17/07	VICTOIRE
20 ANKIT SIDDHARTHA KANDWAL	01/07	EVER FAIR	2E AMIT KUMAR	04/07	LR1 CARRIER
20 GAURAV KUMAR SINGH	01/07	ALEXANDER	3E ONKAR JOTI KHOT	02/07	BERGE KITA
20 DINESH JAKHAR	03/07	ATLANTIC CROWN	3E DHIPIN THAMPI	08/07	MARLIN AVENTURINE
20 KULDEEP KUMAR	05/07	ARAGO	3E ALOK RANJAN	14/07	ATLANTIC PRINCE
20 ROHAN MARCELINO DIAS	12/07	EVER GENTLE	3E RAJU PAULRAJ	30/07	ATLANTIC CROWN
20 PAWAN SINGH RAWAT	17/07	AFRICAN JACANA	3E ASWIN MOHAN KALLAT	01/07	GODAM
20 SHIVENDRA KUMAR CHATURVEDI	01/07	HIGH JUPITER	3E KARAMBIR SINGH	29/07	KAMOME VICTORIA
20 HARIKRISHNAN ANIL	16/07	FPMC P IDEAL	3E SAI KIRAN KESARAM	18/07	PALANCA MIAMI
20 SOM PATEL	07/07	UACC EAGLE	3E SURYA PARTAP SINGH SAMYAL	25/07	GREAT MANTA
20 LOVEPREET SINGH LOTEY	21/07	CONSTANTIOS	3E PIYUSH CHANDRASHEKHAR DHARMIK	17/07	ATLANTIC EAGLE
20 RAJAT GANDHI	26/07	GRAN COUVA	3E VIJAY KUMAR PANDEY	29/07	PRINCESS NATALIE
20 AKSHAY BANSAL	14/07	HIGH JUPITER	3E JATHIN KUMAR SHETTY	20/07	VELOS LEO
30 ARUN KUMAR	18/07	EVER FOND	3E GOKULA KANNAN MALAISSELVAM	22/07	ALHANI
30 DEENDAYAL MISHRA	15/07	AFRICAN JACANA	3E ANISH KEEGAN MARTIN	29/07	MITERA
30 GURMITTER SINGH	16/07	CAPE FALCON	3E KARAN THAKUR	14/07	THE SHERIFF
30 AMAL MANIYALIL BABU	19/07	ATLANTIC PRINCE	3E NILESH RAJENDRA PATIL	18/07	JOSEPH WISDOM
30 MUHAMMED BADISHA ABDUL KHADER	17/07	RED RUM	3E ARUN ASOKAN	24/07	REFERENCE POINT
30 GOKUL REMANA KUMARAN PILLAI	25/07	BOUGAINVILLE	3E CHAITANYA RAMISETTI	30/07	THE CHIEF
JO THANUJ MADANAN	07/07	MARLIN AZURITE	3E JAGPREET SINGH	28/07	CHOLA HARMONY
JO PRIYANSHU SINGH	04/07	REFERENCE POINT	4E ARCHIT HEMANT PHONDGE	16/07	UACC SHAMS
JO MANDEEP SINGH	20/07	SAMRAA ALKHALEEJ	4E SAM MATHEWS CHERUVATHUR	23/07	ALJALAA
JO PAWAN FAUZDAR	04/07	SCHWYZ	4E SAGAR SINGH	14/07	CONSTANTIOS
JO NEERAJ JOSHI	05/07	ARIANE MAKARA	4E PRAVEEN SINGH BAGOTI	18/07	PRINCESS NATALIE
JO SIBASRIT DAS	16/07	MARLIN AQUAMARINE	4E SOM DEO JOSHI	06/07	REFERENCE POINT
CE DEBASISH BANERJEE	28/07	FS ENDEAVOR	JE NAVJOT SINGH DHALLA	19/07	PRINCESS MARY
CE SUBHAJIT MAJUMDER	05/07	PRINCESS MARY	JE SUNIL VENKATESWARLU CHINTAL	05/07	PRINCESS ALEXIA
CE MAHABOOSAB ABDUL KARIM TAHASILDAR	15/07	JANINE K	JE AKASH KRISHNARAJ RAO	24/07	CHOLA VIRTUE
CE JOE PIEDADE RUDOLPH PEREIRA	27/07	FS DILIGENCE	JE MIT PRAGNESH PANDYA	10/07	RED MARAUDER

