



MAIN NEWS

Vaccination efforts stepped up for employees – at shore and sea

Over 400 shore employees including on-leave seafarers in Mumbai, cadets and faculty members staff from the Samundra Institute of Maritime Studies received their first dose of the COVID-19 vaccine on 26th May. Some employees, seafarers and their family members were also vaccinated in ESM Delhi on 29th May and efforts and arrangements are currently in place to vaccinate shore employees in other cities and field offices in India.

Meanwhile, seafarers’ onboard Glorious Fuji became the first crew in the ESM fleet to be vaccinated on 13th May 2021 at Long Beach, USA with the single-shot Janssen vaccine. Crew changes have also resumed, and 45 vessel crew changes were successfully conducted in May.

As the vaccination process continues, the company has decided to resume the essential crew changes albeit adhering to the strictest health and safety procedures necessary for the purpose. Crew changes are currently being conducted whenever and wherever possible

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ESM NEWS

OnExecutive holds COVID-19 support meet

ESM’s social engagement and welfare platform OnExecutive, held an online COVID-19 support meet for seafarers and families from Mumbai, Kolkata and Delhi on 29th May 2021. Subsequent session for the other field offices will be held on 05th June 2021.

Sharing numerous accounts of seafarers, shore employees and their families, including his own personal journey of being affected and recovery from COVID-19, Capt. Shobhit Chaturvedi, Superintendent-Fleet Personnel and host of the event, opened the event.

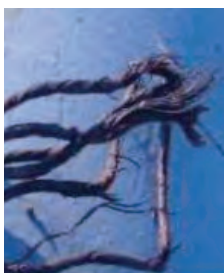
With all shore teams working in unison for the cause, he mentioned the case of sailing

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SAFETY MOMENT OF THE MONTH

A near miss for crew as gangway falls open

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



The vessel had finished berthing, and the deck crew deployed the starboard accommodation ladder for shore access. As the crew lowered the ladder from its stowed position, the wire rope parted about two metres from its inboard end near the outrigger’s outboard guide sheave. The gangway fell and hung vertically along the ship’s side. There was no injury, and the ladder was recovered and secured.

The wire was installed 29 months earlier. In a recent inspection, no defects were found. All rollers and moving fittings could turn freely without any signs of defects. The wire’s external

condition appeared good. However, its internal condition was found to be poor, with corrosion evident.

Lessons learned

- Inspecting wire rope for internal defects is especially difficult but can be achieved in many cases by opening the strands with a marlinspike.
- Particular attention should be given to splices and any ‘hidden’ points of the wire ropes, such as in the rollers, especially at points where little or no movement occurs under normal usage.
- Ropes must be visually inspected at regular intervals, and these inspections should include, so far as possible, an assessment of the inner strands.
- Ropes to be changed end to end & renewed within the period as per the company policy.



DAY OF THE SEAFARER
— 25 JUNE —



ESM extends our warm greetings for Day of the Seafarer (25th June).



Letter from ESM

Confusion, fear and hardship of humanity continue to be unfathomable due to COVID but indications in the last couple of days from the major cities in India has brought a silver lining of hope.

ESM took the initiatives to start vaccinating all our employees of all age group at shore and seafarers on leave and onboard. We strongly believe that vaccinating our Indian crew one and all is critical to ensuring they continue to be safe and receive access to ports around the globe. The leadership team -be it in Singapore, India or Houston worked tirelessly to ensure timely help, guidance and monitoring to ensure health and safety for all and various reports in this issue. The newsletter will provide you with a glimpse of those initiatives.

It is heartening to see the organisation working in unison to alleviate the suffering and provide comfort to own employees and out in the covid ridden community in whatever way possible. The employees' contribution across the group of companies to raise fund and provide necessary lifesaving equipment to those struggling for life with COVID is indeed a matter of great pride and satisfaction. However, it is heart-warming to bring forth the stories of great empathy and helping hands our offices across the country have extended towards the families of seafarers or shore staff. Please read through the pages in this newsletter.

As of writing this newsletter, the world economy seems to be slowly picking up the anchor; hopefully, the weather is clearing up for a better day. Nevertheless, the challenges of smooth crew changes have continued with Indian crew under various restrictions in various parts of the world. Vaccination may not be the panacea, but we hope it will ease the movement of our Indian crew.

We require our seafarer to understand and cooperate so that the shore team, working tirelessly for the crew changes, can conduct a logical risk analysis of processes and carry out safe and smooth crew changes. It is crucial to keep in mind that any error in the process potentially will put the entire ship and our seafarer community at tremendous risk of life, safety, and even long-term career loss.

In addition to our regular news and articles, the technical report on the Scrubber pipe and the commercial article on the impact of the closure of the Suez Canal will make not just interesting reading for both the engineers and the navigators but issues to ponder.

Finally, please do not forget to download the latest crew app developed by SNSS, which will keep you connected and provide you easy access to sharing the company information at your fingertip.

Till we come back with the next newsletter, remain safe and remain healthy with a smile!

Sikha Singh,

Expect only the unexpected.

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TECHNICAL NEWS

Prevent scrubber pipe failure due corrosion

Submitted by Mr Sangram K, Fleet Manager

Since 1st January 2020, global sulphur emission has been capped at 0.5% m/m. This allows vessels to either use fuels with sulphur content <0.5% or use any abatement technology to control the SOx emission to equivalent limits. Exhaust gas scrubber uses seawater to scrub the exhaust gases from the diesel engines before they are emitted into the atmosphere, thereby controlling the SOx emission. However, the seawater collects the sulphur oxides from the exhaust gases and forms sulphuric acid in this process. Part of this acidic water is neutralised due to the natural alkalinity of the seawater. IMO placed limitations on the acidity (Ph Value), Unburnt fuel/particulates (PAH) & turbidity of the discharge water. However, the resultant water is still acidic and corrosive.

