

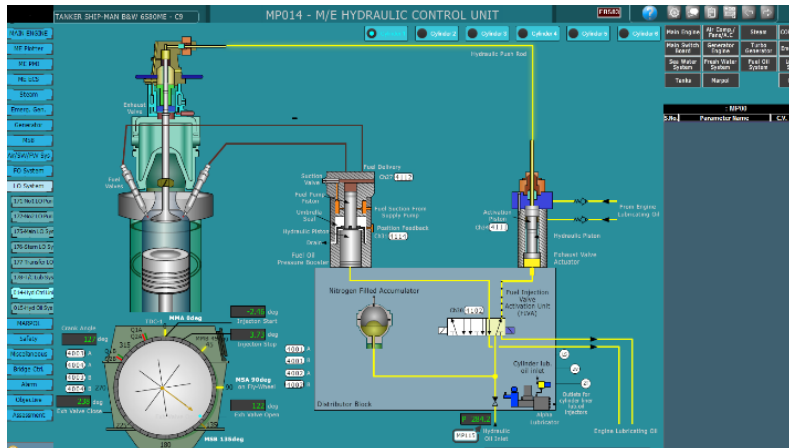


## MAIN NEWS

### SIMS introduces two new pioneering courses on technical and leadership skills

As a pioneering maritime training institute, SIMS has introduced two new highly specialised post-sea training courses at its Mumbai campus. A two-day simulator based training on MAN B&W ME engines for marine engineers and a daylong Interpersonal & Leadership Skills Course for all maritime professionals, are intended to fill in the gap in the maritime training presently available in the country.

Designing training courses as per its relevancy in the industry has been the main objective at SIMS. Anticipating automation and evolvement of electronic engines as the current and future trends in shipping, SIMS has curated a simulator based training on MAN B&W 6S80ME-C engines. As per Mr. Maneesh Jha, Principal SIMS, Mumbai, its predecessor, MCC engines, are no longer being produced and number of components in previous



MC engines have either become redundant or replaced by systems that are controlled by computers.

In view of such shift in technology usage and its operative effects, SIMS developed expertise in ME engines for the last two years and launched hands on experiential exercises conducted

on the simulator. The trainees would thereby develop the skills to operate and master the new operation, as well as will be able to maintain and successfully troubleshoot all related issues.

Bringing meaning and action points to the old adage "A team is only as good as its leader", the first-of-its-kind Interpersonal and leadership course in Maritime sector, aims to develop skills that make for an effective leader who is poised with an ability to get the best out of an individual

## SAFETY MOMENT OF THE MONTH

### Inappropriate containers used to store diesel

*\*\* Note: This monthly safety moment is collected from various sources for educational purpose and is not an actual incident from the ESM fleet.*

The crew noted that there was no extra diesel fuel storage containers on the life saving boat. Hence, they searched for containers to store fuel. They found water bottles and used them to store the diesel in the life saving boat. During a vessel inspection much later, these water bottles containing fuel were observed. It was pointed out that storing diesel in inappropriate containers was a safety deficiency. Fuel in the old water bottles may cause confusion and possibly induce someone to drink from one of the bottles, unaware. The bottles were subsequently emptied and disposed and a safety training was also conducted to the crews on board.



#### Lessons learned

- Containers that are used to store chemicals should always be distinct and clearly labelled. Labels should be clean and legible and they should include the full

product name, manufacturer name and Material safety data sheet (MSDS) reference.

- Drinking water or similar bottles should never be used for the storing/ transferring of chemicals.

*Continue on Page 3*

## Letter of the Month



As we successfully steer halfway into the year, we are happy to share with you how it looks much brighter and more promising with exciting potential for the rest of the months. It is not just about the new addition of ships to our management – but rather the satisfying story of how the team works behind the scene, taking us all to the next level of success.

ESM story is indeed of the relentless hard work, dedicated efforts of teams from each of the group companies complementing each other, adding value and reaching for the utilization of the full potentials in its chosen area of expertise. The ESM brand is an inimitable symbol of professionalism, a holistic management of creating value together, sharing a long-lasting bonding and collaboration with our partners and stakeholders. Our success is as such, as much ours, as that of the partners who believed and trusted us for what we stand for and contribute to.

Florence and Capt. Vijay are two such symbols of Brand ESM and the ESM story itself. Dedicated to the last “d”, persevering and standing by to hold the fort under any circumstances - the two indeed make us very proud and we are pleased to let you know about these two hidden gems inside team ESM. Hearty congratulations and a big thank you to both!

SIMS once again prominently features here as we report the recent activities that makes news for us as well as for the entire maritime industry. SIMS does lives up to its reputation as a pioneering institute by its deeds. Hearty congratulations to the leadership of SIMS and the team that they lead.