## PUZZLES



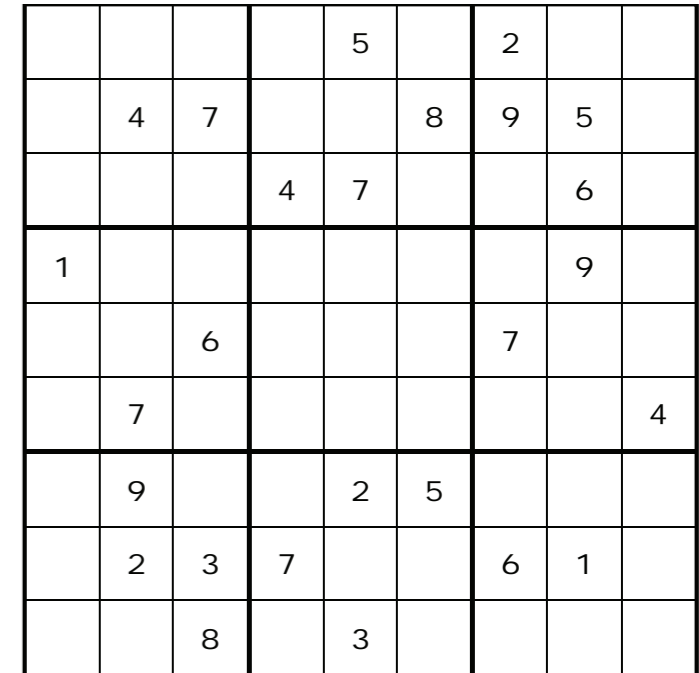
### Across

- 1 All the universe except the speed of light is an assimilation process (7)
- 5 Very legitimate request (7)
- 9 Measure uncompleted turn and record (5)
- 10 Dashing lover left out popular oriental cold dish of meat? (9)
- 11 Can south-eastern officer have control of Hollywood? (10)
- 12 State in Brazil covered in Virginia creeper (4)
- 14 Not paying attention – makes amends in bed, squeezing sweetheart's bottom (6-6)
- 18 Bell cracked by a US art critic? (12)
- 21 Cotton on stick (4)
- 22 Where non-western carbon emission leads to revulsion (10)

- 25 Clipper's No 1 record-keeper has day off (9)
- 26 Political leader holds back gentleman, a solid figure (5)
- 27 Fast mover, iconic figure: 'Don't like being rejected!' (7)
- 28 Regard support protecting a chest muscle (7)

### Down

- 1 Essentially, newcomer tackles code of silence (6)
- 2 Deep trench lacking a facility for craft (6)
- 3 Cutlery support for mature