To protect the discharge piping against the corrosive nature of the wash water, unique material approved Glass Reinforced Epoxy (GRE) piping is used up to the overboard valve. The performance of the GRE piping has been satisfactory thus far. However, steel material used from the overboard valve to the ship's skin/hull is vulnerable to acid attack/ corrosion. Even though this has been identified as a weak link in the piping and measures are taken in selecting the suitable material, pipe thickness/ support and application of protective coating, several reports of failure of this section of the pipe.

Overboard arrangement:

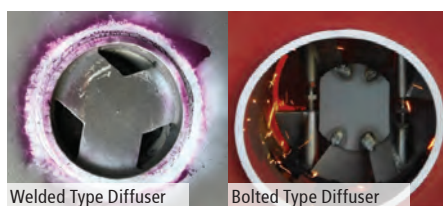
Below is the general arrangement of the seawater discharge pipe from Scrubber. The last section of the GRE Pipe is connected to an overboard valve, which in turn is connected to a steel stub piece welded onto the ship's hull.



Diffusers are used inside the stub piece to diffuse/ spread the discharge water into the sea. The dilution inducer (bluff body) should always be positioned at the end of the discharge piping.

All welds of the discharge piping to the hull, the discharge piping itself, and the dilution inducer should be protected with a suitable coating against the effluent. However, the diffuser helps in dilution but is itself vulnerable to corrosion attack. Either bolted or welded, their fixture to pipe forms a weak point to distance piece corrosion protection.

Attached photo of a welded and a bolted diffuser



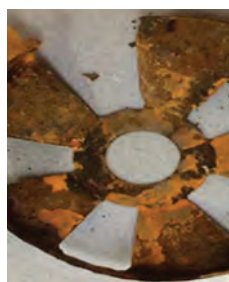
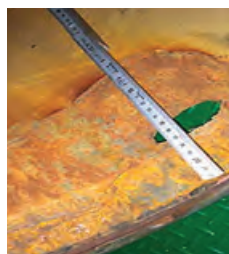
Problem with Stub piece and diffuser during ship's operation:

1. Corrosion to discharge pipe section.
2. Corrosion to fitting at hull plate.
3. Corrosion and erosion damage to the diffuser
4. Pitting of welding seam
5. Paint and coating damage
6. Corrosion and pitting in ship's hull around the overboard pipe.

Some pictures of Damage from Industry Sources

Corrosion, crack to the flange of stub piece and diffuser due to damaged protective coating

The leading cause of damage and failure: Highly corrosive atmosphere, poor design of diffuser, epoxy coating failure, non-suitable material for stub piece, less thickness of stub piece and flaw



in applying the epoxy coating or damage to the layer that took place during final installation. Such cases are difficult to spot during installation.

Most of the above damages are due to the breakdown of the protective coating. The exposed steel surface then corrodes at an accelerated rate and results in a breach of the pipe quickly. Poor



welding of the diffuser, poor selection of anti-corrosive coating, poor workmanship in coating application, etc., are the main reasons for failure.

Suggestion for improvement:

1. Spool piece should be designed with a super duplex or equivalent stainless steel (SS) with a high Pitting Resistance Equivalent Number (PREN) bolted liner in a steel outer pipe. A leakage indicator (tell-tale) should be fitted. Select a suitable and durable material as well as a robust design. Pipe thickness to be Schedule 120 and above.



2. Proper protection coating to apply to pipe, diffuser before fabrication and after installation.
3. Coating application procedure: Coating is the most crucial part of protection against corrosion and should be given due importance. Proper surface preparation by eliminating sharp edges, welding burrs, and sandblasting to Sa2.5 standard or hand power tooling to St3 standard should be done. Coating thickness (DFT) should be as per the coating manufacturer's guidelines and should not be rushed. Sufficient time should be allowed between the coats for obtaining good results.
4. Regular thickness measurement and underwater inspection of the pipe for early identification of damage to the pipe.

Protective Coating

Below are a few of the most used protective coatings:

1. Chem Flake from Jotun. 600 +600 Micron in two coats
2. Tank Guard from Jotun: 300 +300 Micron, two coats
3. T800 from Chugoku Paint CMP: 300 +300 Micron, two coats

Continued on Page 10

COMMERCIAL

Commercial impact of the Suez Canal blockage

By Capt. Vinod Dubey, Assistant Manager, Adhart

On 23rd March 2021, container vessel M V Ever Given, travelling from Malaysia to Netherlands carrying 18,300 containers, ran aground and turned sideways, blocking the canal on both sides.

The root cause of the grounding may take weeks to determine. It may possibly include technical & Human error, hydrodynamic behaviour of ship in a narrow channel, etc., the immediate cause observed was strong winds (about 40 knots) resulting in the “loss of the ability to steer the ship”, causing the hull to deviate.

Beyond navigational aspects and what went wrong, in this article, let us understand the **commercial impact** of this incident:

The most significant impact of this incident was on trade between Europe and Asia and the Middle East. A week’s blockage left about 400 ships waiting in queue to pass through the Canal. In terms of trade along the waterways, this amounts to about 12% of global trade (estimated at US\$9.6 billion worth) each day. From the commodities’ perspective, it disrupted movement of around one million barrels of oil and roughly 8% of liquefied natural gas, which otherwise pass routinely through the canal each day.

To avoid the anticipated delays in transiting the Canal, some vessels were rerouted via Cape of Good Hope, which added around one to two

weeks (depending upon ship’s speed) to each of their total journeys and thus the cost of hiring some vessels to ship cargo jumped up to about 50%.

The importance of Suez Canal for Egypt can be understood by the fact that the Suez Canal trade contributes to 2% of Egypt’s GDP. As per Suez Canal Authority (SCA) Chairman, the Canal’s revenues were taking a hit for about \$14m for each day of the closure.

Ripple effects:

A **rise in price** was expected due to the shipping delays of everyday items for customers around the world. However, a few days of slowdown may not have impacted certain industries such as Oil, due to existing stocks in the market.

