



MAIN NEWS

Onboard Mooring and Machinery campaign draws to a successful end

Executive Ship Management's onboard campaign on Navigation & Mooring Safety and Machinery Space Safety campaign successfully completed its course this April with active participation from seafarers onboard. Launched in January by the HSEQA team and in line with the company's safety-first goal onboard, it aimed at identifying and rectifying any deficiencies in Mooring and Machinery space aspects.

Observing that majority of injuries and third-party deficiencies in the maritime industry were often attributed to improper maintenance of moorings and machinery, the campaign sent out

training materials and targeted tasks allocated to crew members of specific ranks. To participate, a designated deck officer and rating imparted training to all deck personnel on the 'topic of the month' on a fortnightly basis.

This allowed to enhance the knowledge, communication and confidence of crew in relation to the respective topics and key areas. At the end of each month, Masters and Chief Engineers also sent a campaign feedback with a 'selfie of the month' as an effort to achieve continued engagement. The campaign received much praises from vessels. Several Masters wrote that the campaign made them re-evaluate the necessary precautions taken prior to calling an unsafe or exposed berth.

In his feedback, Master of Vessel Azeri Gas, Captain. Bigu Kumar wrote, "I would like to express my vote of thanks for conducting such

Continued on Page 5

ESM NEWS

Challenges of crew changes : ESM continues to persevere

While countries around the world are slowly easing domestic movement, international travel and border restrictions for foreign nationals continue to be in place. Most commercial flight networks are still not operational, with few being granted only limited permits by select countries.

Provisions for seafarers signing off/on made by some countries such as India and Singapore do not facilitate for a regular crew changeover and in fact are attached with terms and conditions that prove quite as challenging. The Maritime Port Authority, Singapore, states in its circular dated 22nd May'20, that crew change will be allowed under special circumstances such as expiry of contract with no guaranteed extension granted by flag state, compassionate grounds or medically unfit. It also states that "the crew must be transferred directly between the ship and point of arrival/departure in Singapore".

Continued on Page 7

SAFETY MOMENT OF THE MONTH

Vessel experiences blackout in restricted waters



A tanker in ballast left its berth in a river estuary under pilotage. After leaving, speed was gradually increased and

adjusted until a rate of nearly 10 knots was achieved. Within twenty minutes into departure, a power blackout occurred. Power could not be started, and the vessel's speed began to reduce so much that steering became hard.

The port anchor was dropped (vessel speed 5.3 knots), and about two minutes later the starboard anchor was also let go (vessel speed 3.8 knots). The vessel stopped safely within a few minutes. Soundings were taken around the bulbous bow and confirmed the ship had not grounded. No changes were observed in the vessel's tank soundings, and no-spill or leakage was observed.

Lessons learned

- Have your anchors at the ready when navigating restricted waters.
- Be aware that anchors can be pulled from the ship if the speed is too high.
- If emergency anchoring is necessary, ensure the crew are well clear of the chain as it pays out. Ensure all crew is wearing the proper PPE.
- Forward anchor party should be stand by when the vessel is transiting through the restricted water.
- Standby Generator to be Auto/standby mode.
- During river transit, two generators should be running in parallel.



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Letter from ESM

Covid or no Covid, here we are again with the latest newsletter of the month of June. In fact, barring few regular features like take over of new ships under the management, which have obviously been deferred due to the travel bans and lock outs around the globe we have brought in rest of the monthly information and stories for our readers- just as usual.

We greatly appreciate all our dedicated seafarers who have had extended tenure on board and understand the uncertainty and frustration of not having a concrete day of sign off in sight. However, I would also like to appreciate the concern for those who have been stranded at home and have to forego their NRI status or earnings till they could be returned to the next course of duty on board.

Indeed it has put us, those in the shipping industry, in the corner too and one issue that is in the mind of the organisation round the clock is the safe repatriation of crew on board our ships. The crux of the problem lies in individual government around the globe reluctant to open their borders for the risk of bringing in international flights with passengers from Covid infected countries. Its understandably a concern as the countries are struggling to get a grip over the raging infection with no remedy for the virus except quarantine and taking measures against spreading.

We prepared a report on the challenges of crew changes keeping in view the plethora of new rules and regulations that we need to comply to, in order to plan a crew change anywhere in the world. Some are near impossible while most are not possible to penetrate so far. Please read through for an update compiled by our team from various govt. notices received.

In this respect, I call upon the entire ESM family - be at sea or ashore for a big laud of applause for those staff in the Crewing and Technical department who are in the fore front of finding solutions for this vexed situation. Tirelessly they have been coordinating with various govt, non-govt, shipping agents and others to check and be informed on the latest possibilities of crew changes wherever ESM ships are trading whilst counselling and assuring any crew member that he will be signed off the first opportunity that appear in the horizon.

We are absolutely delighted to announce the results of the COVID poster competition. In fact, the long list of the Editor's pick indicate the overwhelming response and tough competition for the winners. Hearty congratulations to all participants and we do hope the enthusiasm will continue for the next competitions as well.

We are also pleased to include a regular article on Commercial matters which Capt. Dubey from Adhart- the commercial arm of Executive Group, has kindly agreed to write keeping in view this is an important area normally pushed out to the periphery while technically managing a vessel. Overall, though Covid has brought a whole of changes in our lives which is going to last even after it may have gone. But the fact will remain that as human beings, we would still require to be healthy, safe and secure in the environment we live in.

Be safe and remain healthy on board and ashore, wherever you are...



TECHNICAL NEWS

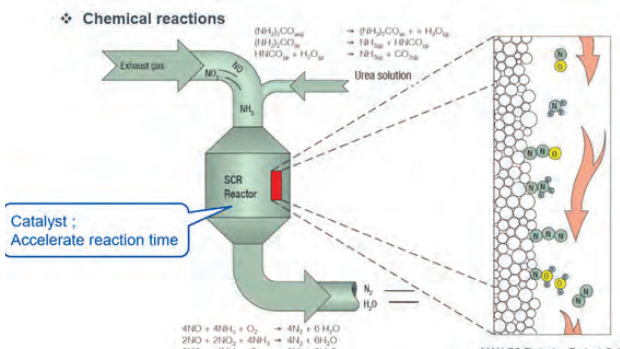
SELECTIVE CATALYTIC REDUCTION (SCR) UNIT - Operating challenges

MARPOL Annex VI NO _x emission limits				
Tier	Date	NO _x Limit, g/kWh		
		n < 130	130 ≤ n < 2000	n ≥ 2000
Tier I	2000	17.0	45 · n ^{-0.2}	9.8
Tier II	2011	14.4	44 · n ^{-0.23}	7.7
Tier III	2016†	3.4	9 · n ^{-0.2}	1.96

† In NO_x Emission Control Areas (Tier II standards apply outside ECAs).

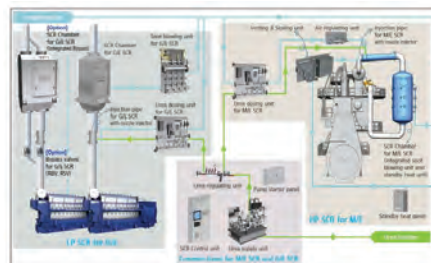
Many of the Newbuilds in our management are fitted with the SCR technology to deal with reduction of Nitrous Oxides and comply with Tier III applicable to all vessels with keel laying date on or after January 1, 2016 with an engine output of ≥130kW.

The basic system layout is as below. The exhaust gas stream is passed through SCR chamber where Urea is dosed. It breaks into Ammonia and Carbon Dioxide. This Ammonia reacts with NO_x in Exhaust stream to form Nitrogen and water in presence of catalyst, as below:



A nanomaterial called pillared interlayered clay (PILC) is used as a catalyst, having unique properties of high thermal stability, extended pore size, strong surface acidity, etc., which are found attractive for catalytic decomposition, oxidation and adsorption of pollutants in gaseous phases.

For proper working of SCR, temperature of flue gas before catalyst shall be maintained above 2800 C for 0.1% Sulphur fuel and 3250 C for 3.5% Sulphur fuel. Below these temperatures, Ammonium Bi Sulphate (also called ABS) can condense and accumulate on catalyst & its pores. Similar risk is expected downstream of exhaust pipe in particular conditions.



Hence the next step is to achieve the desired temperature and proper quality of NO_x reductions.

What happens if the temperatures are not maintained? The system would go into standby mode without Urea dosing taking place. A few other similar conditions, when dosing is stopped are:

1. Minimum operating temperature for Urea injection is not maintained
2. Maximum operating temperature of SCR system is encountered
3. Very low load operation and rapid load changes are taking place

The above conditions are called Auxiliary Control Devices (ACD) and are included in NO_x technical file approved by the flag administration.

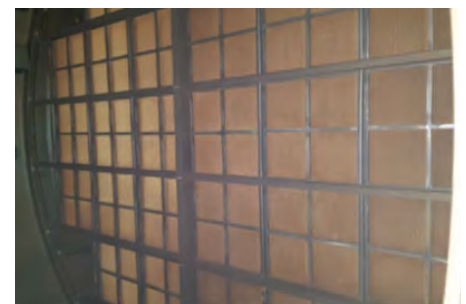
It is mentioned in regulation 13.9 and defined in 2.4 of MARPOL Annex VI and explained in MEPC.1/Circ.854 that, according to Tier and on/ off status due to ACD shall be recorded in Engine Logbook and should not be considered as a non-compliance.