Our Technical team has once again contributed a practical insight to the maintenance issue on board which should be of interest to the engineers on board. We have been relentless in our pursuit of holistic wellbeing of our seafarers and the shore staff alike. We have picked up two interesting new research findings which opens new possibilities of improved life for and around us. We do hope the soya bean membrane for purifying water and injectable sensor for alcohol monitoring may make entry into our life not long from now.

We are happy to carry rest of the regular news and activities of the month gone by and do hope the newsletter continues to play a meaningful role of communication for across the organization.

Warm wishes on the occasion of Aidil Fitri this June. Till we bring you the next newsletter,

Be safe and remain happy wherever you are,  
Sikha Singh

## Editorial Team

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MAIN NEWS

## Continued From Page 1

or a team. The course content is based on tested techniques and principles. Modules are practical and are imparted using case studies, role plays and relevant videos. In addition to SIMS Mumbai, the course is available at Lonavala, Chandigarh, Cochin and Kolkata campus.

SIMS has been lauded for its continued efforts in curating such contemporary courses and its newly added courses have received much positive responses and enthusiasm amongst its attendees and in the industry.

(For any further information on the courses, please contact SIMS, Mumbai, via Tele: + 91-2114399518 or via Email: simsmumbai@samundra.com.)



TECHNICAL NEWS

## Importance of Running Hour Based Maintenance

**One of the Auxiliary Engines on a tanker vessel suffered from an extensive damage while running at sea. The major running components of the auxiliary engines were declared as a total loss. It took almost two months of hard work and extra expenditures in order to rebuild this engine.**

Vessel was at sea, and tank cleaning operations were in progress to prepare the cargo tanks for ship to enter scheduled dry-dock. At the time of incident Aux Engine #3 was running on load with 450 kW load. Just after midnight, Third Engineer on his round heard a loud noise from Aux Engine #3, He rushed to the site & upon arriving there saw that connecting rod and balance weight of crankshaft of unit #3 were lying at starboard side next to the engine.

The crankcase door of unit 3, had broken off from the engine frame due to impact of dislodged connecting rod and balance weight. All other accessories in way of these heavy flying objects were also totally destroyed. The piston was found broken and partially stuck inside the liner. Lube oil cooler foundation, valves and piping and control tubing were found damaged by the flying objects.

Vessel was attended by Maker's Service Engineer, Hull and Machinery Underwriters' Surveyor along with Technical Manager's Superintendent to make



Damaged engine frame in way of unit #3 crank case

an assessment for the extent of damage and root cause.

On investigation it was found that Crankshaft, Engine Frame, Connecting Rod, Piston, Liner, Cylinder head, LO Cooler and most of the electrical pressure switches had been irreparably damaged. Broken metal pieces of damaged parts had also made their way to Turbocharger through Exhaust Manifold. Hence damage to Turbocharger was suspected as well.

The root cause identified was that connecting rod bolts were not tightened up to Torque value specified by makers in two steps. In which first step

was pre-tensioning, which is most important. There were signs of fretting on the contact surfaces on two of the failed bolts and on the failed connecting rod. This would occur if the bolts were not tight against the mating surfaces.

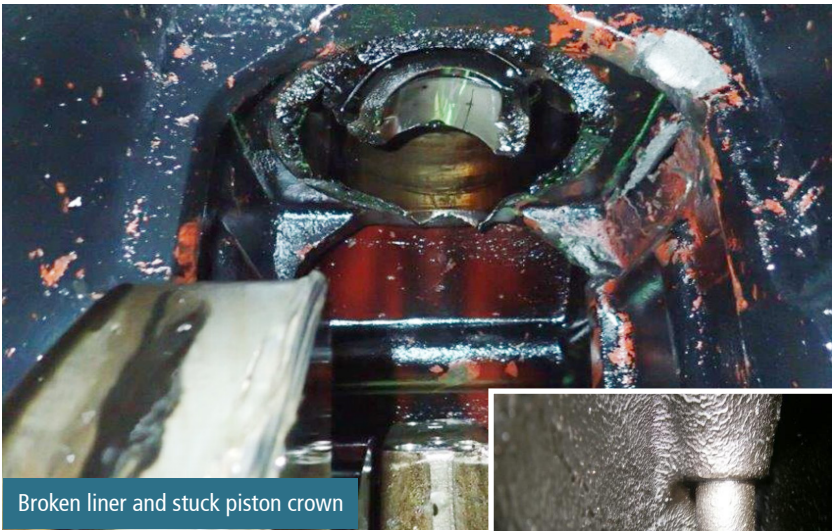
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Connecting rod with gudgeon pin lying outside