Disruption at the Suez Canal would have a **domino effect** along the supply chain causing knock-on delays in several European and Asian ports. A rise in shipping rates after such interruptions in the supply chain is always expected, leading to losses for freight owners and charterers, however, the short duration of closure did not allow much impact.

Using the default alternative route to go around Africa will surely add one to two weeks to the ship’s journey time. Hence, Russia will use the opportunity to promote its Arctic shipping routes as a shorter **alternative route** to carrying goods around Africa.

The future strangled in legal complications: SCA has demanded a **billion US dollars’** compensation from Shipowner, citing the reasons of lost revenue and the cost of the salvage operation.

Though the ship’s owner declared “**general average**”, demanding all cargo owners to pay a part of the loss, the key elements of the General Average that “the goods and the ship must successfully reach the destination, otherwise, there is no general average”, may make Owner’s declaration not applicable if the ship remains arrested for long.

The investigation of the incident is still ongoing and the vessel remained arrested pending either a mutually agreed settlement or the outcome of possible litigation and a huge amount of cargo interests involved, are adding to the hindrance in prompt settlement.

Overall, this incident is not only a glimpse into the **fragility of the global supply chain** but also portend of a frightening scenario on how the tightly interconnected current economy can be easily disrupted by just weaponising its chokepoints in future.

Sources :

1. <https://www.bbc.com/news/business-56559073>
2. https://en.wikipedia.org/wiki/2021_Suez_Canal_obstruction



MIND YOUR BODY

Improve mental health through varied physical activities

Researchers from the University of Basel have found that a variation in physical activities can further improve mental health.

Life has taken a significant turn due to the COVID-19 pandemic as people are advised to reduce socialization, remain indoors to prevent further spread of the virus. As everyday activities are now off-limits, while some are attempting to remain active, many have found that their movements are significantly lesser than before the pandemic resulting in diminished mental well-being.

A study conducted by researchers from the University of Basel examined the impact of restricted movement patterns. Physical activity is believed to be beneficial for people's mental and physical health and low levels of movement may be associated with ill-health. Exercising is commonly known for ensuring good physical and mental health. However, little is known about

everyday movements which may impact mental health. On this basis, researchers collected GPS data from 106 patients with mental disorders.

Participants were provided with a smartphone they carried with them for a week enabling researchers to track their movement without interference. The research team then compared the movement data with surveys of the participants' well-being and symptoms of their mental illness. Results showed that the more people moved with varied movements, the greater their sense of well-being was recorded.

Results showed it can improve general well-being. Although data was collected before the pandemic, results remain the same as users have had travel limitations and the kinds of physical activity that they can engage in resulting in monotonous physical activity patterns.

Various studies conducted year-round have shown that the pandemic has taken a toll on the psyche of the population. This study therefore encourages us to consider how we are moving and to incorporate more variety when and wherever we can.



ENVIRONMENTAL NEWS

Can coffee waste boost tropical forest recovery?

A new study published in the British Ecological Society journal has found that coffee pulp, a waste product from coffee production, can speed up tropical forest recovery on post-agricultural land. Such strategies may therefore assist in achieving global forest restoration goals.

It is common knowledge that coffee has many environmental benefits. For instance, individuals who enjoy gardening know that coffee grounds make good fertilizers for house plants due to their micronutrient content. Further adding to its benefits, researchers from ETH Zurich and the University of Hawaii have found that coffee pulp a waste product generated in coffee production, can speed up tropical forest recovery on post-agricultural land.

Post-agricultural land is usually damaged due to the mechanical process of planting and harvesting, resulting in soil disruption. All farming, organic or not, with irrigation or without, usually require chemicals and techniques that consume resources and cause

soil erosion. On such lands, recovery is generally slow due to such disturbances that have long-lasting effects on species composition. Recovery is often constrained by soil fertility and texture.

To conduct the study researchers spread 30 dump truck loads of coffee pulp on a 35 x 40m area of barren, degraded land in Costa Rica. A similar-sized place without coffee pulp was marked as a control. Results showed the area treated with a thick layer of coffee pulp turned into a small forest within two years while the control plot remained dominated by non-native pasture grasses. The coffee pulp treated plot had newly grown 80% canopy cover compared to 20% cover in the control area. Canopies in the coffee pulp plot were also four times taller than the control area. The coffee pulp also eliminated invasive pasture grasses that are often barriers to forest succession, allowing native, pioneer tree species to regrow quickly.

Nutrients such as carbon, nitrogen and phosphorus were also significantly elevated compared to the control land. This is a good find as degraded and poor soil quality can delay

forest succession for decades. Therefore, this case study suggests that by-products can speed up forest recovery on degraded tropical lands. By-products are incidental or secondary products that are made while developing something else. In this aspect, coffee pulps are a by-product of the coffee-making process.

Often, by-products incur a cost to agricultural industries. If not properly utilised for its functions, they end up being discarded. Thus, using them for restoration to meet global reforestation objectives can reduce waste while presenting a 'win-win' and potentially cost-effective scenario in the forest restoration strategy. This concept may also be tested with other types of agricultural non-market products such as orange husks.

While the coffee pulp success presents a promising framework, more research is needed to test if the strategy works across a broader range of conditions. The researchers further recommend that additional testing and monitoring assess how coffee pulp affects soil and vegetation over time and if there are any undesirable effects.

MAIN NEWS

Vaccination efforts stepped up for employees – at shore and sea - Continued from Page 1

with the close monitoring the global COVID-19 situation.

Other vessels which received the COVID vaccination during May were Red Marauder, Velos Aquarius, Velos Fortuna, High Jupiter and PAC Suhail. In fact, arrangements are being made so that any vessel calling US ports during coming days and months will avail off the same opportunity to protect from the virus threat. Vaccinations are being planned for vessels whose port of calls are within the United States of America. Ensuring the safety and well-being of all our employees has always been a priority at Executive.