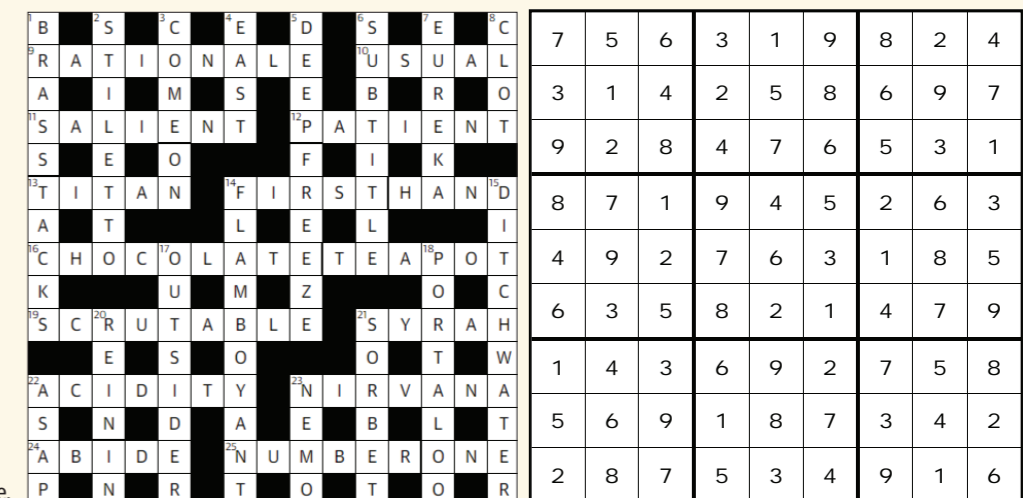


### SUDOKU OBJECTIVE

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

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

## ANSWERS FOR ISSUE 210



\*\* All answers will be provided next issue.

AWARDS AND ACCOLADES

# Executive Incentive Awards for 2nd Quarter 2022

## VESSEL

- Aegean Wave
- Afra Laurel
- Aframax Rio
- Aframax Riviera
- African Jacana
- Alhani
- Alithini II
- Aljalia
- Alpine Mystery
- Alqadisia
- Arago
- Ariane Makara
- Aristodimos
- Astrid
- Atlantic Canyon
- Atlantic Crown
- Atlantic Eagle
- Atlantic Guard
- Atlantic Prince
- Berge Kita
- Bougainville
- Cartagena
- Chem Helen
- Chem Nicholas
- Chola Harmony
- Chola Treasure
- Chola Unity
- City of Tokyo
- Claxton Bay
- Crimson Knight
- Forres Park
- FPMC P Ideal
- Front Santiago
- Front Suez
- FS Diligence
- FS Endeavor
- Ganga K
- Gaz Amaris (ex-Azeri)
- Grain Couva
- Great Manta
- High Jupiter
- Houyoshi Express II
- Ikan Pandan
- Ikan Parang
- Ikan Pulas
- Indigo March
- Jacques
- Jal Kamadhenu
- Janine K (ex-FS Sincerity)
- Joseph Wisdom
- Kamome Victoria
- Kanala
- Kikyo
- Kobai
- Laperouse
- LR1 Ambassador
- LR1 Carrier
- LR2 Eternity
- Lubersac
- Maea
- Maetiga
- Mandala (ex-Andro)
- Marex Noa
- Marlin Amber
- Marlin Amethyst
- Marlin Ametrine
- Marlin Ammolite
- Marlin Apatite
- Marlin Aquamarine
- Marlin Aventurine
- Marlin Azurite
- Marlin Lome
- Megali
- Mittera (ex-PEX)
- Navios Southern Star
- New Grace
- Oaka (ex-Afra Oak)
- Pac Suhail
- Palanca Cadiz
- Palanca Miami
- Pioneer Bay
- Platytera
- Polaris Bay
- Poseidon Bay
- Princess Alexia
- Princess Mary
- Princess Natalie
- Princess Vanya
- Red Marauder
- Red Rum
- Reference Point
- Renaud
- Roberto
- Samraa Alkhaleej
- Santos
- Schwyz
- Silver
- Spruce 2
- St. Gertrud
- The Blacksmith
- The Chief (ex-SPORE)
- The Deputy
- The Diplomat
- The Judge (ex-Mapu)
- The Sheriff
- UACC Consensus
- UACC Eagle
- UACC Falcon
- UACC Ras Laffan
- UACC Ras Tanura
- UACC Shams
- UACC Sila
- Velos Aquarius
- Velos Leo
- Verrazane
- Victoire
- VLCC Stephanie
- Willow
- Yamabuki

