



MAIN NEWS

Fresh directives amidst COVID-19 spread

In view of the latest developments on the spread of COVID-19, ESM has issued guidelines asking vessels calling ports in countries with higher risks to monitor and log the health condition of all ship's staff from the time vessel arrives in the country (End of Sea Passage) till 14 days after departure (Full Away).

Accordingly, prior to calling the next port, vessels should confirm with agents if any restrictions or measures have been imposed on vessels coming from the infected country. This will allow vessels to prepare, in the event ship quarantines are mandatory, for more rigorous health and quarantine inspections or detailed information about crew health are required.

Meanwhile, the Singapore Maritime Port Authority has issued new advisories to include all arriving vessels with crew who have recent travel history to mainland China or have called to ports within China or with recent travel history to Daegu city or Cheongdo county of the Republic of Korea within the last 14 days. All vessels are required to submit a Maritime Declaration of Health to the National Environment Agency's Port Health Office 24 hours before arrival at Singapore port.

This is a measure to prevent spreading of the virus as countries like Republic of Korea with over 2000 cases, Italy with over 500 cases and Iran with over 250 confirmed cases become major virus clusters. While most countries have measures and restrictions imposed on vessels arriving from high risk ports, more precautions

affecting ship operations are expected to rise as the number of infected increases globally.

Over 56 countries have reported confirmed cases as of 28th February 2020. More recently, a case was confirmed in Brazil, Latin America as well as Algeria and Nigeria in Africa. Cases have also been confirmed in New Zealand, Denmark, Austria, Romania, Spain, Greece, New Zealand and the Netherlands.

Executive Ship Management is regularly issuing updated guidelines to vessels in view of the evolving COVID-19 outbreak situation. These guidelines and safety alerts are available as Safety Alert 01-20. It is being sent to all vessels via email and also accessible via document management system, Phoenix.

We strongly urge our seafarers to take on the best practices and initiatives to prevent the spread of this virus on our ships.

SAFETY MOMENT OF THE MONTH

OOW alone at night causes vessel to run aground

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

A small tug was underway in darkness with good visibility. The vessel was making about 8kt with only 1 Officer on Watch(OOW) on the bridge and the helm on autopilot. They were on a well-travelled route, which was loaded into the vessel's chart plotter.

At one point, the OOW switched on the searchlight to see the reflectors on two navigation markers that indicated some reefs. When the OOW saw that he was abreast of the red marker (see image), he moved the autopilot control stick a few 'clicks' to port. Although, the OOW later stated that the vessel did not change

course, the AIS signals show that the vessel's course changed by 6° to port during the final 31 seconds before the grounding. The OOW wished to put the vessel into manual steering, but the vessel ran aground before he could do this, and he was thrown violently forward.

The OOW immediately tried to reverse the grounded vessel off but found that the vessel's propulsion system did not respond. Not long after, the grounding the vessel slipped off the rocks, drifted and then sank about 40 minutes after grounding. Eventually, the crew abandoned ship and were rescued.

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Letter from ESM

In an age and time when we are more used to computer viruses and technological disruptions, the COVID-19 or novel corona virus took the world totally by surprise! By the time people sat back to take stock of this rising issue, its interruptions and impacts on health and economy, deaths numbered in hundreds and thousands of others contracted the disease.

However, by 24th January, ESM had promptly sent out guidelines and advisories issued by various countries to the seafarers and shore alike to safeguard themselves while continuing with life and business with minimum disruptions. The disease is now spreading outside China- the source of the virus. This is now confirmed by reports from countries like South Korea, Iran and Italy. Needless to say, although the disease is considered rampantly contagious, similar to other virus causing flu, the precautions make the effective remedy for the time being. At the same time what counts is the existing immunity level of a patient to overcome its impact. We do hope our seafarers and employees have followed the right measures, healthy diet and lifestyle to protect themselves from such situations.

Nevertheless, life went on as usual in February. We are happy that regular business and activities were carried out by the sailing and the shore staff while taking all the necessary precautions and measures needed to counter the spreading of the Coronavirus.

The 26th batch of graduate marine engineers stepped out of SIMS to begin their career with ESM. Hearty congratulations to the graduates and their families and a big laud of applause for the faculty and the staff in shaping them for their future life on board.

Its also heartening to see the enthusiasm and excitement of the Executive family in rolling out the OnExecutive platform across India thereby, opening a new chapter in the history of Executive Group. This is a platform for both seafarers and shore staff to join hands in raising the flag higher for the organization not only as a professional but as a caring member of the society.

Wishing all our readers a very colorful, peaceful, healthy, fun-filled and happy Holi on 10th March. Here's wishing a happy new year to those celebrating Gudi Padwa on 25th March – yet another spring festival in India.

While we prepare for the coming month already marked with plenty of other activities and events, our focus remains on having a safe and productive life onboard or ashore. Till the next issue!

Remain happy and safe,

Sikha Singh

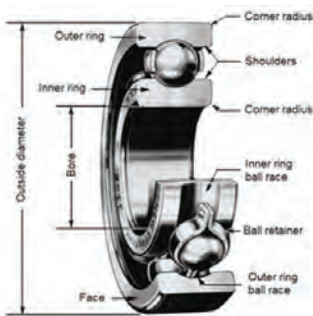
TECHNICAL NEWS

Life of a Ball Bearing

The purpose of a ball bearing is to reduce rotational friction and support radial and axial loads. It achieves this by using at least two races to contain the balls and transmit the loads through the balls. In most applications, one race is stationary and the other is attached to the rotating assembly. As one of the bearing races rotates it causes the balls to rotate as well. As the balls are rolling they have a much lower coefficient of friction than if two flat surfaces were sliding against each other.