Seafarers

For sailing seafarers, the company continues to explore avenues available with various authorities to vaccinate seafarers at ship's port of call or in the seafarer's home country. The U.S is one of the few ports providing vaccinations to seafarers at present. On the home front, ESM continues to assist seafarers in the process for priority vaccinations and are in the process of working out more opportunities for vaccinations. ESM recognizes this is an immensely challenging time for seafarers to be onboard due to the ongoing COVID-19 crisis. The risk of falling ill remains a threat despite taking precautionary measures. Apart from availing vaccination opportunities, the company has also taken up other measures to assist and safeguard seafarer health and wellbeing onboard. These include the provision of oxygen concentrators, pulse oximeter and other additional medical supplies and support systems. ESM has also held a COVID-relief donation drive, receiving funds from shore employees as well as seafarers.

Vaccination experience

In order to facilitate vaccinations for sailing seafarers currently on leave the company has provided letters of employment status. We are happy that a large number of sailing staff have already taken the initiatives and received the vaccinations at their home city and the process is continuing in full swing.

Meanwhile, we took this opportunity to ask some of our vaccinated seafarers at sea and at home to share with us their experience about the entire process.

Sailing seafarers

The crew onboard Glorious Fuji were the first to



Crew of Glorious Fuji getting vaccinated at at US Port

receive their COVID vaccine at Long Island Port, USA. Sharing their experience via correspondence, Capt. Prasanta Kumar Dey said, "We were thrilled to be able to receive the vaccination while sailing in the US. We are fortunate to have been able to get vaccinated at this crucial time."

Continuing, he said, "Being vaccinated as a seafarer is good as it will reduce joining issues. There will be less fear or panic." He encouraged seafarers to get vaccinated at the first available opportunity. "Alongside health and other frontline workers, seafarers should be vaccinated as we are at the second line of defence. Many seafarers in India are losing out on jobs as they cannot get employment without vaccination." "Being vaccinated does not mean that we are 100% safe from the virus. Appropriate precautions must be taken and we continue to do so onboard." He added.

The Red Marauder crew thanked fleet manager, Mr. Praxcedes Mario Pereira and Capt. Naval Aranke, General Manager, Executive Shipping Services (ESS) Houston for their collective efforts to see them vaccinated at such short notice.

"We never imagined we would be vaccinated while sailing, and we are tremendously grateful to the Office for making this a possibility for us. We hope to see shore staff, and our other seafarers as well as their families vaccinated and safe from the pandemic" wrote Capt. Vinay Kumar and CE Ranjeet Kumar.



Vaccination of crew from Red Marauder



Vaccination of seafarers and cadets in Mumbai



Vaccination of seafarers and cadets in Mumbai



Vaccination of staff in ESM Mumbai



Vaccination of crew from Glorius Fuji



Vaccination of crew from Red Marauder



Vaccination of staff in ESM Mumbai



Vaccination of crew from Velos Fortuna



Vaccination of crew from Pac Suhail



Vaccination of crew from Velos Aquarius

Seafarers at home

It has not been easy for seafarers at home to be vaccinated despite registering through available apps, government prioritization etc due to the sheer shortage of vaccines and the urgent COVID situation.

Capt. Mahendra Singh was able to get

vaccination on priority basis using a Company provided letter in line with DG circular stipulating seafarers as essential workers in Delhi. He said that the benefits of getting vaccinated are paramount. "Travelling to join or sign off becomes safe and hassle-free. Normalcy may return to various shipboard operations and crew change can become easier. Vaccinating will lead to confidence among Owners, Charterers and other stakeholders that their vessels are manned with a safe crew."

At Patna, Second Engineer Resham Singh agreed that the letter was helpful in assisting many seafarers like himself in getting vaccinated. "Previously, those below the age of 45 were not allowed to get vaccinations, but the issued-letter helped many of us."

Taking a step further, ESM also aided seafarers and their family members with various steps such as checking on their wellbeing and informing them of the medical equipment available if required. Capt. Amaresh said, "I am truly impressed by the efforts taken by the company amidst the pandemic. We received calls to check on our personal wellbeing." Chief Officer Jyoti Prakash who was also vaccinated said "I really appreciate ESM Patna's approach to contact each staff's family to make them aware of the initiatives taken by ESM such as providing Oxygen Cylinders and Concentrators, in case we need them".

Fourth Engineer Digambar Shinde from Mumbai urged on, "There are numerous benefits to inoculating seafarers. We are working non-stop in times of the pandemic. Being vaccinated will keep the maritime industry running smoothly, reducing crew change restrictions and perhaps, quarantine requirements thereby saving costs. However, regardless of their professions, every citizen should get vaccinated for the sake of their survival."

Third Officer Anjesh Yadav from Chennai said, "Being vaccinated can help save lives." He also implored the need for vaccination awareness and trust-building. Similarly, Capt. Avinash Kumar Chand, who was fortunate to get himself vaccinated at a walk-in facility earlier in Delhi said, "Everybody who has been vaccinated should share their experience with people who are scared or reluctant."

Second Engineer, Ramprabhu Durairaj, Cochin said, "Thank you ESM for providing all the support and care throughout the pandemic to us and our families. We know that prevention is better than cure, so stay safe, healthy and get vaccinated."

ESM NEWS

Executive Group COVID-relief support to India

Executive Group of Companies held COVID-relief drive successfully collected Rs 16,36,500 (SGD 29,889) from the employees and with an equal amount donated by the company, raising an impressive total of up to Rs. 32 lakhs (SGD 58,446) during the month of May.

Upon consultation with the team in various field officers funds have been utilised in aiding various grassroots organizations in India in need of medical equipment, supplies and funds; besides assisting seafarers, shore employees and their families. Supplies such as PPE kits, pulse oximeters, thermometers, nasal cannulas, oxygen concentrators, oxygen cylinders, N-95 and surgical masks were provided to various government and non-profit organizations that are working on the frontline to assist Covid-19 patients. Beneficiaries include various public health centres, police stations, dispensaries,

Gurudwaras and other non-profit organizations.