TECHNICAL NEWS

Continued From Page 3



Broken liner and stuck piston crown



Bend valve spindle inside head



Con rod broken bolt

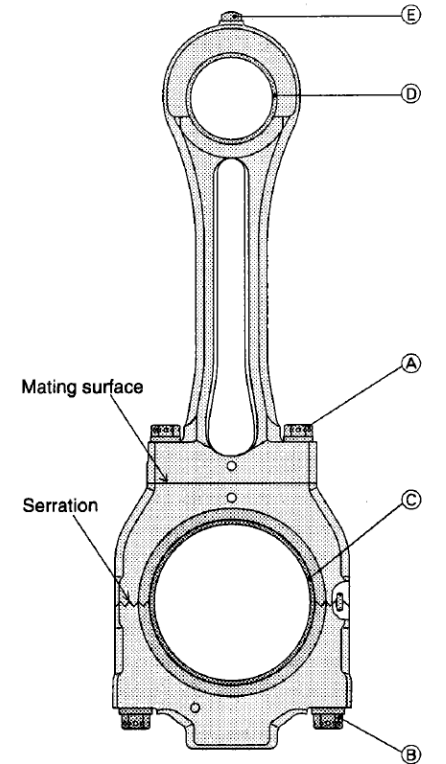
At the time of failure, total running hours of Aux Engine had been 60,000. Since Last decarb it had operated for 9,000 hrs. Crankcase inspection was carried out almost 45 days prior damage and crankshaft deflection were taken. All had been reported to be in order at that time.

This vessel had been taken over from another Technical Managers and running Hours records as

maintained and notified by the crew of previous managers were being followed. This engine has four connecting rod bolts (tightening torque 255 Nm) **item A** in below fig and four Crank pin bolts (tightening torque 392 Nm) **item B** in below fig. Both sets of bolts have different Torque value and procedure for tightening is in two steps. These bolts as per makers must be changed after every 24,000 hrs. of operation.

recommended intervals or the bolts changed were not genuine.

As per normal routine it was assumed that last bolt renewal must have taken place at 48,000 hours. Hence at the time of failure the estimated running hours for these bolts were around 12,000 hours. However, in reality it could have been well above this value.



**Findings of concern:**

1. No Running Hour meter is provided on Aux Engine Panel. Hence record maintained could not be cross- checked.
2. The Running Hour records kept in log book were dependent on the memory of operator.
3. Maker’s recommended procedure for tightening of Con Rod and Crank Pin Bolts were not followed.
4. None of the bolts of connecting rods and crankpins on the aux engine no 3 had tally marks or position numbers on them, so it is suspected that the bolts had not been fitted by the correct procedure.
5. The bolts’ tightness was not checked after ship was taken over from the previous managers.
6. A few unit bolts were found loose and some had been tightened up to first pre-tensioning torque value only.
7. The locking wires were found missing at some of the bolts.
8. As per Engine Maker no Bolts had been procured from maker within last 10 years, hence either bolts had not been renewed as per maker’s

**Lesson learned:**

1. Running Hours records to be maintained in Engine Log Book after every watch. This will provide evidence and can be cross-checked at any given time.
2. At the time of take over engineers must check tightness of all running parts’ bolts and verify against the actual torque value.
3. The locking arrangements and markings must be checked and should be as per maker’s advice.
4. After taking over (of especially older vessels) check with the Makers regarding the spares sold through them in last few months, specially related to consumables. This information will help superintendent to plan or expect problems ahead. At the same time, it will eliminate the doubt of spurious OEM spare parts procedure by previous managers.
5. In case records are not available, change these critical bolts and ensure that these are tightened as per maker’s recommended procedure and torque value.

ENVIRONMENTAL NEWS

# Soybean membrane to make drinking water safe

Given the fact that there are approximately 2.1 billion people in the world without access to safe and clean drinking water, this is a path breaking revelation.

Graphene, a one atom thick carbon material which is water repellent and known as ultra-strong is also expensive to produce as it uses an energy intensive process. The researchers designed the variant, 'Graphair', which is a form of graphene made from soybean oil - that is readily available, inexpensive and renewable. Utilizing the Graphair, the researcher created a film with microscopic nano-channels that deters the polluting particles from flowing out with the clean water. It was also tested for its usefulness over long time, as the current commercially available filters need to be cleaned off the chemical and oil contaminants for re-use after sometime. But the Graphair system was noted to continue dispensing clean water despite being coated with such contaminants, which makes it much more effective to use. With Graphair system, the membrane kept filtering the pollutants 99% faster.

The CSIRO researchers tested the Graphair filtering technique with samples from the Sydney harbor. They ran it through commercially available water filter coated with Graphair and observed the resultant water



to be clean for drinking. They are now seeking industry partners to commence trials in a developing community by next year. The only requirement for the system is heat, Graphair, a membrane filter and a water pump to initiate this technology.

This breakthrough can potentially solve the basic need for clean water in communities as the process is simple with the added advantage of being cheap, fast and

environment friendly than graphene. Researchers are also investigating potential applications of treatment of seawater and industrial discharges.