## DECK SIDE

- Sanjay Sathish
- Sageer Alam Ansari
- Gaanga Singh
- Nagarajan Nachiappan
- Gulam Jilani Gulam Mohd Shaikh
- Sonu Kumar Singh
- Abhimanyu Singh Patel
- Randheer Pratap Singh
- Neelapu Ramu
- Harishkumar Amrutlal Tandel
- Brentt Ogatis Batula
- Arvind Kumar Yadav
- Dipak Kumar Basantia
- Umeshbhai Durabhbai Tandel
- Mohammad Shokit
- Subhash Kumar Sharma
- Bhabagari Parida
- Manikanandan Dharmaraj
- Vimalakumar Bipinbhai Tandel
- Suresh Kumar Guntu
- Gurpal Singh Bakhtar Singh Aojala
- Amalsh Prasad
- Indrajeet Singh
- Sumit Das
- Akshay Kishor Poyekar
- Mohammad Ajaz
- Manindra Kumar
- Prakash Mageswari Raveendran
- Manikanandan Subramani
- Haribhai Gopalbhai Tandel
- Ankush Patti
- Mukesh Kumar Jaishwal
- Amit Kumar Gupta
- Satyam Chintapalli
- Sandip Javaharlal Gupta
- Balwinder Singh
- Vipani Sharma
- Kirankumar Govindbhai Patel
- Mayur Sunil Rasal
- Hareshkumar Devji Bamania
- Nikhil Moreswar Meher
- Tanveer Alam
- Mohan Raj Balu
- Mukesh Kumar Dhumal
- Shashikant Khandubai Tandel
- Joobli Thommai Fernando
- Tensylot Newton Thomas Gama
- Saravankumar Muniyiah
- Harish Karsan Malam
- Joseph Pushkal Dwivedi
- Rohit Soni
- Mohammad Zaqi Hussain
- Prasanth Raj Bennet Raj Selin Shylaja
- Dipesh Mahendru
- Dileep Kumar
- Hemsundar Rao Chidipilli
- Santhanu Prasad
- Nand Kumar Mandal
- Jayavant Mahadev Ghamari
- Tulasi Kumar Kurmana
- Deepak Sandesh Mishra
- Aroki Joel Leander Stephen Fernando
- Ajith Jayarajan
- Avtar Singh Kashmir Singh Sandhu
- Satya Dev Murya
- Prashant Suresh Nikam
- Varun Agnihotri
- Raja Stalin
- Ansel Raj
- Byas Ji Yadav
- Joseph Raj Das
- Rajeev Ranjan Singh
- Dilip Laxman Veer
- Deepak Sharma
- Eron Paul Camacho Molina
- Bernardo Aquiman Bantilan
- Vinadan Kuttayat Veedu
- Joenney Mahilum Sua
- Rajesh Kumar
- Sandeep Singh
- Piyush Kumar Dinesh Bhai Tank
- Ashok Mulji Jungi
- Divager Kumar
- Rajesh Kumar Gupta
- Merjan Merit
- Arunbhai Dayalbhai Tandel
- Mohammad Istiyak Khan
- Rahul Rangnath Vishwasrao
- Alkesh Hira Patel
- Arvind Kumar
- Rajasekaran Dhanigachalam
- Paramhans Kumar Yadav
- Lakshmana Rao Ganagalla
- Himanshu Ashok Kumar Dubey
- Sureshan Kadappuram
- Vikrant Chandel
- Chetan Kumar Khapabhai Tandel
- Ilyas Abdulla Pantave
- Siddharth Hota
- Rohtash
- Utsav Mishra
- Amit Shukla
- Sachin Kumar
- Mahesh Kumar Solanki
- Davinder Singh
- Chintankumar Gopalbhai Tandel
- Mahendrakumar Govindbhai Tandel
- Girish Ananthapadmanabhan Menon
- Mritunjay Prasad Singh
- Paramjeet Singh
- Ambadi Unnikrishnan Thevaran
- Michael Bervin Dominic Savio
- Eleazar Omotdo Orenico
- Rudy Allet Sabacajan
- Ashish Pravin Baraiya
- Narendra Kumar Laxman Solanki
- Ajay Yadav
- Soma Pavan Manikanta Reddy
- Rekha Mouli Mugi