Further as we have been gaining experience in operating of the SCR equipment, we encountered a few teething issues.

4. Solidified Urea deposits in piping system, control valves, flow meters & orifices
5. Accumulation of solid Urea deposits in the exhaust stream after prolonged period of operation.

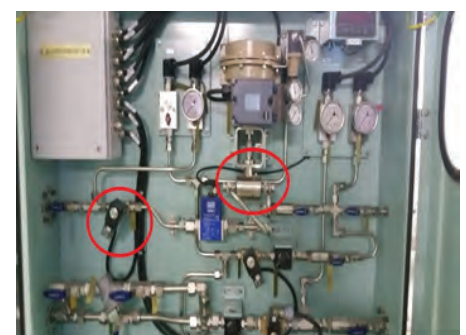
A) Cracking/ Discolouration of Honeycomb structure:

Ammonium Bi-Sulphate (ABS) resulting from Ammonia slip or wrongly adjusted timer setting could lead to excessive deposits and could be a cause of concern. Additionally, one of the reasons is improper soot blow interval or malfunctioning solenoid valve of soot blow units. Depending on size of catalyst, there are 9-18 nos. of soot blow nozzles placed in the system and any leakage/ blockage could result in lack of clearing the deposits after reduction reaction. Extreme care should be exercised for purging and maintenance of heat gradient along with regular checks for vibrations, to ensure the Honeycomb remains in good order throughout.



B) Solidified Urea deposits in piping system, Control valves, flow meters & orifices:

All lines shall be cleared with air, blown after operation to prevent any accumulation of deposits. If lines are left with accumulated Urea in the system, these could leak to block the minute orifices in the measuring and flow regulating system. Once deposits are accumulated, operator would be faced with erratic response of the system.



COMMERCIAL NEWS

Letters of indemnity (LOI) to discharge cargo without original bills of lading:

A significant risk for a shipowner

"I do not have the original Bill of lading (B/L) on board. Am I allowed to discharge cargo to someone at discharge port who does not present original B/L? Is it not a big financial risk? What if this is fraud?" This is a genuine doubt in the Master's mind and for two reasons: Firstly, "Original B/L is the only authenticated document to prove cargo ownership". This is drilled through various maritime courses; and secondly, bearing in mind that "a fully loaded VLCC could carry about 100 million dollars' worth of crude oil", the financial risk is huge.

But the truth is, discharging cargo without presentation of an original B/L, has become a reality of international trade. Delays in the documentary chain, and onward sales of the load in transit, often means that original bills of lading (Bs/L) may not be available when the ship reaches the discharge port. In this, the shipowner agrees to deliver the cargo in consideration of receiving a Letter of Indemnity (LOI) from their charterer/receiver. While the practice is familiar, familiarity can sometimes lead to complacency.

In this article, we highlight four significant risks involved with LOI, which crew should be familiar with so that they act cautiously to minimise risks:

Misdelivery of cargo: B/L acts as a "key" to

the warehouse which, when available at the discharge port, is presented to the Master to release the cargo to the "holder" of B/L. Where such a "key" is not available at the discharge port, it must be noted that an LOI will not absolve the shipowner from liability if the cargo is delivered to the wrong party. Hence, the Master should verify the identity of the party who requests cargo delivery by referring to the LOI. A good practice for Owners is to try and obtain ahead, the name and ID of the person who will attend the ship for delivery on behalf of the party named in the LOI. Master should not deliver cargo based on LOI unless he has received specific instructions from owners to do so. He should not be lulled into complacency and must clarify every time with owners, whenever in such a predicament.

No insurance cover: The liabilities arising as a consequence of misdelivery are not covered under all P&I Club rules unless expressly agreed such as Extended Cargo Cover. This includes cover for delivery of cargo without production of the Bill of lading or at a port other than that stated in the Bill of lading. Hence, P&I clauses should be checked. In the absence of such cover, the owner should be aware that there will be no help from P&I concerning delivering cargo against an LOI.

The wording of the LOI: There is a standard LOI wording provided by P&I clubs' International

Group (IG). However, the language must carefully be checked on the prevalent scenario to ensure that Owners are not placing too much risk on their shoulders. For example, "agree to discharge" is less risky as opposed to "agree to deliver" cargo. Once agreed, it is critically important to adhere to the LOI wording.

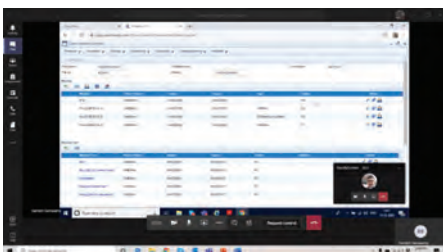
Creditability of the party providing the LOI: A claim under LOI is not secured by any right of lien over cargo. The LOI may stand in place of P&I cover. As the LOI intends to provide security against significant claims such as cargo misdelivery etc., owners need to scrutinise the credibility of Charterers issuing the LOI.

With changing times, electronic BL is replacing paper. In contrast to paper bills of lading, the risk of an electronic BL (E-bill) not being available at the discharge port to enable cargo discharge is remote. As a consequence, the numbers of LOIs issued have dropped dramatically. However, the practice of delivery of cargo without presentation of original paper bills of lading is here to stay.

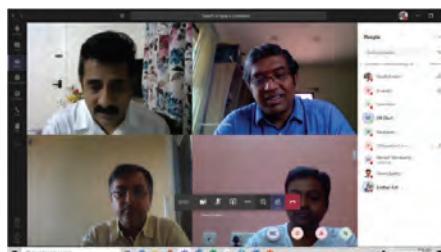
It is therefore crucial that Owners and Masters (as their representative onboard) remain vigilant with the correct procedures for delivery of cargo as well as with familiarity and adherence to Charterparty clauses and LOI wording. Shipowners should actively weigh up the counterparty risk of accepting an LOI.

ESM NEWS

Remote internal audit conducted at ESM Chennai



ESM field office in Chennai were successfully remote audited by SIMS Mumbai in the month of May. Continuing from the success of leading the remote external TMSA audit done in the previous month at the Singapore office, ESM is geared for interlacing its processes with technology.



In line with company's process for 'Audits and Inspections', thorough preparations were made by both teams to ensure a smooth run. Data was presented with the assistance of in-house developed software, Phoenix. ESM Audit checklist was utilized and additional images were shared via high definition cameras. The remote audit was a seamless and timely experience

via the Microsoft Teams platform share-screen mode. Phoenix played a vital role in meeting the objectives of the audit.

Remote audits are becoming increasingly common as they have multiple benefits such as allowing for global communication and increasing access to a wide range of information and data. Remote audits may find more application in the global maritime industry as we adjust to a new normal during and after the COVID-19 pandemic.

Congratulations to the auditors from SIMS Mumbai, Mr. Shirish Kumar and Mr. Avishkar Thakur and the auditee team from ESM Chennai led by Mr. A. K. Sridhar for the success completion of the requirements.

ENVIRONMENTAL NEWS

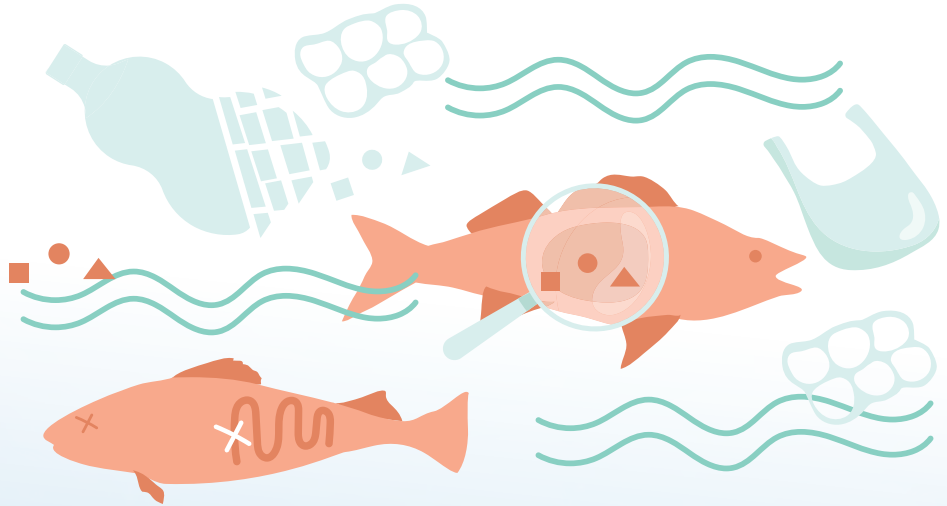
Highest level of microplastics found on seafloor

Between 4.8 million to 12.7 million tonnes of plastic enter the ocean each year polluting water bodies such as rivers, streams and the ocean thus affecting the underwater environment and eco-system of marine creatures. At present, microplastic or plastics under five millimetres in length has become an issue as studies are finding micro-plastics in the air, on the top of mountains, in marine animals and even in a piping hot cup of tea!

Adding to this, a study conducted by the University of Manchester, National Oceanography Centre, and Durham University from the United Kingdom, the University of Bremen in Germany, IFREMER France found the highest levels of microplastics recorded on the seafloor with up to 1.9 million pieces in a thin layer covering just 1 square metre. The study further showed deep-sea currents acting as conveyor belts, transporting tiny plastic fragments and fibres across the seafloor.