NEW JOINERS

## SIMS Cadets Joining the Fleet as Officer

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



- |                           |                 |                                |                   |
|---------------------------|-----------------|--------------------------------|-------------------|
| 1. JO AKASH KUMAR         | SALAMINIA       | 9. JE SUMIT A. NIKUMBH         | GSW FABULOUS      |
| 2. JO DELWIN LUKE DSOUZA  | CRIMSON MAJESTY | 10. JE ROLAN PRAVEEN MATHIAS   | MAREX NOA         |
| 3. JO NIPUN SHARMA        | MAREX NOA       | 11. JE TRINDERPAL SINGH SANDHU | NEW BREEZE        |
| 4. JO KARTIKEY KUMAR RAI  | GSW ADVENTURE   | 12. JE MOHD FAHAD              | AFRICAN JACANA    |
| 5. JO GIRI SHANKAR KOMARA | VICTOIRE        | 13. JE DEVENDER BHYAN          | GSW ADVENTURE     |
| 6. JO ASHISH PUNDORA      | SANTOS          | 14. JE SHARATH KUMAR           | VICTOIRE          |
| 7. JE BALDEEP SINGH       | SAMRAA ALKHALEJ | 15. JE PRABHAKARAN RENGANATHAN | MAREX EXPRESS     |
| 8. JE ANISH KEEGAN MARTIN | GSW FUTURE      | 16. JE PAUL EMMANUEL           | ATLANTIC AQUARIUS |

## MIND YOUR BODY

## Tiny, injectable sensor can provide long – term, unobtrusive alcohol monitoring



Engineers from the University of California San Diego have developed an injectable bio – sensor that can be useful for monitoring alcohol consumption. Designed to consume as little power as possible, the tiny bio – sensor, is a breakthrough in health monitoring as it keeps track of an individual’s intake. It can further aid in long – term alcoholism treatment and perhaps, in preventing drunk driving instances.

Engineers from the University of California San Diego have developed a miniature, ultra low – powered, injectable bio – sensor that has multiple benefits for long – term alcohol consumption monitoring. The chip, is tiny enough to be implanted beneath the surface of the skin. It is unobtrusive and can be powered wirelessly by a wearable device such as a smart watch or a wearable patch.

Today, many devices have been developed with optimum productivity and health in mind. With these gadgets, we are able to measure our heart – rate, count our steps and running distances, breathing, monthly cycles, sleep cycles, stress levels and so many more. In spite of a multitude of technology available to ensure that we live a both efficient and healthy lifestyle, there are no proper, unobtrusive devices that can be used to monitor alcohol consumption.

Usually consumed during social events, celebrations or simply to relax, alcohol, if drunk in excess can result in long-term negative impacts on our physical and mental well-being. It can cause obesity, high blood pressure, heart-related diseases, liver-issues etc and

even struggles with alcoholism. Every individual reacts differently towards alcohol consumption, and this device is poised to provide us with answers towards certain questions that we have about our health.

Although Breathalyzers are a common method available to estimate alcohol levels, it may not be entirely effective as the device measures the amount of alcohol in one’s breath. In the digital age where most gadgets are light – weight, inconspicuous and productive with multiple functions, Breathalyzers are also an obsolete and clunky device. More recent, suitable and promising alternative includes tattoo – based alcohol sensors, however, they are not a long – term option as they are meant for a single – use and can be easily removed. In view of all this, a tiny, injectable sensor would make it easier to follow a course of alcohol - monitoring through extended periods of time.

At an approximate measurement of one cubic millimeter in size, the bio – sensor can be injected under the skin of the interstitial fluid – the fluid that surrounds body cells. The sensor is coated with alcohol oxidase, an enzyme that selectively interacts with alcohol to generate a by – product that can be detected electro-chemically. Electrical signals are transmitted wirelessly to the nearby wearable device, which also works towards powering the chip wirelessly. Additional sensors on the chip measure background signals and pH levels to ensure accuracy in the alcohol reading.

The chip has been designed to consume as little power as possible at 970 nanowatts in total as the engineers did not want the chip to have a significant impact on

the wearable device. They also did not want a lot of heat being generated within the body or to produce a battery that is potentially toxic.

A device like this has promises to benefit society in many ways. It can promote responsible drinking. An individual may be able to monitor his or her alcohol intake and learn their limits to alcohol. This can therefore reduce the impacts that over consumption of alcohol has on one’s health. It can also aid in long – term alcohol - abuse treatments and preventions. It may also reduce inconsiderate drink driving instances, one of the most common causes for road accidents all over the world.

# HAPPY BIRTHDAY!

## CREW BIRTHDAYS

Many Happy Returns to the following on their Birthdays during the month of June 2018!