## ENGINE SIDE

- Dinesh Yadav
- Muni Prasad Suyi
- Vijesh Kumar
- Ankur Bajpai
- Agnel Feres Jesuraj
- Mayur Jayantibhai Tandel
- Subish Mothirappilli Suresh
- Pabitra Kumar Mandal
- Shatruughn Kumar Chaurasiya
- Brijesh Rajak
- Suryakanta Sahoo
- Awadesh Kumar
- Subhash Chandra Patel
- Samim Pancha Baraiya
- Mo Irphan
- Sumit Dahtya
- Rajesh Yadav
- Vishvamitra Kumar Chauhan
- Shashi Kant Mishra
- Ashokkumar Muljibhai Tandel
- Krishna Kant Panday
- Milan Tandel
- Chandresh Tiwari
- Daljeet Singh
- Durgesh Kumar Dubey
- Mohid Fareed
- Satya Prakash Yadav
- Ravindra Gokul Kamalia
- Jaison Mookkan Davis
- Jeswyn Devasigamani
- Amit Biswas
- Devendra Kumar Singh
- Alok Kumar
- Sumit Raj
- Done Rama Rao
- Avinash Mishra
- Dyanand Chauhan
- Prashant Sharma
- Mohammad Sahid Ansari
- Sameer Kumar
- Mohit Kumar
- Jafar Ekbal Siddique
- Amar Hanmant Raut
- Dashrath Laxman Maindan
- Surya Prakash Yadav
- Venkata Raman Murthy Baruva
- Umesh Kumar Gupta
- Harishbhai Parbhubhai Tandel
- Kritikumar Lalji Baryya
- Mano Kumar Yadav
- Jose Kashmir
- Mohammad Avesh
- Jagdish Singh
- Raju Kumar Ganagalla
- Kamaljeet Chauhan
- Siya Ram Chauhan
- Joseph Thadeus Paniadimai
- Jagdishkumar Bhagwanji Tandel
- Sandeep Kumar Tiwari
- Ram Manohar Singh
- Sangam Chauhan
- Gorakh Singh
- Kailasa Rao Yerupalli
- Bimlesh Kumar
- Rahul Kumar Maddeshiya
- Ashvin Kumar Lalubhai Patel
- Bhushan Satish Baijagi
- Ranjith Kumar Koda
- Ketan Kumar Chhanabhai Tandel
- Hemantkumar Vishrambhai Tandel
- Sadashev Chandar Patil
- Gobinda Das
- Sumit Aswal
- Sureshan Balan
- Ycer Paltao Dela Cruz
- Gerad Encabo Demisnero
- Dipak Kumar
- Dheeraj Kumar
- Kaiaivanan Neduncheliyan
- Rahul Kumar
- Uday Chandra
- Eswara Rao Thi
- Shirishkumar Haribhai Tandel
- Raman Balasundaram
- Akib Gani Kanekar
- Vidhyadhar Hanumantrao Mahamulkar
- Rahul Kumar Babubhai Tandel
- Bharat Lal Bind
- Shiv Shanker Singh
- Akhil Joseph
- Sivan Thevendran
- Adinarayana Murty Dasari
- Shrinivas Bhola Kahar
- Anupam Rai
- Paramveer Shrivani Yadav
- Upendra Singh
- Panneer Lal Chauhan
- Mohammad Irfan Ahmad Khan
- Ram Prit Chauhan
- Eswara Rao Sivakoti
- Ashok Kumar
- Amuthan Machado Augustine Machado
- Rajnikant Parbhuhai Tandel
- Balwant Singh
- Rahul Krishnan Kuruppassery
- Dharmendra Bhimji Bamania
- Kumarjit Mondal
- Rakesh Kushwaha
- Bhagavan Chauhan
- Jitenendra Kumar Pyralal Mali
- Bhumitkumar Mansukhlal Solanki
- Wilson Jr De Los Santos Martinez
- Daniilo Recamera Almeida
- Laxman Ramesh Gawade
- Shailesh Chauhan
- Dipeshkumar Nathu Solanki
- Santosh Kumar Singh
- Aditya Kumar

# Executive Incentive Awards for Catering Crew: Best Cooks across the fleet

- |                              |                      |
|------------------------------|----------------------|
| 1. Nilo Penalosa Hije        | Navios Southern Star |
| 2. Chandan Singh Rana        | Red Marauder         |
| 3. Biju Lalithamma Damodaran | Marlin Ametrine      |
| 4. Mintu Pradhan             | FPMC P Ideal         |
| 5. Narendrakumar Sethi       | Kanala               |
| 6. Liboriston Raj Kennedy    | Maetiga              |
| 7. Dileep Kumar Villan       | Marlin Aventurine    |
| 8. Rupak Das                 | The Chief (ex-SPORE) |
| 9. George Kingstar Pangaras  | The Judge (ex-Mapu)  |
| 10. Parimalkumar N. Tandel   | UACC Ras Tanura      |