"Thank you to everyone who has contributed to the covid relief drive. Our spirits are heartened as we witnessed the sheer generosity and eagerness displayed by the various teams to help in any way they could." Mr S.M Iyer, Director, ESM India.

Contributions were also made by sailing seafarers onboard FS Diligence with a total of Rs. 1 lakh and 35 thousand (SGD 2,459) donated by the crew. Capt. Abhay Kumar onboard the vessel conveyed his appreciation, "Many thanks for the commendable steps taken by the company in assisting the Indian government and sailing employees. It is truly commendable."

Our heartfelt thanks to all employees for their support and contributions to the COVID relief donation drive.



Donation to Army Hospital



Donation to Mumbai Municipal

ESM NEWS

SIMS Mumbai launches virtual course on Maritime Risk Management and Incident Investigation

SIMS Mumbai held an advanced level pilot course on Maritime Risk Management and Incident Investigation for seafarers including RCA, using M-SCAT. Held for a duration of two days, the course which seeks to improve safety perspectives, is approved by DNV and in compliance with the DNVGL-ST-0008 – learning programme.

The module entails proactive measures to identify hazards, evaluate the risk and mitigate them to ensure a safe working environment onboard. This is a regulatory requirement as per ISM and mandatory as per TMSA. The module on Incident Investigation includes Root Cause Analysis, is a reactive tool to analyse any incident, find the root cause and prevent reoccurrence. During the lesson, a systematic DNV M-SCAT tool was used to find the root cause.

In view of COVID-19 measures, the pilot course was delivered virtually by SIMS faculty members

Mr. Avishkar Thakur and Capt. Vikram Kakar. Highly interactive, the course further utilized tools such as breakout rooms, quizzes to enhance the effectiveness of the course. An auditor from DNV who also attended the course appreciated its smooth delivery.

Overall, the pilot course also received excellent feedback from internal course participants from ESM, Executive Offshore and SIMS. "It was a great course; I have a clearer picture now when it comes to conducting incident investigations." Participant Muhammad Hanif from Executive Offshore, wrote in his feedback. Participants also received a DNV approved certificate as per TMSA compliance.

The course is open to all interested internal (ESM) and external seafarers. For Course Bookings or more information, please contact our Training Coordinator at training.sims@samundra.com or WhatsApp/Call +91-9819811366.



OnExecutive holds COVID-19 support meet - Continued from Page 1

Second Engineer onboard UACC Eagle, Mr. Mohosham Shawkat, whose wife was in the ICU from COVID-19. The company promptly assisted by signing him off on dispensation, and his wife has since recovered.

Recounting the recovery of his family, participant Chief Officer Mayur Patil from Kandla, Gujrat, shared his experience in tackling the crisis with isolation, testing, immediate treatment with medication, and hygiene. He also recalled how his critically ill sister got a second chance at life with her fighting spirit.

Mr. S.M Iyer, Director, ESM Mumbai reaffirmed the company's effort to provide support during India's second wave. He also addressed the ongoing vaccination initiatives for seafarers sailing in US ports as well as the drive held for all Executive Group employees in Mumbai. He assured attendees that efforts were under development to bring such opportunities to other cities.

Inhouse psychologist and counsellor, Ms. Harshali Kotekar, discussed mental wellbeing and challenges caused during these unprecedented times. She recounted her own experience when a loved one was diagnosed with COVID and shared several useful tips that helped her. Discussing fear as a natural but unhealthy emotion, she explained, "While fear rules in uncertainty or during a COVID diagnosis, our fighting spirit, resilience and ability to think outside the box also shone during this time as we put in efforts to keep ourselves and loved ones safe".

The tips included, taking immediate action rather than delayed actions, being aware of pre-existing health conditions and following a proper routine to improve wellbeing, isolating oneself if people around us are sick, locating the nearest COVID-19 support organizations for help if required and keeping a sufficient supply of emergency cash, refraining from engaging in distress-inducing news channels or social media platforms.

On a similar account, Company Doctor Dr. V. Z. Belani highlighted the importance of timely acceptance and diagnosis as he cited his personal experience with COVID-19 as an example. He advised people to take precautions such as avoid crowds, washing hands after touching various contact touchpoints, washing your hands thoroughly for at least 30 seconds, avoid touching



Dr. Belani sharing his experience and advice



Capt. Shobhit introduces event



Mr. S.M. Iyer speaking to attendees



Ms. Harshali Kotekar provides tips to manage stress

your face and discarding all infectious material properly. Dr. Belani also answered several questions put forth by attendees pertaining to vaccination and more.

Capt. Shobhit urged attendees to share their vaccination data with field offices. Closing the session, Mr S. M Iyer thanked everyone for attending and urged everyone to stay safe.

Over 230 seafarers, shore staff and their families who attended the virtual meeting expressed their appreciation in holding such a timely event to support the Executive community during this challenging time.

We would like to extend our heartfelt thanks to those who attended the OnExecutive event.

TECHNICAL NEWS

Continued from Pg 3

4. Belzona 1321 A ceramic filled epoxy coating designed to provide erosion and corrosion resistance of metal surfaces: 3 coat of 1000 Micron total

detached paint, corrosion pit or erosion, etc. Welding seam/ bead of the diffuser body to the pipe to be closely inspected for any corrosion/ erosion.

Executive Ship Management Guidelines and Inspection criteria:

Measuring the thickness of stub piece on board (All vessels fitted with Scrubber must carry portable Thickness Measurement tool) and record in a tabulated format

Monthly:

- Visual inspection of all-round weld seam/ bead of Overboard pipe, Support Bracket, Flange connection, tightness of bolts and tightness of Bluff body fitting (Non-welded type), paint coating, external corrosion or any deformation to overboard pipe and any paint cracking indicating vibration.
- The thickness of the pipe to be checked and recorded.