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
SREENIVASULU NAGELI	10/JUNE	AFRA HAWTHORN	VENKATA RAJESH SEETHAM SETTY	13/JUNE	ST. GERTRUD
MUKESH KUMAR AHUJA	07/JUNE	ERIA COLOSSUS	MAGESH SHANMUGHAM	17/JUNE	FS DILIGENCE
SANJAY NIGAM	12/JUNE	GUNESHLI	SAMUEL RAJESH MOSES VEDANAYAGAM	02/JUNE	ATLANTIC CROWN
TAJ JOSEPH MATHEW	20/JUNE	SANTOS	SUNIL BOOVIGRAM RAJ PRAGASAM	12/JUNE	ATLANTIC LEO
MICHAEL DOROJA CAMPITA	06/JUNE	NEW HORIZON	MOHD HAZRI MORSIDI	13/JUNE	EXECUTIVE STRIDE
AMIT SHARMA	05/JUNE	ALPINE MYSTERY	JOSBEN RODRIGUES	23/JUNE	LUBERSAC
MAHENDRA SINGH	29/JUNE	FS ENDEAVOR	KUMARAVEL SOUNDARARAJAN	12/JUNE	UACC SHAMS
RONAHL D JOSEF ANDAL ACLAN	09/JUNE	ROYAL SAMURAI	NAGA VISHWANATH MUDIGONDA	05/JUNE	KAMOME VICTORIA
DOMINGO PACLIVAR DIAZ	01/JUNE	NEW HORIZON	MANOHARAN RAJALINGAM	10/JUNE	HOUYOSHI EXPRESS II
GANESH NAVINCHANDRA KUNDAPUR	12/JUNE	MARLIN APATITE	UTPALESWAR BEHERA	05/JUNE	GREAT MANTA
AMIT HANS	20/JUNE	MARLIN AQUAMARINE	ANANT BHAGAWANT MARDOLKAR	16/JUNE	PIONEER EXPRESS
RAKESH KUMAR	30/JUNE	LR2 POSEIDON	KYRYLO GREBESHKOV	09/JUNE	EXECUTIVE HONOUR
KARAN DEORA	01/JUNE	ALPINE MIA	INDERPREET SINGH	22/JUNE	MAETIGA
SUNIL KUMAR SINGH	28/JUNE	ADRIATIC WAVE	VAIBHAV VISHWAMBHAR PARAB	03/JUNE	AFRA HAWTHORN
BABIT KUMAR SHARMA	15/JUNE	GOLDEN AVENUE	RUSLAN MOKYEYEV	05/JUNE	EXECUTIVE STRIDE
VISHNU SREEHARI	05/JUNE	HOUYOSHI EXPRESS II	NIDHIN PALIAKKARA DAVIES	01/JUNE	EVER GOLDEN
SAURABH SHASHIKUMAR PALIWAL	03/JUNE	GSW FABULOUS	MOSHAM SHAUKAT	13/JUNE	SALAMINIA
MANISH KHANNA	10/JUNE	FORRES PARK	NAVEEN BIRTY	30/JUNE	AFRAMAX RIO
MARK GLENDON TOLENTINO RAQUEPO	22/JUNE	NEW HORIZON	RAJ KUMAR SINGH	06/JUNE	YAMABUKI
VARGHESE BIJOY	18/JUNE	AFRAMAX RIVIERA	NAVDEEP WALIA	29/JUNE	ALPINE MIA
NITHUN THIKKAL PONNAKKAT	28/JUNE	ST. GERTRUD	GIRISH RAMESH GAWADE	04/JUNE	IVY GALAXY
YOGESH KUMAR	26/JUNE	GREAT MANTA	PRADEEP KUMAR YADAV	12/JUNE	RED EAGLE
KIRAN SUKUMARAN NAIR	16/JUNE	SPRUCE 2	JJO ZACHERIAH	07/JUNE	GOLDEN AVENUE
JUNAID PALLIPUZHA	27/JUNE	SHAH DENIZ	INDRAKIRAN CHOWDARY TALAPANENI	24/JUNE	GSW FORWARD
LEONARDO ARNOCO PINO	24/JUNE	NEW MILLENNIUM	SREEHARI PALAT	25/JUNE	AFRAMAX RIO
ANAND SELVARAJ LOGU	08/JUNE	SANTOS	DILLS JOSE MEMADATHIL	30/JUNE	HOUYOSHI EXPRESS II
NILOY NANDY	01/JUNE	CRIMSON MAJESTY	DHEERAJ KUMAR	17/JUNE	ATLANTIC AQUARIUS
SAMIR KANTI PAL	05/JUNE	MAETIGA	GAURAV KUMAR DALAL	19/JUNE	GUNESHLI
KUNTRAN PUSHPALINGAM	08/JUNE	GRAN COUVA	JEBIN JOSEPH	30/JUNE	AFRA LAUREL