To conduct the study, researchers collected samples from the seafloor of the Tyrrhenian Sea. This was combined with calibrated models of deep ocean currents and detailed mapping of the sea floor. Microplastics were separated from sediments, counted under the microscope, and analysed using infra-red spectroscopy. This allowed for the types of plastics to be determined and to show how ocean currents controlled the distribution of microplastics on the seafloor. Microplastics found were fibres from textiles and clothing.

Researchers found that currents concentrate microplastics within huge sediment



accumulations, which they termed 'microplastic hotspots'. These hotspots are the deep-sea equivalents of 'garbage patches' such as the Great Pacific Garbage Patch formed by currents on the ocean surface. In the ocean they either settle slowly, or can be transported rapidly by powerful underwater avalanches in the deep sea. These currents carry oxygenated water and nutrients thus the eco-systems in these hotspots can consume or absorb these microplastics.

Studies have shown that microplastics can harm marine eco-systems. Due to its size, these plastic fragments are easily available for ingestion by marine habitants inadvertently harming their health. Experiments have also shown that microplastics damage aquatic creatures as well as turtles and birds. They block digestive tracts, diminish appetite and feeding behaviour thus reducing growth and reproductive output. Some species eventually end up dying. Furthermore, microplastics can absorb pollutants from the

surrounding environment, such contaminants and toxins include diethylhexyl phthalate, cadmium, mercury etc. These contaminants and toxins are inevitably transferred into the food chain.

While the impact of microplastics on humans has yet to be ascertained by science, we can indeed conclude that indirectly ingesting such toxins may result in health issues. In the recent months, countries around the world have declared war banning single – use plastics such as plastic bags and straws. As of July 2019, more than 127 nations have banned or taxed the usage of this material.

Although the impact of this measure remains to be seen, research findings have indeed shown that more needs to be done. With its growing prevalence in our environment and the marine eco-system, there is a pressing need to address plastic pollution now.

MAIN NEWS

Onboard Mooring and Machinery campaign draws to a successful end - Continued from Page 1

a smooth campaign. It helped many ship staff understand the salient features in the various Navigational and Mooring aspects. Junior staff also gained a quick refresher in these concepts. The campaign involved them in an effective manner which saw a positive behavioural change while handling such jobs."

At Executive, ensuring the safety of our crew, vessel and the environment is of utmost priority. As such, we are constantly striving to educate and empower our seafarers, regardless of their ranks, to inculcate excellent standards of safety while sailing. Full results of the campaign will be released in mid-June by the HSEQA department

to all vessels via the Internal Circular.

Our heartiest congratulations to the HSEQA department for yet another successful campaign run. Additionally, we would like to thank the Masters and Chief Engineers for expressly encouraging crew participation and for their feedback.

MIND YOUR BODY

Study finds blood sugar control may help improve COVID-19 outcomes for diabetics

Type 2 diabetes is a chronic, metabolic disease characterized by elevated levels of blood glucose (or blood sugar). According to the World Health Organization, over 500 million people worldwide have Type 2 diabetes. As the world grapples with the COVID-19 pandemic, early research and mortality rates have substantiated that people with this condition are at greater risk of a poor outcome if infected with COVID-19.

Further examining the impact of COVID-19 on a person with diabetes, a new study conducted by researchers from the National Key R&D Program of China, the National Science Foundation of China and other research centres have found COVID-19 patients with controlled blood sugar fared better in comparison to those with poorly controlled blood sugar. Blood sugar refers to main sugar or the amount of glucose present in your body. It is also commonly referred to as blood glucose.

The study examined over 7000 confirmed COVID-19 cases in the Hubei Province, China. Nine hundred fifty-two patients had Type 2 diabetes. Of these, 282 had well-controlled

blood glucose while 528 did not. Data revealed that these patients required more medical interventions. They were found to have significantly higher mortality rates at 7.8% and a greater incidence of multiple organ injury.

Those with well-controlled blood sugar were faced significantly lower mortality rates in comparison to those whose blood glucose was poorly controlled. They were also found to have required fewer medical interventions such as supplemental oxygen, ventilation and had fewer health complications. The findings show controlling of blood glucose can act as a practical approach to improving the prognosis of patients with Type 2 diabetes diagnosed with COVID-19.

Hence, people with Type 2 diabetes should keep reasonable blood sugar control throughout the pandemic as well as after. Blood glucose (commonly known as blood sugar) is a sugar that the bloodstream carries to all cells in the body to supply energy. Maintaining normal levels plays an essential role in avoiding long term health issues, weight management and feeling good.

Diabetics need to maintain proper blood sugar levels. Improperly managed blood sugar levels can weaken immune systems and lead to severe

damage of the heart, blood vessels, eyes, kidneys and nerves over time. The main source of blood sugar levels comes from our diet. Blood sugar targets differ for individuals with diabetes at various times of the day. Those who are seeking treatment should have a recommended blood sugar target provided by medical professionals.

Health authorities recommend that changing one's lifestyle is the best way to manage blood sugar levels. Eating a healthy diet with plenty of fruits, vegetables, maintaining a healthy weight and getting regular exercise will help tremendously. Other tips for controlling blood sugar include:

- Keep a log of your blood sugar readings from your monitor.
- Eating at regular times and not skipping meals.
- Choose foods lower in calories, saturated fat, trans fat, sugar, and salt.
- Track your food, drink, and exercise (for weight management and blood sugar control).
- Increase dietary fibre intake
- Drink water instead of juice and soda
- Drink unsweetened versions of hot beverages such as tea and coffee

ESM NEWS

Digital delivery of courses at SIMS

The Samundra Institute of Maritime Studies (SIMS) has successfully moved towards digital learning with Virtual Classroom Training Courses for cadets as well as other post-sea courses such as offshore 'DP Induction' and 'H2S Theory'.

The first-ever 'Virtual Classroom Training' with courses specific to navigation, engineering and HSE was launched on 06 April 2020 for cadets and seafarers. Meanwhile SIMS Mumbai launched 'DP Induction' and 'H2S Theory' online offshore courses with approvals from the Nautical Institute, UK and in line with the Technical Circulars for the Conduct of Online Classes from OPITO, UK.

Amidst the global pandemic, online training for SIMS cadets and seafarers continue to be delivered with no compromise on learning

objectives. The four pre-sea streams in SIMS (DNS, B Tech (ME), GME & ETO) have proceeded with training via the in-house learning management system - "Blended Learning, made available digitally. It is a unique tool that combines visual, audio and kinesthetic for an immersive learning experience for any level of learner and are guided by a faculty facilitator thereby ensuring active engagement.

To ensure efficient virtual delivery, faculty members underwent training by familiarizing themselves with the virtual classroom platform. They identified courses, developing suitable in-house content for virtual delivery bearing in mind the specific requirements of the STCW, Indian Administration, Indian Maritime University. The Faculty successfully completed 'Train the Virtual Trainer Course' before preparing the Blended Learning System for digital delivery.

Besides the virtual classroom, SIMS have been using its robust digital platform - Electronic Performance Support System (EPSS) that hosts over 100 short duration courses covering various aspects of ship operations. For seafarers (post sea) of all ranks, these courses are accessible from the comfort of their homes. This digital platform has been developed and regularly updated by a dedicated team of experts from SIMS and Executive Ship Management (ESM).

Virtual classes for cadets and seafarers continue to be conducted effectively and in a streamlined manner aligned with regulations and precautionary measures advised by government and health authorities. The 'DP Induction' course at SIMS Mumbai continues to be available till 30 June 2020. For more information on offshore courses online, please write to dp@samundra.com or post sea courses write to training.sims@samundra.com.

TECHNICAL NEWS

SELECTIVE CATALYTIC REDUCTION (SCR) UNIT - Operating challenges - Continued from Page 3

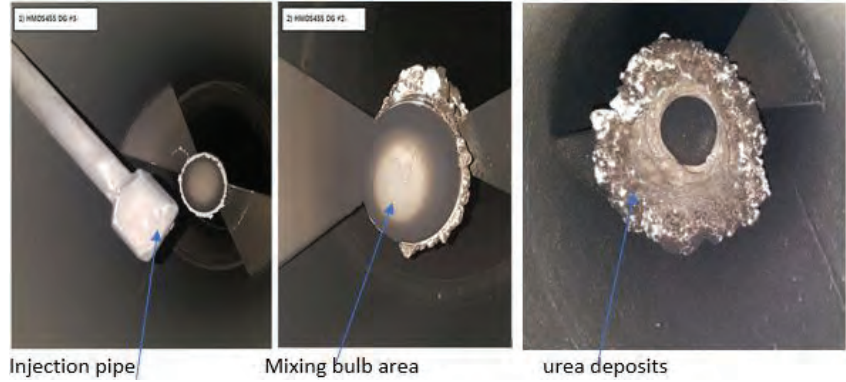
C) Accumulation of solid Urea deposits in the exhaust stream/ Reactor outlet valves after prolonged period of operation.

Commonly found in AE SCR exhaust valves, clogged by Urea deposits, on the valve and near the diffuser vanes.