Annual:

- Full internal inspection of pipe with a camera inserted from the seaside opening or removing the overboard valve after blanking the opening. Pipe to be inspected for any

An additional requirement from Class - DNV

Because of these experiences, DNV GL has introduced an additional requirement for the SOx scrubber overboard valve distance piece. It shall be verified during the annual class survey that the distance piece has not diminished in thickness. Normally, these pipes are of the coated type, and any reduction of the wall thickness will indicate that the coating has been damaged and the pipe needs to be replaced within a reasonable amount of time.

Ultrasonic Thickness Measurements (UTM) done by a level II qualified operator in the three months leading up to the survey can be accepted as documentation of the condition of the distance pieces. Alternatively, if divers have performed an underwater inspection during that period and were able to inspect the condition of the entire distance piece up to the overboard valve, their report can be accepted as acceptable documentation.

Available for free on iOS and App Store

Download our in-house Seafarer App, ESM Crew Portal now!



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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 2021

ONLINE COURSES

| COURSE | NO. OF DAYS | INTAKE | DATES |
|---|-------------|-----------|------------|
| BTM Learn | 4 days | 4 | On request |
| Advanced PSCOM E-Learn | 2 days | | On request |
| MARPOL E-Learn | 2 days | 5 | On request |
| ERM E-Learn | 1 day | 5 | On request |
| Resilience Self Learn | 1 day | CBT | On request |
| EDMS Self Learn | 1 day | CBT | On request |
| Jonse E-Learn | 2 days | 3 | On request |
| NCPC E-Learn | 2 days | 5 | On request |
| BBI E-Learn | 1 day | 5 | On request |
| DP Induction E-Learn | 3 days | 2 | On request |
| Bulk Carrier E-Learn | 1 day | 3 | On request |
| Navigation Audit E-Learn | 1 day | 5 | On request |
| Safety Induction Training-Ratings E-Learn | 3 days | 5 | On request |
| INTERNAL AUDITOR E-Learn | 2 days | 5 | On request |
| RCA, E-Learn | 1 day | 5 | On request |
| BWTS E-Learn | 1 day | 5 | On request |
| JRC ECDIS | 1 day | 3 | On request |
| Chart World ECDIS | 1 day | 2 | On request |
| High Voltage, E-Learn | 3 days | 4 | On request |
| COLREGS Refresher Training | 3 days | 10 | On request |
| LVM | 1 day | 3 | On request |
| ATOT E-Learn | 3 days | 5 | On request |
| ATCT E-Learn | 3 days | 5 | On request |
| ME Engine Briefing E-Learn | 0.5/1 day | 3 | On request |
| ASPHALT-B E-Learn | 0.5/1 day | 2 | On request |
| WIND MILL | 0.5 day | 2 | On request |
| MARFLEX | 0.5 day | 2 | On request |
| CCOB | 0.5 day | 2 | On request |
| SHC | 4 days | 2 | On request |
| EP E-Learn | 4 days | 4 | On request |
| Log Carrier E-Learn | 1 day | 3 | On request |
| SITR E-Learn | 3 days | 4 | On request |
| Risk Management | 1 day | 3 | On request |
| FRAMO E-Learn | 2 days | 3 | On request |
| PUMPMAN (CL RM) | 6 days | 4 | On request |
| ME | 1 day | 2 | On request |
| LVM-B | 1 day | 2 | On request |
| Crane Operator Course | 1 day | 4 | On request |
| ECP MARPOL E-Learn | 3 days | 4 | On request |
| ECP MARPOL E-Learn (Rating) | 2 days | 4 | On request |
| ISO Awareness Training | 1 hr | Unlimited | On request |
| Polar Water | 5 days | 2 | On request |
| BTM-Refreher Course | 1 day | 6 | On request |
| MARPOL Refresher Course | 1 day | 6 | On request |
| Adv PSC OM -Refresher Course | 1 day | 6 | On request |
| Advanced ECIDS Operation | 1 day | 1 | 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

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

We are seeking highly passionate Officers for various onshore positions*

Technical Superintendent

Ethylene/Bulk Carriers (Singapore/Mumbai)

HSEQA Superintendent

(Chennai/Cochin)

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

*Please note only successful applicants will be contacted



Our future mariners need you!

Calling all Masters with tanker experience for

- **Nautical Faculty** (Mumbai)
- **Faculty Marine Engineering** (Lonavala)
- **Assistant Personnel Officer** (Chennai)
- **Lecturer, English & Communication Skills** (Lonavala)

Interested applicants apply via www.samundra.com/career.asp or email at careers@samundra.com or call 02114-399515/399508

*Please note only successful applicants will be contacted



SIMS



HAPPY BIRTHDAY!

CREW BIRTHDAYS

Many Happy Returns to the following on their Birthdays during the month of June 2021!