# Executive Incentive Awards for Catering Crew: Best General Stewards across the fleet

- |                                  |                       |
|----------------------------------|-----------------------|
| 1. Sandiyya Pukkala              | Oaka (ex-Afra Oak)    |
| 2. Devesh Madhukar Thakur        | Verrazane             |
| 3. Shaileshkumar Dolatrai Tandel | Chem Helen            |
| 4. Miteshkumar Ramubhai Patel    | UACC Ras Laffan       |
| 5. Shailesh Devji Solanki        | City of Tokyo         |
| 6. Vickykumar Rameshbhai Tandel  | Princess Alexia       |
| 7. Kartikkumar Mukesh Solanki    | Marlin Lome           |
| 8. Ricky Denzil Xavier           | Gaz Amaris (ex-Azeri) |
| 9. Alan Rebello                  | Red Marauder          |
| 10. Jerry Dativo Baroa           | Navios Southern Star  |



## WINNING RECIPES



Chief Cook  
Nilo Penalosa Hije  
Navios Southern Star



### KANI MAKI SUSHI

#### Ingredients

- Crab meat – 4 pcs
- Carrots – 1 pc
- Egg – 2 pcs
- Japanese sushi rice – 1 ½ cup
- Dashinomoto
- Sushi vinegar/ Rice wine – ¼ cup
- Nori / Seaweed sheets – 2 sheets
- Sesame seeds

#### Method

1. Wash and cook the Japanese sushi rice as per package instructions.
2. Put some cooked rice in a bowl and pour in ¼ cup of sushi vinegar after it cools.
3. Julienne the carrots and boil it in water with dashinomoto for 1 minute.
4. Fry up an omelette using 2 beaten eggs and slice it into long strips.
5. Roast some sesame seeds.
6. Place a Nori sheet on a bamboo mat and put some sushi rice on it then arrange the carrots, 2 crabmeat, and egg strips in the center.
7. Roll up the nori sheet using the bamboo mat as a guide, the slice it into biteable sizes and it is ready to serve.



Chief Cook  
Chandan Singh Rana  
Red Marauder



### BANGLA TILAPIA FISH MUSTARD CURRY

#### Ingredients

- Lobster tail / Whole lobster
- Onion – 2 pcs (sliced lengthwise)
- Ginger garlic paste - 2 tbsp
- Tomatoes- 2-3 pcs (chopped)
- Green chillies – 3 pcs
- Chilli powder – 2 tsp
- Turmeric powder – ½ tsp
- Mustard seeds – ¼ tsp
- Cilantro – 1 bunch
- Oil – 2-3 tbsp
- Salt – to taste

#### Method

1. Boil the lobster tail / whole lobster in water with some salt and turmeric powder for 2-3 minutes.
2. If it's a whole lobster, cut it into slices after boiling. If it's a lobster tail, just make a slit in the centre for the masala to seep in.
3. Heat oil in a pan. When some smoke appears, sear the lobster for a minute over medium high heat
4. Remove the lobster and set it aside.
5. In the same pan, add some more oil if needed. Sauté the mustard seeds and onion until they turn golden brown.
6. Add the ginger garlic paste and fry for a minute.
7. Add tomatoes, turmeric powder, required salt and chilli powder and cook everything for 5 minutes until a nice masala is formed.
8. Now add the fried lobster pieces/tail and sprinkle some finely chopped cilantro
9. Toss everything together for 1-2 minutes. Add some water and bring it to a boil if you want more gravy.
10. Garnish with sliced green chillies and cilantro as preferred.