After carrying out fluid analysis, it was suspected that Urea deposition might have taken place because of localized low temperature at specific

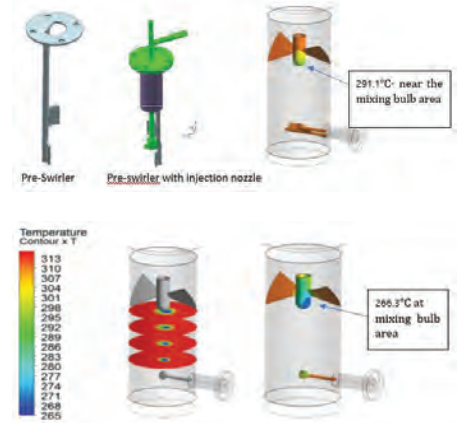


Deposits in the exhaust pipeline and valves



area where mixing bulb is located. The temperature of exhaust gas is (at times during the conditions of ACD as mentioned above) about 2660 C, which is a little higher but quite close to Urea deposit formation temperature of 2500 C.

- In order to improve the localized temperature at mixer bulb area, the pre-swirler is designed to improve better diffusion efficiency and longer Urea flow travel time.
- As the result of twin-tumbler design concept, analysis shows high & safe enough temperature away from Urea deposition at mixer bulb area (291.1) by the pre-swirler with inj. nozzle



ESM NEWS

Challenges of crew changes : ESM continues to persevere - Continued from Page 1

However, due to non-operation of flights this is practically not possible.

Similarly, the approved protocol for disembarking in Indian ports as per DG Shipping circular dated 22nd April'20, include a multitude of procedures such as health declaration, undertaking the Covid 19 test and remaining in 14 days quarantine if seafarer has arrived from any foreign port within 14 days of departure. Upon clearing the Covid test, the seafarer is issued a transit pass (for travel by road) for a fixed route with a date validity. Few domestic flights that reportedly resumed operations in select cities of India last week (25th May onwards) fraught with unpreparedness at the airports, chaos and last-minute cancellations.

Few ports around the world where crew change is commonly conducted continue to have measures with limited solutions. Latest announcement by the Sri Lankan Ports Authority on the 28th

May'20 states "the total number of seafarers present in Sri Lanka at any given time shall not exceed 120". It further states that crew member due to sign off a ship shall arrive not more than 7 days prior to the scheduled departure flight. Similarly, other ports such as Korea, few European countries (Netherlands, Belgium etc.), where sign off may be allowed provided seafarer directly exits the country from ship to airport. However, this provides little respite as there is no guarantee of repatriation due to the lack of international flight availability. While most other countries such as Turkey, UAE continue to not accept any disembarkations.

Nevertheless, the ships calling India have increasing chances of crew changes in certain ports and during recent weeks the company has conducted few crew changes in ports like Sikka, New Mangalore and Mumbai. Additionally, crew changes in Hazira and Krishnapatnam

ports are underway as of now.

Needless to mention, situation for travel is far from conducive and the matter of crew changeover complicates further in international ports due to immigration rules and regulations. In fact, the pursuit for chartering flights for crew change have been met with reluctance from authorities as it involves seeking approvals from multiple ministries/organizations and coordination with governments of the departure and arrival ports. The one-off case where a chartered flight was reportedly approved was to carry the 20-member crew for a yard delivery.

At ESM, we are ready with our replacement crew to relieve our onboard seafarers in signing off. Meanwhile, we continue to monitor the situation and follow the government directives for a safe repatriation in bringing our crew home.

Staying Mindful and Stress-free

Fresh, frozen or canned fruits and vegetables: Which has the most nutritional value?



The intake of fruits and vegetables is imperative towards maintaining a balanced and nutritious diet. Health advisories generally encourage us to consume these items as fresh produce. However, these produces are also sold as products with longer shelf life via canned and frozen food. Such items are consumed as a part of our diet for various reasons and onboard vessels as well. By consuming produce with longer shelf life, are we compromising nutrition for convenience?

In most cases, fruits and vegetables are picked before they are ripe. This allows them time to ripen during transportation fully. As a result, the produce has less time to develop a full range of vitamins, minerals and natural anti-oxidants. Fresh produce also starts degrading as soon as it is picked from its source of nutrients.

Frozen produce

Refrigerating produce slows down the process of nutrition degradation. However, the rate at which nutritional value is lost varies between products. In this process, some nutrients such as Vitamin C can be lost to oxygen and light. A 2007 study conducted by the University of California, Davis, reviewed the nutritional content of fresh, frozen fruits and vegetables. It was found spinach loses 100% of its Vitamin C content within seven days if stored at room temperature. If refrigerated, it lost around 75%.

In contrast, carrots lost 27% of their Vitamin C content when stored for a week at room temperature. When frozen, these vegetables lost lesser Vitamin C. Spinach, for instance only lost 30% of Vitamin C. This is because freezing such produces paused the process of oxidation.

Often before the product is frozen, it is blanched or heated up at high temperatures to inactivate enzymes that may degrade both colour and texture during the freezing storage process. This may result in the loss of water-soluble vitamins and nutrients such as B- Vitamins, folic acid and Vitamin C. The extent of nutrient loss varies depending on the vegetable and length of blanching. Studies have found that losses range from 10 – 80%. Fruits do not undergo blanching as their textures can be significantly affected. Instead, they are treated with ascorbic acid (a form of Vitamin C) or added sugar to prevent spoiling.

Canned content

Although some nutrition is lost in freezing, it pales in comparison to the loss from canning which utilises intense heat treatment. The above mentioned 2007 study found foods with fat-soluble vitamins E and A such as carrot and tomatoes fared better under heat treatment. Some vegetables have phytochemicals that are enhanced further by the canning process. This means getting more of that nutrient such as beta-carotene and lycopene, nutrients found in

pumpkins, carrots and tomatoes.

Canned food, however, has some less than desirable content such as high amounts of salt or sugar. It should not be dismissed due to this canning can improve the safety of foods, especially for those prone to harbouring pathogens.

Between canning and freezing, the latter is, without a doubt, the better option. In comparison to fresh produce, the nutritional content can sometimes be higher. While fresh fruits and vegetables are generally recommended, one should not dismiss the benefits that both canned and frozen produce have to offer.

Recommendation

Including only one form of fruits or vegetables over another ignores the benefits that each produce form provides and limits choice. Ultimately it does not matter whether these produces are canned, frozen or fresh as long as we receive the nutrients that our body requires for optimal function.

Nutritionists recommend that a diet should include a variety of fruits and vegetables even in canned, frozen, dried or 100% juice. This will increase the options in the diet and add interest to meals and snacks. Additionally, do opt for tinned or canned fruit and vegetables in natural juice or water with no added sugar or salt.

Five benefits of reading

Due to the present global situation, life as we know it has come to a standstill. From a hectic life, many have suddenly found themselves with more time on our hands. Take this time to take up and explore various productive hobbies that will keep you engaged and thoroughly entertained. Reading is one such activity that stands to benefit individuals of all ages with the following:

1. Improves knowledge and communication skills

Reading improves one's knowledge. The more one reads, the more their understanding of people, places, things and the fluency of the language they are exposed to improves. This inevitably makes way into everyday life; being articulate and well-read improves your self-confidence and esteem and communication skills. The latter is a soft skill that is highly regarded by employers. Aspiring writers too learn to craft their own stories and writing styles by reading works of others.

2. Strengthens brain networks

Reading involves a complex network of circuits and signals in the brain. Studies have found that as reading abilities mature, these networks become more robust and more sophisticated. A study in 2013 used MRIs to measure the effect of reading a novel on the brain. As tension built in the story, more areas of the brain lit up with activity. Scans showed during the reading period and days after; brain connectivity increased significantly in the somatosensory complex, the part of the brain that responds to pain and movement.

3. Helps prevent age-related cognitive decline

The brain requires exercises to keep it strong and healthy. The National Institute on Aging in the United States of America recommends reading books and magazines as a way to keep

your mind engaged as you grow older. Furthermore, studies have shown that the mental stimulation provided by reading keeps brains active, thus enabling it to slow the progress of or possibly prevent age-related cognitive declines such as Alzheimer's or Dementia. The earlier this habit is cultivated, the better.

4. Reduces stress

Studies have found that merely 30 minutes of reading is enough to lower blood pressure, heart rate and psychological feelings of distress just as effectively as yoga and humour. A great story can also provide a wonderful escape. Also, the subject one is reading about, such as spiritual texts or self-help books can bring inner peace and tranquillity. Reading is also an excellent way to cultivate a regular sleep routine. Doctors often recommend those with trouble sleeping to read a book on print.

5. Increases ability to empathise

Research has shown that people who read literary fiction or stories that explore the lives of characters show a heightened ability to understand the feelings and beliefs of others. This is known as "Theory of mind" a set of skills essential for building, navigating, and maintaining social relationships.

*"Reading gives us
someplace to go
when we have to
stay where we are."*

– Mason Cooley

How to work out without going to the gym or using equipment

Seafarers who are currently onboard may not necessarily have the appropriate equipment to exercise. However, when there is a will, there is indeed a way. Your body is the best tool to get a great workout without equipment!

Body weight training exercises or moves that force you to push or pull your own weight can easily tone your physique and add muscle definition. An added advantage is that such training can also help navigate through daily activities such as practicing good posture or carrying heavy machinery etc.

Do include these four exercises into your routine.

1. Squats

Squats are a well-known and crucial, all-rounder workout. It builds leg muscles, glutes and back muscles. It also helps with balance, promotes circulation and burns more fats compared to other exercises due to muscle gain.