## PUZZLES ANSWERS FOR ISSUE 157

				1	L	O	2	S	E	3	T	O	4	U	C	5	H
6	A		7	P		A		P		A		B		O			
8	N	E	E	D	S		9	I	N	I	T	I	A	L			
	T		R		S			R		L		Q		D			
10	H	Y	P	N	O	T	I	C		11	C	U	R	T			
	O		E		I		T		12	S		I		H			
13	L	A	T	E	N	T		14	S	T	A	T	U	E			
	O		R		G		15	G		R		O		S			
16	G	O	A	T		17	C	A	T	A	P	U	L	T			
	I		T		18	M		S		G		S		A			
19	S	H	O	W	E	R	S		20	G	U	L	A	G			
	E		R		S		E			L		Y		E			
21	D	A	S	T	A	R	D	L	Y								

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

**PUZZLES**

**CROSSWORD PUZZLE**

1		2			3	4		5		6		7
8					9							
				10								
11												
										12		13
14						15						
					16							
			17									
18		19										
20									21			
22									23			

**Across**

- 1 Get – derive (4)
- 3 Believable (8)
- 8 Brilliant and notable success (4)
- 9 Type of paint (8)
- 11 Encircled (10)
- 14 North American mountain lion (6)
- 15 Rush wildly (6)
- 17 Not showing any strain (10)
- 20 Recklessly resolute (4-4)
- 21 Arm or leg (4)
- 22 Trailblazers (8)
- 23 Major Barbara playwright (4)

**Down**

- 1 Backpack (8)
- 2 Fish tank (8)
- 4 North-east Italian Adriatic resort (6)
- 5 Soft Italian cheese (10)
- 6 Allurement (4)
- 7 Sea eagle (4)
- 10 Strength of character (5,5)
- 12 Pessimistic Old Testament prophet (8)
- 13 Weapon firing bolts (8)
- 16 Woodworker (6)
- 18 Vessel that carries passengers or freight (4)
- 19 As well (4)

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

**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.



# 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 – JUNE 2018 TO AUGUST 2018

### SIMS MUMBAI - DG APPROVED COURSES

COURSE	DURATION	DATES
Basic Training for Oil and Chemical Tanker Cargo Operation (BTOCT)	6 days	On Request
Specialized Training for Oil Tanker Course (TASCO)	12 days	26 Jun
Specialized Training on Chemical Tanker Operation (CHEMCO)	12 days	10 Jul
Specialized Training on Gas Tanker Operation (GASCO)	11 days	04 Jun, 25 Jul
Ship Manoeuvring Simulator (SMS)	5 days	25 Jun, 23 Jul

### SIMS LONAVALA STATUTORY - DG APPROVED COURSES

COURSE	DURATION	DATES
Electronic Chart Display and Information System (ECDIS)	5 days	04 Jun, 02 Jul, 06 Aug
Engine Room Simulator - ML	5 days	11 Jun, 09 Jul, 20 Aug
Engine Room Simulator - OL	3 days	18 Jun, 16 Jul, 27 Aug
Free Fall Lifeboat (FFLB)	2 days	05 Jun, 24 Jul, 28 Aug

### SIMS MUMBAI - OFFSHORE COURSES

COURSE	DURATION	DATES
Basic H2S (OPITO Approved)	½ day	On Request
DP Basic (N.I Approved)	5 days	11 Jun, 25 Jun, 09 Jul, 23 Jul, 13 Aug, 27 Aug
DP Advanced (N.I Approved)	5 days	04 Jun, 18 Jun, 02 Jul, 16 Jul, 06 Aug, 20 Aug
DP Maintenance	5 days	Every Monday

### SIMS - VALUE ADDED COURSES

COURSE	DURATION	DATES	COURSE LOCATION
FRAMO Cargo Pumping System (FRAMO)	3 days	04 Jun, 02 Jul, 06 Aug	Mumbai
ME Engine	2 days	On Request	Mumbai
Turkish Straits Dardanelles & Bosphorus (TSDB)	2 days	On Request	Mumbai
Ice Navigation	2 days	On Request	Mumbai
Large Vessel Manoeuvring (LVM)	2 days	On Request	Mumbai
Advance Safety Training on Chemical Tankers - Type 2 (ASCT - Type 2)	3 days	On Request	Mumbai
Marine Electrical Practice (MEP)	5 days	25 Jun, 23 Jul, 27 Aug	Mumbai
Chartworld ECDIS	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
JRC – ECDIS (JAN-7201/9201 JAN-701/901M/701B/901B/2000) 2 days	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
TRANSAS ECDIS (NAVI SAILOR 4000)	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
ECDIS SIMPLIFIED	1 day	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Port State Control & Oil Major Inspections (PSCOM)	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Risk Assessment	1 day	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Incident Investigation	1 day	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Maritime Resource Management (MRM) (All Academy, Swedish Transport Agency Approved)	4 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Furuno ECDIS	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata

### SIMS Advantage

- State-of-the-art training facilities
- Central booking for all courses from Mumbai
- Mumbai campus located at Govandi, barely 20 mins from Seamen's Club
- Reasonably priced accommodation available close to Mumbai campus
- Transportation and hostel facilities at Lonavala
- Online booking facilities on [www.samundra.com](http://www.samundra.com)
- SIMS introduces "Interpersonal & Leadership Skill" one day training.
- SIMS offers Navigational Training on full mission bridge simulator for Dover, Messina, Gibraltar, Singapore and Turkish Straits.
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## ESM NEWS

## Saluting the Heroes of ESM's Quiet Success Story

*"If you take care of the Employees, they will take care of the clients." – Richard Branson*

Our June edition of newsletter brings forth the stories of Ms. Ng and Capt. Vijay from ESM Singapore of their contributions to the growth of the Executive Group of Companies in their own words and the words of their fellow colleagues

### Ms. Florence Gek Tuan Ng

**In 2001, Florence joined ESM as an Executive Secretary. Fast forward seventeen successful years later, she now trains and manages a team of office assistants as an Assistant Admin Manager. With her affable personality, Florence reminisces exuberantly on her journey.**

A decade long career in various other industries and jobs, led Florence to an opportunity in joining the Technical department at ESM in 2001 as the Executive Secretary. Having limited knowledge of shipping, from a prior job in a shipbuilding company, she braced herself in assisting a growing team and company.

#### **It was not an easy job, she recalls**

Her first few years in ESM was really busy as an Executive Secretary since increasingly more ships were undertaken under the company's management. Having already been awarded two International Safety Management (ISM) Codes at the start of its ship management operations, the Company was poised for more responsibilities and raise the bar for the industry. During the early years of her stint, the Crewing, Quality (HSEQA), vetting departments were being set up to offer specialised packages to ESM's clients and she promptly took on her support roles for the various department Managers.

"I knew nothing about Operations and Vetting sector. And with the patient guidance of my then mentor, Captain Nicholas Elisha, I learnt well. Once he moved out, Captain Thomas T. Varghese was appointed. He was my mentor thereon, before the department recruited a full – time secretary, who I trained further to take over the job."

Captain Thomas Varghese, General Manager Vetting & Operations, who worked with Florence for over twelve years now, recalled how she made him feel welcome in his early days of work life in Singapore. "Being the first secretary assigned to me in my role, it was a true pleasure to work with her. She always offered tidbits on local information to get me through." Over the years, he observes how she continues to be efficient as she was a

decade ago. "Florence's encouragement is a great motivation for young secretaries who wish to make Executive an organization to stay with, for long. She is a revered figure by all senior and juniors levels of employees in our organization."

#### **Witness to Company's Progress**

By virtue of her time and contribution in the company, Florence witnessed many milestones achieved by the company. One of the biggest change that she witnessed in the years is the change in handling processes as well as the acquisition of human assets. "Previously," she remarks – "The Company used ERM (Enterprise Resource Management) for its administrative work, but now we have Phoenix, a maritime software suite, which is much more user friendly and advanced." Observing the strength of human resources, she says "We have specialist Technical Support Managers who have been a huge asset to the company with their vast experiences. We now also have a team of admin staff to assist each fleet."

#### **Florence also spoke of a difficult time in the year 2007**

A personal tragedy of the loss of her Father left her distraught and recalls being truly touched by the Management's gesture of condolence as per traditional Chinese culture, which went beyond her expectations. "I found it very special, this kind of concern. I felt valued", she said gratefully.

Being in a Supervisory role, Florence oversees and trains her team of secretaries whilst encouraging them to perform efficiently.

She is definitely a great mentor to her team and known for her tenacity, as observed by Capt Arun Sundaram, Group Director, HSEQA. "Florence is mostly gentle & understanding, but at the same time firm, no-nonsense and tough as nails, expecting efficient job execution by her wards. Intra-departmentally she is extremely co-operative and is the backbone of technical department. She has familiarized, taught and nurtured a number of secretaries who had started off as telephone receptionist."

While Florence commends the various efforts, passion and the dedication of the leaders of ESM to pursue great heights with the company, we commend her energy, enthusiasm and her contribution of seventeen years to ESM.



**"I knew nothing about Operations and Vetting sector. And with the patient guidance of my then mentor, Captain Nicholas Elisha, I learnt well."**

## ESM NEWS

## Capt Vijay Cherukuri

**Moving from ESM fleet to onshore operations in HSEQA, Capt Vijay's career at ESM spans almost two decades. His belief in the company, his passion for delivering results and the opportunities that presented itself with ESM, has made his journey immensely rewarding. Capt Vijay reflected on his many experiences with us during the interview.**

Capt Vijay sailed as a Chief Officer in ESM managed vessel from the year 2000. Having grown in rank and responsibilities in specialised Bulk as well as Gas carriers, Capt Vijay took the opportunity of joining ashore as a Marine Superintendent, the entry level position at ESM Singapore in 2006. The shore team of three in HSEQA, including his line manager, managed a fleet of about thirty vessels at that time.