Chief Cook  
Biju Lalithamma Damodaran  
Marlin Ametrine



### BAKED GARLIC CHICKEN BREAST

#### Ingredients

- Olive oil – 1tbsp
- Garlic – 2 cloves
- Salt – ¼ tsp
- Black pepper – ¼ tsp
- Bread crumbs – ¼ cup
- Grated parmesan cheese – ¼ cup
- Skinless chicken breast (halved) – 4 pcs

#### Method

1. Preheat the oven to 220°C.
2. Crush some garlic and combine it with olive oil in a bowl.
3. Combine breadcrumbs and parmesan cheese in a separate shallow bowl.
4. Dip chicken breasts in the olive oil-garlic mixture using tongs; transfer to bread crumb mixture give both sides an even coat.
5. Transfer coated chicken to a shallow baking dish and sprinkle with salt and black pepper.
6. Top the chicken with sliced garlic.
7. Bake for 30 – 35 mins or more until the chicken is thoroughly cooked.
8. Serve with steamed vegetables and steamed rice.



## SIMS launches Advanced Marine Hydraulics course

SIMS Mumbai has launched an Advanced Marine Hydraulics course that specializes in hydraulic systems present on various types of ships. This is in addition to the hands-on FRAMO Hydraulics training being offered as part of its value-add course catalogue.

The four-day course starts with quick reinforcement of basics and seamlessly progresses to advanced level. The concepts on hydraulic

*Continued on Page 10*

## ESM NEWS

## ESM 25th Anniversary Flag Design Competition

In conjunction with the slated activities to celebrate ESM's 25th Anniversary, ESM has unveiled a flag design competition that is open to everyone from our shore teams to our seafarers under the Executive Group.

*Continued on Page 10*

# EXECUTIVE News Bulletin

## ESM NEWS

## ESM commences silver jubilee celebration

**Established in the summer of 1998, Executive Ship Management is marking its 25th year milestone with events and activities leading up to its silver jubilee on 05th May, 2023. Various events ranging from employee engagements to community building have been planned for the year-long celebrations.**

ESM started with its first managed ship, the Ocean Executive, from which it took inspiration for the company name. Today, ESM has expanded into a group of companies with a wide range of professional maritime services covering chartering services, ship repairation, seafarers' training, marine operations software, and more.

For the year leading up to ESM's silver jubilee, the teams are rallying together to plan a slew of exhilarating and purposeful events that foster engagement between employee, seafarer and their family, recognise key industry partners and clients that have contributed to ESM's growth, and encourage the spirit of giving back to our community.

To set the commemoration in motion, ESM has rolled out a Flag design competition (more information in the box news on this page) for all onshore and onboard teams. Also launching the first of many events, fifty employees from the Singapore office donned the oceanic blue ESM jersey for a scenic walk along the coastline of Singapore's East Coast

Park in June. Meanwhile activities such as futsal sessions have resumed for all.

A multitude of campaigns involving sporting activities, community service, etc are being planned for all field locations. ESM shore staff, seafarers, and their families can look forward to joining the celebrations along the way.

Do keep a lookout for announcements and competitions made via our newsletter, social media and field offices for more information!



ESM Singapore employees gathered after a beach walk



ESM & Arc Marine Singapore employees after playing futsal

## ESM NEW TAKEOVER

## Tankers and Bulker join in June

**ESM has taken over new build crude oil tanker Marlin Lagos as well as Suezmax Constantios under its full technical management in the month of June. While Capesize bulker, Cape Discovery was added to the fleet under crew management.**

Taken over on the 14th of June at Busan, Korea, Marlin Lagos is commanded by Capt. Shashi Kant Singh, CE Rajiv Kumar Singh, CO Jagdish Kumar and SIMS Alumni 2E Rakesh Mukundraju.

Safe takeover operations for Constantios were conducted on 20th June at Namibia by Capt. Arup Chatterjee, CE Binesh Nair, CO Yeshu Gupta and 2E Bibek Gupta.

The flurry of activities continued till the month end with the takeover of Cape Discovery on the 28th of June at Manila by Capt. Manoj Kumar Singh, CE Shyam Singh Majgaine, CO Nitin Maheshwari and SIMS Alumni 2E Ashish Srivastava.

We congratulate the Senior Officers and the crew for the

smooth and safe takeover operations. and wish them fair winds ahead!



## Joke of the month

What did the pirate say when he turned 80?

*Aye matey!*