2. Lunges

Lunges are unilateral exercises. Apart from improving strength, this exercise increase balance and coordination. A proper lunge posture can also help improve core and abdominal muscles which will help for those dealing with lower back pain.

3. Planks

Planks are a favourite no equipment exercise. They have many variations and can be done anywhere. Planks strengthen the core and increases muscle definition. It also helps improve posture, alleviate back pain and heightens metabolism rate.

4. Push - Ups

Push ups are a fast and effective exercise for building upper body strength. They focus on pectoral muscles and shoulders. This form of exercise can also assist the lower back and core muscles.



Staying Mindful and Stress-free

Three breathing exercises to bust stress

Breathing exercises have multiple benefits. They are a great way to decrease stress, relax your mind and sleep better. Other benefits include acting as a natural painkiller, improvement of digestion, blood flow, energy level and posture.

Here are some easy breathing exercises for you to practice:

1. Belly Breathing

Sit or lie flat in a comfortable position. Put one hand on your belly just below your ribs and the other hand on your chest.

- Take a deep breath in through your nose, and let your belly push your hand out. Your chest should not move.
- Breathe out through pursed lips as if you were whistling. Feel the hand on your belly go in, and use it to push all the air out.
- Do this exercise 3 to 10 times. Take your time with each breath.
- Notice how you feel at the end of the exercise.

2. 4-7-8 Breathing Technique

Before starting the breathing pattern, adopt a comfortable sitting position and place the tip of the tongue on the tissue right behind the top front teeth. To use the 4-7-8 technique, focus on the following breathing pattern:

- Exhale and empty lungs of air
- Breathe in quietly through the nose for four seconds
- Hold your breath for seven seconds
- Exhale forcefully through the mouth, pursing the lips and making a “whoosh” sound, for eight seconds.
- Repeat the cycle up to four times.

3. Roll breathing

Roll breathing helps you to develop full use of your lungs and to focus on the rhythm of your breathing. You can do it in any position however it is recommended to lie on your back with your knees bent.

Note: Some people get dizzy the first few times they try roll breathing. If you begin to breathe too fast or feel lightheaded, slow your breathing. Get up slowly.

- Put your left hand on your belly and your right hand on your chest.
- Practice filling your lower lungs by breathing so that your left hand goes up when you inhale and your right hand remains still. Always breathe in through your nose and breathe out through your mouth. Do these 8 to 10 times.
- When you have filled and emptied your lower lungs 8 to 10 times, add the second step to your breathing: inhale first into your lower lungs as before, and then continue inhaling into your upper chest. Breathe slowly and regularly. As you do so, your right hand will rise and your left hand will fall a little as your belly falls.
- As you exhale slowly through your mouth, make a quiet, whooshing sound as first your left hand and then your right-hand fall. As you exhale, feel the tension leaving your body as you become more and more relaxed.
- Practice breathing in and out in this way for 3 to 5 minutes. Notice that the movement of your belly and chest rises and falls like the motion of rolling waves. Pay attention to how you feel at the end of the exercise. You can use it as an instant relaxation tool anytime you need one.



Myth-busting the COVID-19 virus

The novelty of the COVID-19 virus has resulted in the spread of misinformation and rumours that can create unnecessary panic or fears. Despite the presence of credible and authorized health bodies, fake news and myths about the pandemic continue to circulate amongst our circle of family and friends. During this time, it is easy to trust a message when it comes from a loved one. However, we must not take the information provided at face value unless issued by credible bodies.

In a global fight against fake news and myths, the World Health Organization (WHO) has issued several myth-busters for the public.

1. You CAN recover from the COVID-19 virus

Catching the COVID-19 virus does not mean that you will have it for the rest of your life. Most diagnosed, recover and eliminate the virus from their bodies by seeking proper, authorized medical treatment.

2. COVID-19 only affects older people or people with pre-existing conditions

This is false. People of all ages can develop COVID-19. Older people and people with pre-existing medical conditions (such as asthma, diabetes, heart disease) appear to be more vulnerable to becoming severely ill with the virus. The WHO advises people of all ages to take steps to protect themselves from the virus by taking all measures and advisories seriously as well as by following proper hygiene.

3. Drug or vaccination for the prevention and treatment of the COVID-19 virus is presently a work in progress

Several drug and vaccination trials are currently ongoing as the world races to stop the spread of the virus. While there have been some significant results in early data released by several studies, there are no official vaccinations or treatments of yet. The World Health Organization is now coordinating efforts to develop vaccinations and medicines to treat COVID-19.

4. Pneumonia vaccines will only protect you from other respiratory illnesses

Vaccines against pneumonia such as pneumococcal vaccine and Haemophilus influenza type B (Hib) vaccine do not protect against the novel coronavirus. However, they are highly recommended by health authorities to protect your health from other respiratory illnesses.

5. Exposing yourself to the sun or cold weather DOES NOT prevent the coronavirus disease (COVID-19)

Regardless of the weather, you can catch the virus. Do not expose yourself to prolonged hot or cold weather temperatures as this may cause you to fall ill.

To best protect yourself from the COVID-19 virus, wash your hands frequently, wear a mask, and avoid touching your eyes, mouth and nose.

How To Keep A Positive Mindset

Having a positive mindset has physical and mental benefits, and multiple studies have proven that it boosts your confidence, improves your mood, reduces stresses thereby decreasing the chances of developing hypertension, stress-related disorders and depression. Developing a positive mindset includes creating an optimistic attitude, acceptance, gratitude, mindfulness and resilience. An individual needs to inculcate such habits to make the best out of any given situation.

Here are some tips that can help you to develop a positive thinking:

1. Start your day right

Setting your intentions and mood right at the start of your day creates an influence for the day. So why not focus on starting with uplifting activities such as exercising, yoga or meditation? Research has found release of good mood endorphins after working out. Meditation is a good way to improve focus, bring clarity and calm to your thoughts and mind. A

walk outdoors in nature is also known to boost your energy and improve efficiency for the day ahead.

2. Focus on the good things, however small

There will always be external factors beyond our control that may or may not lead things going our way. When met with such challenges, one should accept the situation and try to seek a silver lining or a positive solution. Condition your mind to look for a positive side, regardless of how small or unimportant it may seem at first.

3. Create a positive environment around you

Surround yourself with positive people – friends, mentors or colleagues. You can eliminate the negativity before it even reaches you. Their positive outlook will affect your mindset, and it works vice versa too – be the positive friend/mentor/colleague that people would like to surround themselves with!

4. Turn failures into lessons

You are your biggest critic. Remember that you are going to make mistakes and experience failures in multiple contexts in life. Turn failure into a lesson and

“Positive thinking is a mental and emotional attitude that focuses on the bright side of life and expects positive results”

think about what you're going to do the next time.

5. Practice gratitude

You can start by writing down things that you are grateful for. Think of people, things or experiences that bring you happiness or comfort and write them down at least once a day.

This kind of reflection reminds you of the things that have worked out for you and expressing it as a thank you or appreciation to others, or yourself increases a sense of optimism.



Poster Competition



Continued from Pg. 21

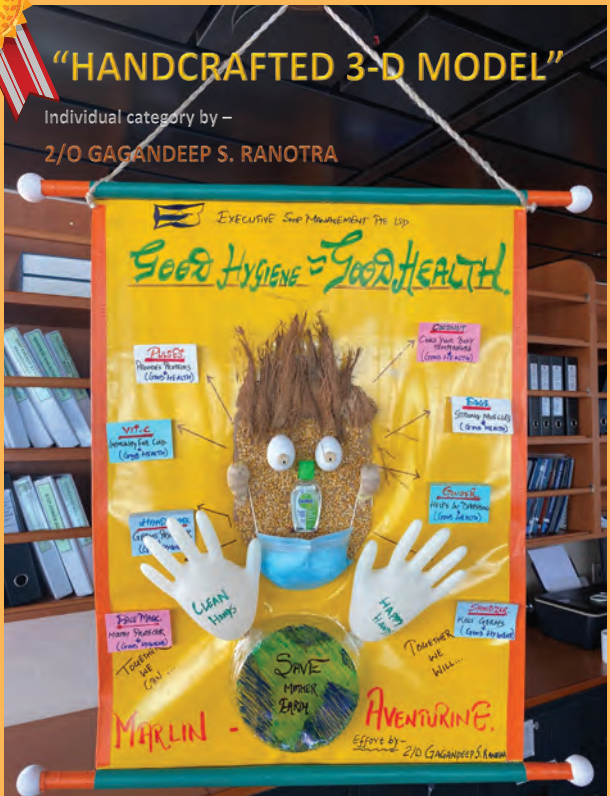
Merit List Group Category:

Name:	Rank	Vessel:
Sibin Melarayil Gangadharan	Master	LR2 Polaris
Nishant Rukhaiyar	Chief Officer	
Vikash Kumar Raghav	Second Officer	
Harikrishnan Anil	Third Officer	
Nagmani Arunkumar	Deck Cadet	
Pratikkumar P Patel	Second Engineer	Ikan Pandan
Sandeep Kumar	Third Engineer	
Divyank Jetley	Fourth Engineer	
Ramanan Sekar	TR. EO 1	
Pinaki Priyadarshi	Junior Engineer Trainee	Platytera
Prakhar Bedi	Third Officer	
Nikhil Kumar Chandan	Fourth Engineer	
Rajkamal Singh Chauhan	Electrical Officer	
Gobinda Das	Motorman	
Bhaskara Rao Bade	Eng Fitter	