"Shore job was very challenging as before joining, one hardly understands the scope and volume of the job. There are things that you learn only when you work ashore. Also when the team is lean then challenges are more and one has to multitask much more".

### Transition as a Leader

Capt Vijay, known for his passion towards his assigned duties proved himself highly responsive to challenges. As the team started growing, settling down and being efficient, expectations from the industry kept increasing, he said. By the year 2011, he was at the helm of HSEQA department and was promoted as Manager, Quality. One can sense his passion for the job as he explains "Quality owns the processes, if it fails then we have failed. If it's not working, whoever or whatever be the reason for it. I have failed, my team has failed".

Mr. AK Saxena, Assistant Managing Director, who himself joined ashore after sailing with ESM fleet, witnessed Capt Vijay's journey from the early days of 2003. Whilst Capt Vijay commanded over a Panama Bulk Carrier, Mr. Saxena worked with him onshore as Technical Superintendent of that vessel. He recalls the passion and commitment with which Capt Vijay commanded his vessel, taking pride in doing so. "Later he moved on to commanding LPG Carriers and subsequently moved onshore. I have the pleasure of working with him since then and interact with him on a regular basis. He still exuberates the same passion, commitment and positive attitude towards his work. A very dependable, hard-working and sincere colleague to have."

Capt Vijay however maintains that the biggest challenge in his previous and new roles have been people management. For the process to be successful, people have to believe in it, he remarked.

### Belief in the process

Growing partnership with Industry majors and establishing a trusted name in the business by ESM, meant driving checks and balances as well as coordinating with all the other departments for compliance of evolving industry standards. Capt Vijay however stressed the need to believe in such safety standards and processes, not just following them blindly. We wanted all that to translate not only as completing a checklist but as an improvement of the ships performance or an action that increase ships efficiencies, he said. Having worked with Capt Vijay for over a decade, Mr. Gaurav Dwivedi, Assistant Director- Technical, commends him for his thorough knowledge in the domain, "The Walking Encyclopaedia of Company Shipboard Management System, is an apt elucidation to describe his elephant's memory", he said. Mr Dwivedi also notes his helpful and positive demeanour that adds to his continued growth story in ESM.

### Support Matters

Capt Vijay moved to Singapore with his wife and daughter, for his first shore job (at ESM), and lightly reveals that his family has grown with ESM. He is now a proud Father of two daughters. He also lamented the tough turn of events during his Father's deteriorating health and subsequent death, when he went on leave for two months. The company offered unprecedented support and assistance all through the hardship. He recalled, 'These things matter. These things make it all worth it.'

Concluding our interview, Capt Vijay recognized ESM's effort of providing opportunities for the Indian seafaring community by creating a world class infrastructure for maritime training in India. "This in itself is a great motivator for all our upcoming seafarers" He also believes, "ESM is much better than what they project to be. We have always let our performance speak. Not easy, especially, when others want to manage perceptions, but that is the right way."



**"Quality owns the processes, if it fails then we have failed. If it's not working, whoever or whatever be the reason for it. I have failed, my team has failed."**

## ESM NEWS

## Shell Conducts Security Training on board ESM Managed Vessel

A highly engaging security training focused on piracy with best management practices was conducted on board M.T. GSW Fighter on 14th of May 2018.

Providing industry expertise, Mr. Tim Billows, Shell Vessel Security Inspector and ESM's Captain Vinod Dubey, Senior HSEQA Superintendent, addressed the enthusiastic crew of GSW Fighter, which is currently under Shell time charter. The training included updates on current security scenarios worldwide and was followed by a subsequent Citadel drill with a simulated pirate scenario.

Following the training, the crew was highly energized to uphold appropriate measures in ensuring the safety of the crew, environment, vessel and cargo.



## SIMS Lonavala installs working gangway model of a ship

To establish a better understanding of the gangway used onboard, the Faculty and cadets at SIMS Lonavala have constructed a working model of a ship's gangway. The demonstrative system is relevant for crew courses such as ISTR and was designed and assembled by the Seamanship, Welding and Fitting instructors.

Congratulations to all who contributed to this innovation at SIMS Lonavala!



The team behind the invention: Rahul Khamkar (Seamanship Instructor), Santosh Tapkire (R&D), Shrikant Khole (Seamanship Instructor), Navnath Dabhade (Fitting Instructor), Pravin Bhole (Machine Shop Instructor), Vivek Borde (Fitting Instructor), Nilesh Lonkar (Carpentry Instructor), Parasnath Sharma (Welding Instructor), Deepak Parab (Welding Instructor), Capt. Deepak Tamras (CIC Nautical), Capt. Subendhu Hati (Dean Nautical)



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