| NAME | BIRTHDAY | VESSEL | NAME | BIRTHDAY | VESSEL |
|--------------------------------------|----------|-----------------|-------------------------------------|----------|-----------------|
| MST SARAVANAN RAMALINGAM VISWANATHAN | 08/06 | MARLIN AMETHYST | CE MANIVANNAN KASINATHAN | 13/06 | ANL GIPPSLAND |
| MST AVTAR SINGH | 30/06 | UACC HARMONY | CE DHANPAL SINGH | 15/06 | MARLIN MAJESTIC |
| MST TAJ JOSEPH MATHEW | 20/06 | LUBERSAC | CE PRAJISH MOOTHIMOOLA | 25/06 | GLORIOUS KAURI |
| MST KANWAR PREET SINGH | 09/06 | ARIANE MAKARA | 2E RAJESH SOOD | 24/06 | ARISTODIMOS |
| MST JITENDER KUMAR | 12/06 | UACC SHAMS | 2E SARAVANA BHAVAN JESURAJ | 20/06 | AFRAMAX RIVIERA |
| MST AMIT SHARMA | 05/06 | VELOS AQUARIUS | 2E SRIDHARAN PALANISAMY | 03/06 | UACC RAS TANURA |
| MST HANUMANA RAM | 04/06 | MAREX NOA | 2E VIJINTH KANNAN KRISHNAN | 13/06 | ROBERTO |
| MST PARMESHWAR PARAMATMA PANDEY | 14/06 | GANGA K | 2E DHARANJAY THAKUR | 14/06 | RED MARAUDER |
| MST SAMEER PARASHRAM DHOLE | 25/06 | CHOLA TREASURE | 2E MURALIKRISHNA SRINIVASAN | 30/06 | EVER FAIR |
| MST JASMER | 10/06 | BOUGAINVILLE | 2E RAJ KUMAR SINGH | 06/06 | VICTOIRE |
| MST PRADEEP KUMAR | 30/06 | AFRAMAX RIVIERA | 2E SURIYANARAYANAN VEERANAN | 23/06 | CHOLA TREASURE |
| MST AMOL ARUNRAO NITNAWARE | 24/06 | FRONT SANTIAGO | 2E CHANDRA SEKARAN PANNEER SELVAM | 29/06 | CITY OF TOKYO |
| CO SIDDHARTH KUMAR | 15/06 | CHOLA VIRTUE | 3E RAGHU PADIKKAL VARIAM | 17/06 | APL NEW JERSEY |
| CO SHISHIR SRIVASTAVA | 08/06 | CHOLA HARMONY | 3E ANOOP VISWANATH | 18/06 | CITY OF TOKYO |
| CO ASHISH RAWAT | 30/06 | ONE MILLAU | 3E NAVDEEP WALIA | 29/06 | LUBERSAC |
| CO AROCKIA DAFFIN TINU JESUVADIAN | 03/06 | GLORIOUS FUJI | 3E PARVEEN KUMAR | 07/06 | THE BLACKSMITH |
| CO BABIT KUMAR SHARMA | 15/06 | UACC RAS TANURA | 3E JAYANT BODALA | 23/06 | UACC EAGLE |
| CO HARJEET SINGH | 25/06 | VICTOIRE | 3E MOHIT JAIN | 26/06 | VELOS FORTUNA |
| CO ABISHESH BANOTA | 26/06 | UACC EAGLE | 3E INDRAKIRAN CHOWDARY TALAPANENI | 24/06 | UACC HARMONY |
| 20 SAURABH SHASHIKUMAR PALIWAL | 03/06 | CHEM HELEN | 3E SREEHARI PALAT | 25/06 | KIKYO |
| 20 MANISH KHANNA | 10/06 | UACC SHAMS | 3E JEBIN JOSEPH | 30/06 | UACC SILA |
| 20 VARGHESE BIJOY | 18/06 | CITY OF TOKYO | 4E AJAY KUMAR | 26/06 | UACC EAGLE |
| 20 VIVEK BHASKARAN NAIR | 20/06 | MITERA | 4E NANDA KUMAR RAVI | 17/06 | KOBAI |
| 20 DISHANK UNIYAL | 06/06 | YAMABUKI | 4E SIVARAM BALASUBRAMANIAN | 16/06 | EVER FAR |
| 20 KARTIKEY KUMAR RAI | 11/06 | VELOS AQUARIUS | 4E VIVEK RAJARAM PATIL | 06/06 | AFRA LAUREL |
| 20 SACHIN GARG | 30/06 | MARLIN AMETHYST | 4E DEVANSHU NAUTIYAL | 19/06 | VELOS RUBY |
| 30 SANJEET SINGH BINDRA | 11/06 | KAMOME VICTORIA | 4E VINAI KUMAR PAL | 10/06 | EVER FAST |
| 30 RAJKUMAR BIHARI PRASAD JAISWAL | 01/06 | UACC FALCON | 4E HIMANSHUKUMAR SHANKARBHAI TANDEL | 22/06 | FS DILIGENCE |
| 30 SHARGAL KATTASSERY JOY | 09/06 | TOLEDO TRIUMPH | 4E SHUBHAM BERA | 03/06 | UACC SILA |
| 30 SARATH PRASAD | 16/06 | KIKYO | 4E VENKATESH KILARI | 08/06 | CRIMSON MAJESTY |
| 30 SHIVENDU SHEKHAR | 06/05 | MOL TRUTH | 4E RAHUL RATILAL BAMANIA | 20/06 | LR1 AMBASSADOR |
| 30 MAYANK BHARDWAJ | 05/06 | BOUGAINVILLE | 4E CELESTIN ROYCE ANTO COREARA | 22/06 | EVER GOLDEN |
| CE NOBY JOSEPH | 13/06 | APL NEW JERSEY | 4E HIMANSHU SINGH | 12/06 | AFRAMAX RIVIERA |