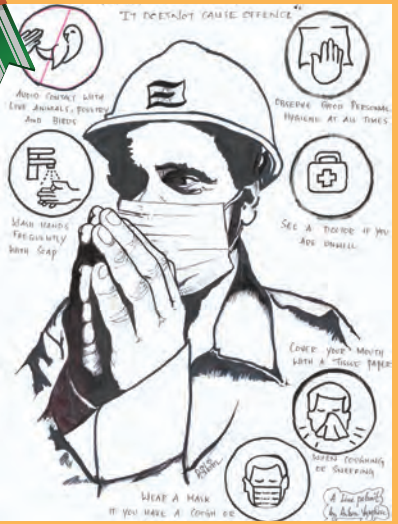
Editor's Picks:

Name:	Rank:	Vessel:
Luit Saikia	Second Officer	Atlantic Guard
Saurabh Ashwini Sharma	Second Officer	Chola Virtue
Mahesh Damodaran Kokkal	Messman	Ikan Pulas
Doshant Kalia	Deck Cadet	Marlin Millennia
Jino Job	Third Officer	MT Gran Couva
Surajpratap Yadav	Ordinary Seaman	New Breeze
Shubham Bera	Fourth Engineer	Oaka
Rajkamal Singh Chauhan	Electrical Officer	Platytera
Abhishek Singh Jamwal	Deck Cadet	Princess Mary
Hanumana Ram	Master	Salaminia
Rishab Chopra	Junior Engineer Trainee	Sumac
Sailesh	Second Officer	The Blacksmith
Vishal Banswal	Deck Cadet	The Blacksmith
Jaykumar Ratilal Tandel	Motorman	The Judge
Alwin John	Deck Cadet	UACC Eagle
Rohtash Kumar	Third Engineer	UACC Ras Laffan
Sushil Kumar	Able Seaman	Velos Fortuna
Gaukaran Singh	Deck Cadet	VL Nichioh

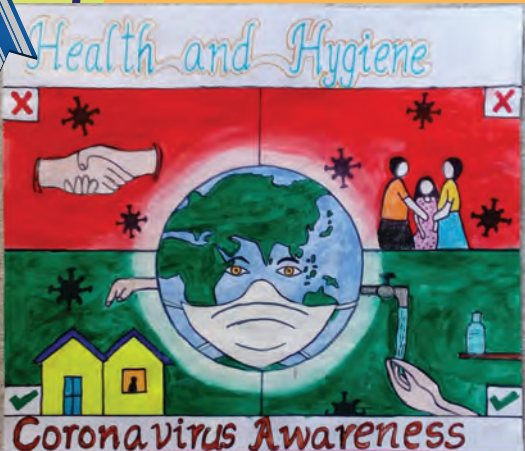
TOP THREE WINNERS



20 Gagandeep Singh Ranotra, Marlin Aventurine



30 Bibin Varghese, Spruce 2

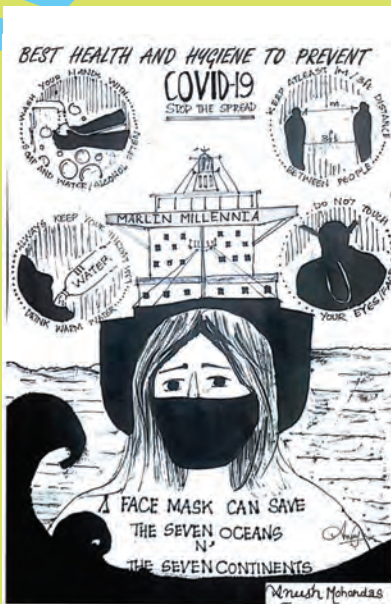


AB Satya Devadula, Marlin Aventurine



30 Rahul Dinesh Gupta, Forres Park

Merit List - Individual Category



30 Aneesh Mohandas, Marlen Millennia



ETO Sanjeev Kumar, Velos Ruby

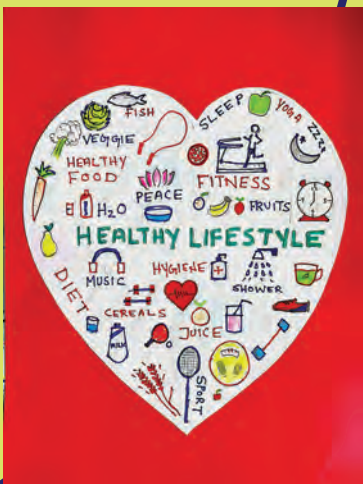


Chief Cook Rakesh Biswas, Alpine Mystery



30 Renjith Raghunadhan Kannara, Lubersac

Merit List - Group Category



LR2 Polaris -
MST Sabin Melarayil Gangadharan
CO Nishant Rukhaiyar
20 Vikash Kumar Raghav
30 Harikrishnan Anil
DC Nagmani Arunkumar

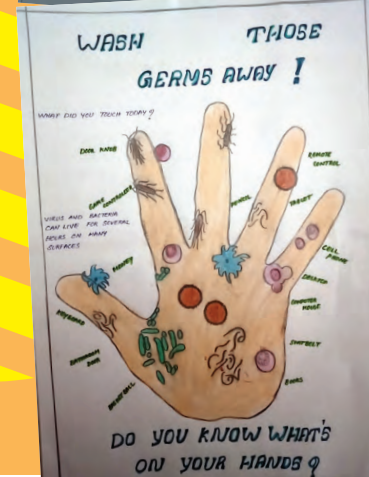
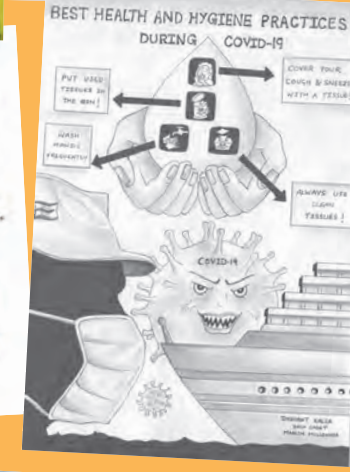
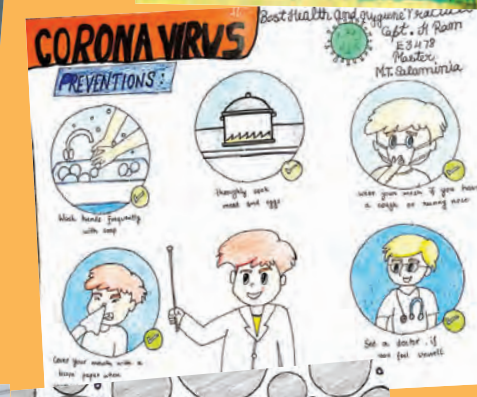
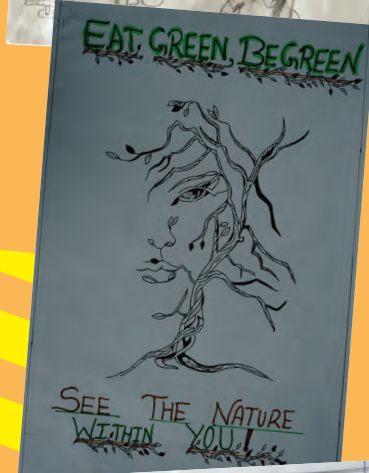
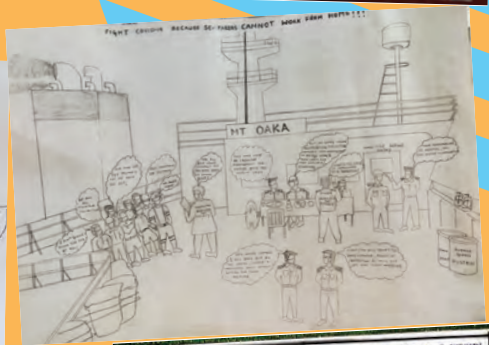
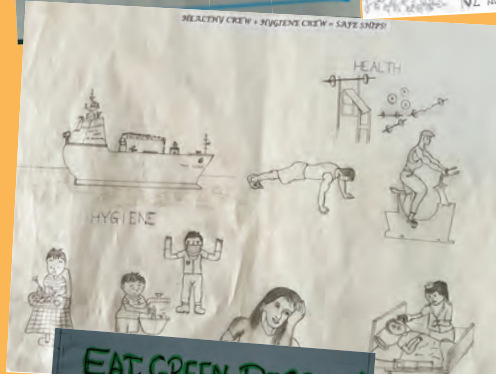
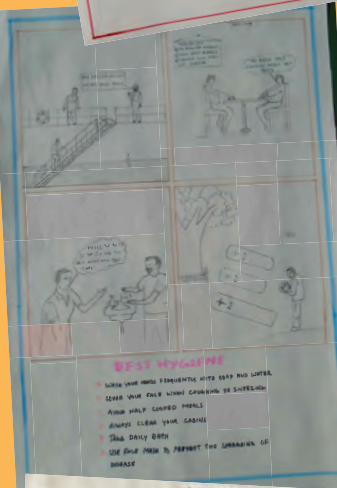
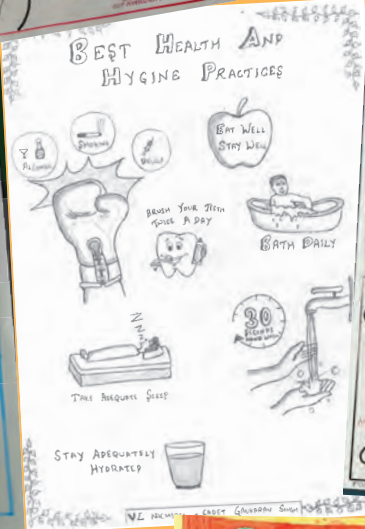


Platytera -
30 Prakhar Bedi
40 Nikhil Kumar Chandan Fourth Engineer
Electrical Officer Rajkamal Singh Chauhan
Motorman Gobinda Das
Eng Fitter Bhaskara Rao Bade



Ikan Pandan -
2E Pratikumar P Patel
3E Sandeep Kumar Third Engineer
4E Divyank Jetley Fourth Engineer
TR. EO 1 Ramanan Sekar
Junior Engineer Trainee Pinaki Priyadarshi

Editor's Picks



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COURSE SCHEDULE - JUNE 2020

ONLINE COURSES

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

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

**For Course Bookings,
Please Contact:**

Email for all courses:
cto@executiveship.com

HAPPY BIRTHDAY!

CREW BIRTHDAYS

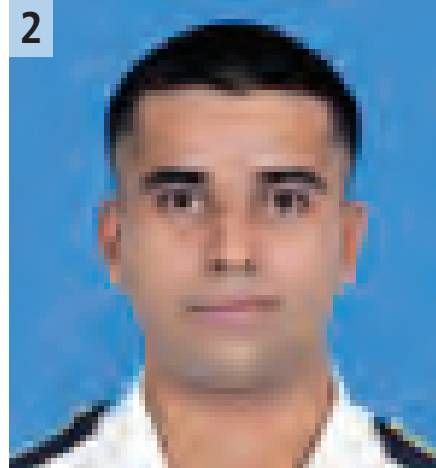
Many Happy Returns to the following on their Birthdays during the month of June 2020!

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST SARAVANAN RAMALINGAM VISWANATHAN	08/06	MARLIN AMETHYST	CE SUSHIL KUMAR	18/06	UACC SILA
MST MUKESH KUMAR AHUJA	07/06	GANGA K	CE RAVINDRA KANKANE	23/06	KIKYO
MST SANJAY NIGAM	12/06	ZARIFA ALIYEVA	CE DEBABRAT KUMAR NAYAK	11/06	RED EAGLE
MST AVTAR SINGH	30/06	MARLIN AZURITE	CE MAGESH SHANMUGHAM	17/06	FS ENDEAVOR
MST BHOGA NAND	15/06	ST. GERTRUD	CE SAMUEL RAJESH MOSES VEDANAYAGAM	02/06	ATLANTIC EAGLE
MST TAJ JOSEPH MATHEW	20/06	SANTOS	CE KESHAV CHAUHAN	01/06	AFRAMAX RIVIERA
MST ANTONY THAREPARAMBIL AUGUSTINE	12/06	PLATYTERA	CE SUNIL BOOVIGRAM RAJ PRAGASAM	12/06	MARLIN MASTER
MST HARISH NARAINIDAS RAGHANI	01/06	TAMPA TRIUMPH	CE RITESH KAUSHIK	06/06	MAEA
MST VARINDERJIT SINGH GAHRA	03/06	ROBERTO	CE ANUJ GUPTA	04/06	MARLIN AMBER
MST AMIT SHARMA	05/06	MARLIN MAGNETIC	CE BUENERJES JR GALONO ESTRADA	11/06	CRIMSON PRINCESS
MST HANUMANA RAM	04/06	SALAMINIA	CE SUMIT KUMAR SAMA	06/06	LUBERSAC
MST RONALD JOSEF ANDAL ACLAN	09/06	ROYAL SAMURAI	CE JOSBEN RODRIGUES	23/06	KOBAI
MST SAMEER ASHOK JAIN	04/06	JAL KAMADHENU	2E RAJESH SOOD	24/06	VELOS FORTUNA
CO DOMINGO PAOLIVAR DIAZ	01/06	NEW GRACE	2E PREMKUMAR SORNAYER HARIHARAN	20/06	ALQADISIA
CO PRAKARSH PRAKASH BHAT	27/06	SAMRAA ALKHALEEL	2E SANKAR GOVINDASAMY RAJAGOPAL	07/06	TOLEDO TRIUMPH
CO JUNE MANIQUIZ MIRANDA	03/06	NAVIOS SOUTHERN STAR	2E INDERPREET SINGH	22/06	MARLIN APATITE
CO RAHUL GUPTA	20/06	MAREX EXPRESS	2E SRIDHARAN PALANISAMY	03/06	LR2 PIONEER
CO MARLON MORTILLA DALAWAMPU	04/06	ROYAL SAMURAI	2E ARUN KUMAR VEERABHADRAPPA HALLUR	09/06	SANTOS
CO KUMAR SAKET	15/06	VELOS LEO	2E DHARANJAY THAKUR	14/06	BOUGAINVILLE
CO JASMER	10/06	YAMABUKI	2E ANAND KRISHNANUNNI GIRIJA	06/06	ONE MILLAU
CO SUNIL KUMAR SINGH	28/06	MARLIN AQUAMARINE	2E VINOTH VEERAMANI	14/06	EVER GENIUS
CO PRADEEP KUMAR	30/06	PRINCESS ALEXIA	3E RAGHU PADIKKAL VARIAM	17/06	TOLEDO TRIUMPH
CO MARK GLENDON TOLentino RAQUEPO	22/06	NEW HORIZON	3E NAVEEN BIRTY	30/06	AFRAMAX RIVER
CO HARJEET SINGH	25/06	SANTOS	3E KUMAR VELPANDIAN	27/06	VELOS FORTUNA
CO SURAJ PANDEY	30/06	LR2 PIONEER	3E ANOOP VISWANATH	18/06	LR2 ETERNITY
20 SHEHZAAD MASOOD	10/06	CRIMSON MAJESTY	3E DIGVIJAY PRATAP SINGH	04/06	MARLIN AMETHYST
20 MANISH KHANNA	10/06	MARLIN APATITE	3E PARVEEN KUMAR	07/06	MARLIN MYTHIC
20 VISHNU KUNNAPPILLY PUSHKARAN	08/06	LR1 CARRIER	3E PRADEEP KUMAR YADAV	12/06	THE JUDGE
20 SIVAKUMAR SOMAN	16/06	PLATYTERA	3E JUJO ZACHERIAH	07/06	PLATYTERA
20 VARGHESE BIJOY	18/06	MARION	3E MOHIT JAIN	26/06	VELOS AQUARIUS
20 VIVEK BHASKARAN NAIR	20/06	CHEM HELEN	3E INDRAKIRAN CHOWDARY TALAPANENI	24/06	SUMAC
20 DISHANK UNIYAL	06/06	ASTRID	3E SUBHA MANIKANTA VENKATESH JANA	30/06	SANTOS
20 NITHUN THIKKAL PONNAKKAT	28/06	PRINCESS ALEXIA	4E SIVARAM BALASUBRAMANIAN	16/06	ONE MILLAU
20 ADIB ASIF KOTAWDEKAR	28/06	ATLANTIC CANYON	4E SREEHARI PALAT	25/06	FS SINCERITY
30 SANOOP PULIPPARAMBIL SURENDRAN	29/06	CRIMSON KNIGHT	4E VIVEK RAJARAM PATIL	06/06	ZARIFA ALIYEVA
30 RAYMOND AYENTO LENTERIA	09/06	ATLANTIC PRINCE	4E MENTA BHARATH PAVAN KUMAR	18/06	SANTOS
30 YOGESH KUMAR	26/06	PRINCESS ALEXIA	4E DEVANSHU NAUTIYAL	19/06	SPRUCE 2
30 SARATH KUMAR SASIDHARAN PATTARY	05/06	AFRAMAX RIVIERA	4E UTKARSH RASTOGI	22/06	JUBILANT FUTURE
30 KARTIKEY KUMAR RAI	11/06	CARTAGENA	4E JEBIN JOSEPH	30/06	THE SHERIFF
30 RAJEEV JAYACHANDRA MENON	16/06	THE JUDGE	4E AKSHAY KUMAR SHARMA	04/06	KIKYO
30 SHANTANU SINGH	06/06	LUBERSAC	4E PRABHAKARAN RENGANATHAN	15/06	ATLANTIC GUARD
30 ABDUL RAHIM PUTHIYAVEETIL UMMER	19/06	RED RUM	4E SYED MOHAMMAD SHADAB SAFI	16/06	LR2 POSEIDON
30 SHIVENDU SHEKHAR	05/06	TAMPA TRIUMPH	4E VENKATARAMANAN RAGHAVAN	01/06	EVER GOLDEN
30 MUHAMMED AZHARUDDIN	17/06	CHEM HELEN	4E SHUBHAM BERA	03/06	OAKA
30 SACHIN GARG	30/06	UACC RAS TANURA	4E CELESTIN ROYCE ANTO COREARA	22/06	MARLIN AMETHYST
CE SAMIR KANTI PAL	05/06	FORRES PARK			