NEW JOINERS

Welcome to our New joiner onboard ESM vessel

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



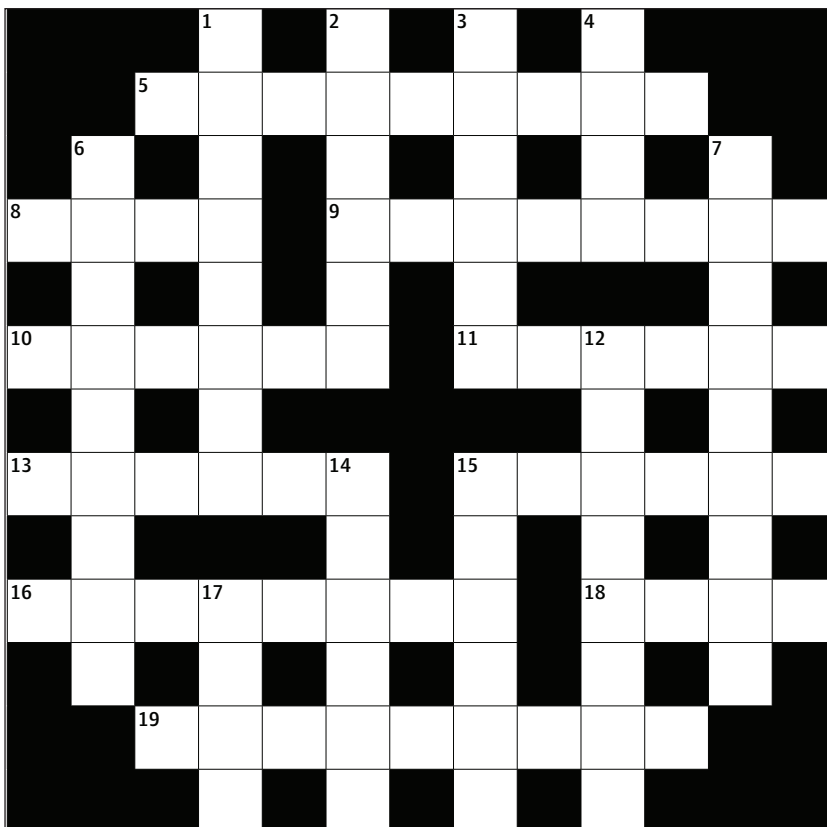
JE SAURAV SUMAN
LR2 ETERNITY

PUZZLES ANSWERS FOR ISSUE 193

| | | | | | | | | | | | | | | | | | | | | |
|----|---|----|----|---|----|----|---|---|---|----|---|----|----|---|---|----|---|---|---|---|
| | 1 | S | 2 | I | G | 3 | N | I | 4 | F | I | 5 | C | A | 6 | N | T | | | |
| 7 | O | | R | | I | | L | | A | | E | | | | | | 8 | P | | |
| 9 | F | R | E | T | B | O | A | R | D | | | | | | | 10 | W | E | E | |
| | F | | | | B | | B | | I | | Y | | | | | | | | R | |
| 11 | I | M | 12 | P | E | L | | | | 13 | B | U | Z | Z | O | F | F | | | |
| | C | | O | | E | | Y | | | | | | | | | | | | R | U |
| 14 | E | N | L | I | S | T | | | | 15 | F | 16 | I | R | K | I | N | | | |
| | P | | A | | | | | | | 17 | S | | N | | E | | | | | C |
| 18 | A | I | R | L | 19 | I | F | T | | | | 20 | F | I | R | S | T | | | |
| | R | | B | | | N | | A | | | | I | | | | | | | | O |
| 21 | T | O | E | | | 22 | B | U | L | L | D | O | 23 | Z | E | R | | | | |
| | Y | | A | | | E | | A | | | E | | | O | | | | | | Y |
| | | 24 | P | R | O | D | I | G | A | L | S | O | N | | | | | | | |

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

PUZZLES



Across

- 5 Boisterous comedy involving collisions and practical jokes (9)
- 8 Clarified butter used in Indian cookery (4)
- 9 Unrealistic (8)
- 10 Ask (6)
- 11 With great force (6)
- 13 Hard mineral consisting of silicon dioxide in crystal form (6)
- 15 Canny (6)
- 16 Give heart to (8)
- 18 Obnoxious lot (slang) (4)
- 19 Burrowing mammal covered with strong horny plates (9)

Down

- 1 Underlying (8)
- 2 Cloudy – obscure (6)
- 3 Chamber (6)
- 4 Reverberation (4)
- 6 Whatsit – my thin mug (anag) (9)
- 7 Small northern grey gull with a shrill cry sounding like its name (9)
- 12 Grotesque waterspout (8)

- 14 Narrow belt in the heavens divided into 12 signs for astrological purposes (6)
- 15 Illuminated by a star during the day (6)
- 17 Bhindi (4)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 8 | | | 3 | | | 6 | |
| | | 5 | | | | 7 | | |
| 2 | | | 9 | | 8 | | | 3 |
| 1 | | | | | | | | 8 |
| | | | | 2 | | | | |
| 7 | 3 | | | 4 | | | 9 | 5 |
| | 4 | | | 8 | | | 1 | |
| | | | | | | | | |
| 8 | | | 4 | 1 | 5 | | | 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.

ESM NEWS

MT Godam receives Search and Rescue award from AMSA



ESM-managed MT Godam was awarded with the Search and Rescue award from the Australian Maritime Safety Authority (AMSA), for its rescue of two stranded fishermen in Torres Straits on 03rd December 2020.

While in pilotage last year, the crew along with reef pilots onboard Godam spotted two men clinging onto a timber plank in the water. Amidst rough conditions, the crew strategized and worked diligently thereby successfully saving the lives of both fishermen. The award was received by Capt. Pramod Kumar Singh, present Master of Godam.

At Executive, we are consistently working and striving to ensure safety awareness and preparedness via education, training as well as emergency drills. This enables our crew to respond swiftly to any crises at sea. We would like to express our heartiest congratulations and sincere appreciation to the entire crew of Godam; Captain Rohit Upadhayay, CE Badrinath Singh, who were onboard on the respective day, for their professionalism at sea and excellent display of seamanship.

ESM NEW TAKEOVER

Container vessel Ever Feat delivered to ESM in May 2021

Container vessel Ever Feat was successfully delivered from Imazo Shipyard, Hiroshima, Japan to the management on 25th May 2021.

Ever Feat is helmed by Master Devjeet Basu, Chief Officer Nelson Thankachan Nellivilayil and Chief Engineer Ganesh Kuppuswamy and Second Engineer Vinoth Veeramani.

We would like to extend heartiest congratulations and thanks to the crew and onshore teams for their efforts in ensuring a safe and efficient takeover during these challenging times. Our best wishes to all onboard, safe sailing and following seas on their voyages ahead!



Share the light campaign

The company launched "Share the Light" a Covid-support campaign to spread positivity, hope, faith and optimism amongst the OnExecutive community.

The campaign invites our shore employees, seafarers, and their family members to share their experiences and stories of support given out or being received during times of need. The campaign aims to foster community support, after all, an act of kindness and positive experience, however big or small, can bring hope into the lives of others in these challenging COVID times.

Have a similar story to share, write to us at Communications@executiveship.com to be featured.



Joke of the month

What do you give to a sick lemon?

Lemon aid.





EXECUTIVE
NEWS BULLETIN