NEW JOINERS

ESM receives new joiners from SIMS

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



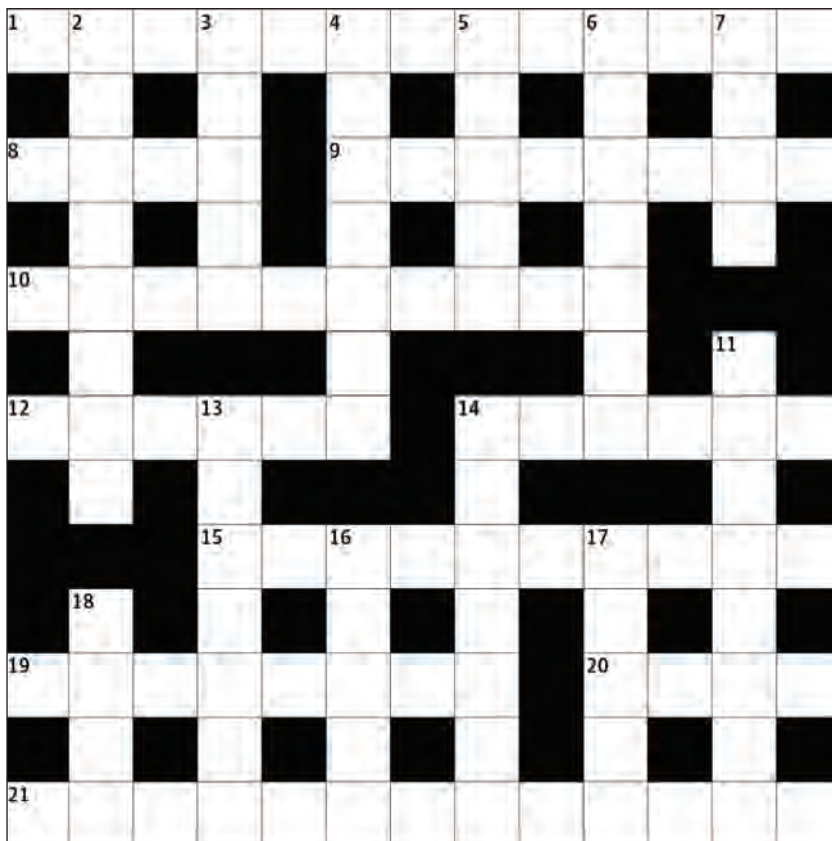
- 1. JO PARMINDER SINGH UACC SILA
- 2. JE ADITYA GANGADHAR SALIAN ATLANTIC GUARD

PUZZLES ANSWERS FOR ISSUE 181

1	P	O	N	T	I	U	S	P	5	I	L	6	A	T	7	E
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		B		M		M			U		L					E
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13	I	N	L	A	N	D		14	B	R	A	15	N	D	O	
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17	C	A	18	P	E	H	O	R	N		19	S	W	A	N	
	H		R		E			C		20	B		M			
21	O	D	O	U	R			22	T	R	E	F	O	I	23	L
	F		W		U			I		E		O				O
24	F	I	L	I	N	G	C	A	B	I	N	E	T			

8	6	5	7	3	1	2	9	4
7	1	9	4	6	2	3	8	5
3	2	4	8	5	9	7	1	6
9	4	2	6	1	8	5	3	7
5	8	6	3	9	7	1	4	2
1	3	7	2	4	5	8	6	9
2	9	1	5	8	6	4	7	3
6	7	3	1	2	4	9	5	8
4	5	8	9	7	3	6	2	1

PUZZLES

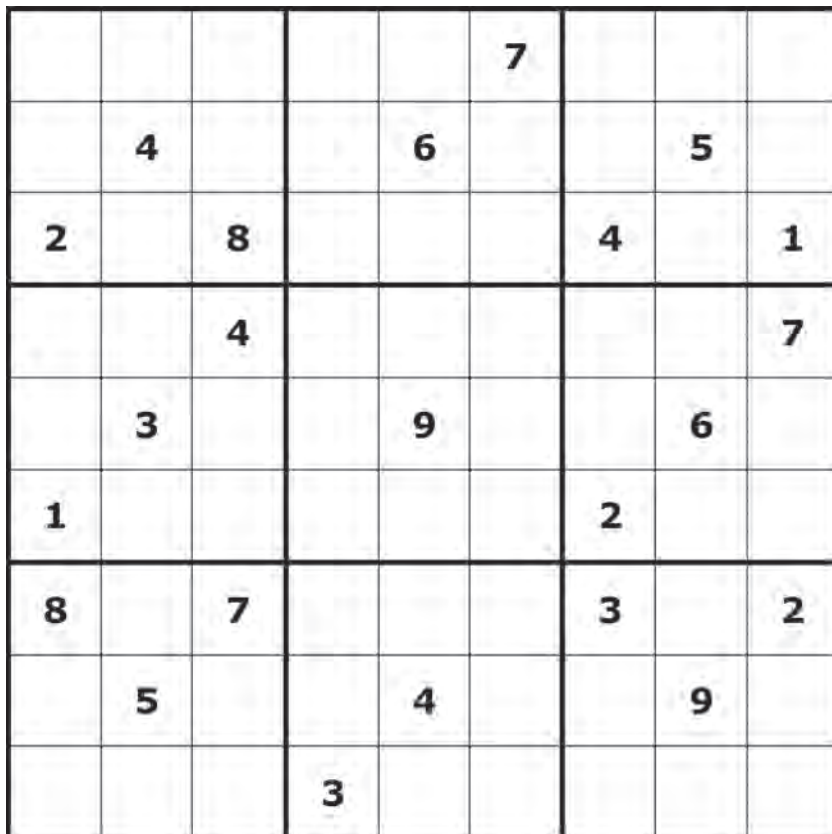


Across

- 1 Hanky-panky (informal) (4,3,6)
- 8 OK! (4)
- 9 Seasickness (French) (3,2,3)
- 10 Eminent (10)
- 12 Letting (6)
- 14 Religious address (6)
- 15 Misdirect – seduce (4,6)
- 19 Light sledge (8)
- 20 Blooming – hopeful (4)
- 21 It will seem right eventually (3,3,3,4)

Down

- 2 Hung around (8)
- 3 Scrap (5)
- 4 Mathematical figure (7)
- 5 Available for hire (2,3)
- 6 Gorge – cheese (7)
- 7 Falsehoods (4)
- 11 Dark syrup extracted from sugar cane (8)
- 13 Reprimand (informal) (4,3)
- 14 Loyal (7)
- 16 Wrath (5)
- 17 Beat strongly (5)
- 18 Neither warm nor very cold (4)



SUDOKU OBJECTIVE

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

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

** All answers will be provided next issue.

ESM NEWS

Winners announced for the Executive News Bulletin Poster Competition

Winners have been announced for the Executive News Bulletin Poster Competition! The month-long competition themed, "Best Health and Hygiene Practices" was a part of the company's initiatives to increase knowledge on healthy habits and to encourage the inculcation of these values onboard. It received enthusiastic responses from seafarers.

All sailing staff were required to unleash their creativity and artistic talent in individual and group categories. Entries received were judged by a panel comprising Editorial Director and Deputy CEO Ms Sikha Singh, the ESM Communications and HSEQA team. Criteria for judgment included message, relevance, ingenuity and creativity.

Winners:

Prize:	Prize:	Name:	Rank:	Vessel:
1st Prize:	\$150	Gagandeep Singh Ranotra	Second Officer	Marlin Aventurine
2nd Prize:	\$100	Satya Devadula	Able Seaman	Marlin Aventurine
3rd Prize:	\$50	Bibin Varghese	Third Officer	Spruce 2
3rd Prize:	\$50	Rahul Dinesh Gupta	Third Officer	Forres Park

Due to the high volume of responses received, the team of judges launched a special category "Editor's Picks" category to applaud the efforts and creativity of our seafarers. Merit List winners and Editor's Picks winners will receive corporate gifts and a certificate of recognition. All participants will also receive a certificate of participation.

As the competition concludes, we would like to thank all Masters and Chief Engineers for encouraging participation on board their respective vessels. Additionally, we thank all participating seafarers for their enthusiasm and encourage them to keep an eye out for future competitions and initiatives that will be made available in subsequent issues of the Executive News Bulletin.

Our heartiest congratulations to the following:

Merit List:

Name:	Rank:	Vessel:
Aneesh Mohandas	Third Officer	Marlin Millennia
Sanjeev Kumar	Electro Technical Officer	Velos Ruby
Rakesh Biswas	Chief Cook	Alpine Mystery
Renjith Raghunadhan Kannara	Third Engineer	Lubersac

Continued on Page 12

ESM NEW TAKEOVER

Takeovers for May 2020

Executive Ship Management successfully took over two vessels in the month of May. General Cargo vessel PAC Suhail was taken over on 04 May 2020 at Port Singapore. Chemical tanker Atlantic Prince was taken over on 09 May 2020 at Hyundai Mipo Dockyard, South Korea.

PAC Suhail is helmed by a new team comprising Master Laurentiu Dristaru, CO Ya Cui, 2O Arlo Doronila Deocade, CE Lintao Li and 2E Remegio Jr Calimpay Tanciano.

Atlantic Prince is led by Master Neeraj Kamlesh Bakshi, CO Nadim Mohammed Arif, 2O Luit Saikia, CE Prabhat Singh, 2E Satish Khotele.

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





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