Ball bearings tend to have lower load capacity for their size than other kinds of rolling bearings due to the smaller contact area between the balls and races. They are characterised by point contact between the balls and the raceways. As a rule, ball bearings rotate very quickly but cannot support substantial loads. However, they can tolerate some misalignment of the inner and outer races.

Common terminology of ball bearing components



Types of ball bearings

Various types and designs of ball bearings are available to suit the demand of application.



Deep-Groove Ball Bearings: The most commonly used bearings are easy to maintain and not as

sensitive to operating conditions thus are used in a wide range of different applications. In addition to radial forces, they absorb axial forces in both directions. Their low torque also makes them suitable for high speed applications.



Angular Contact Ball Bearings: They are characterised by a contact angle. Forces are transferred from one raceway to the

other at a particular angle. Angular-contact ball bearings are therefore suitable for combined loads, where high axial forces have to be transferred in addition to radial forces.



Self-Aligning Ball Bearings: These bearings include a double row of balls guided by a cage and double row inner ring raceway but have

the special feature of a continuous spherical outer ring raceway allowing the inner ring / ball complement to swivel within the outer ring. This is what enables a degree of self-alignment in the application.



Thrust Ball Bearings: Consists of two bearing discs with raceways for the balls. Thrust ball

bearings were developed solely for absorbing axial forces in one direction, meaning they can locate the shaft axially in one direction.

Important tips for proper bearing maintenance

It is important ball bearings are maintained properly to ensure long operational life. Bearings play a significant role in the free and unrestricted movement of mechanical components.

Here are seven tips for bearing maintenance to help ensure a longer lifespan:

1. Handle with care

It is very important that they are stored in a clean and dry environment with their packaging intact. Never hammer or pound them or apply a direct force on it or its outer ring, which can cause damage to the rolling elements, resulting in misalignment. The most important thing to

remember is to never remove bearings from their packaging until ready for use.

2. Check the bearing housing and shaft

Whenever a bearing is used for mounting, it is crucial that the housing and shaft are inspected. Always use a soft cloth to wipe the surfaces clean and make sure any nicks and burrs on either surfaces are removed. Ensure that outer race of ball bearing is not loose & does not rotate in its housing e.g. in electrical motor end covers. These covers to be repaired to make outer race of bearing to fit tight not rotate in operation.

3. Mount the bearings correctly

When mounting a bearing, never strike it directly with any hard object, such as a steel hammer or a chisel, and never apply the mounting force through the rolling elements. Premature bearing failures are caused by poor fitting. Small bearings can be mounted by cold technique without any heating. In cold mounting, the misguided practice of using a standard hammer and pipe for the job has long been discredited. This practice can cause debris to enter the bearing or, if not done properly, a pipe can slip and impact the internals of the bearing. Specialized tools like bearing pullers, bearing fitting tool kits, oil injector kits, hydraulic nuts, or induction heaters should be used in the mounting and dismounting processes. These tools ensure the smooth process of mounting or dismounting, in order to minimize the risk of damage.

Methods involving heat mounting will be appropriate for relatively larger bearings.

Hot mounting, where the bearing is pre-heated, provides a practical solution to allow for a bearing's expansion and subsequently easier installation, while maintaining specified interference fit after the job is completed. Even heating like in hot oil bath, induction heater and an oven should be used to prevent any damage during the heating process. Never use an open flame to heat the bearing as this can cause permanent deformation and lower the load bearing capacity.

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Type of machine	Basic Life Operating Hours
1. Machines used for short periods intermittently. (Examples: Steering gear grease pump motor, engine room crane motor)	4000 to 8000 Hours
2. Machines not continuously running in a day. (Examples: Hydrophore pump motor, valve remote control pump motor)	12000 to 20000 Hours
3. Machines continuously in use for 24 hours in a day. (Examples: AHU fan motor, Main Seawater pump motor)	20000 to 30000 Hours

SAFETY MOMENT OF THE MONTH

Continued from Page 1

Lessons learned

- In restricted waters, close attention to navigation is needed to avoid negative consequences.
- Contrary to the rules, there was no dedicated lookout on duty.
- A dedicated lookout might have been able to assist the OOW in his situational awareness and could have helped prevent the accident.
- Bridge team must always exercise due caution in monitoring and plotting the vessel's position especially where UKC is expected to be less. Frequent monitoring of vessel position by visual/ GPS/RADAR. Vessel's position is to be plotted on chart by at least two independent means.
- parallel indexing /Clearing bearing/Leading lights Bearings Etc Navigational techniques can be used effectively during coastal passage.
- Course alteration to be marked on chart with WOP (Wheel over point)
- During Shallow passage always echo sounder to be kept ON Depth alarm to be set on the echo sounder.
- Alteration of course to be carried out on MANUAL MODE. Not on AUTO MODE.
- Use all available navigational aids on bridge.
- Bridge manning level to be maintained as per BMM Sec 4 at all times.
- Call MASTER if you are in doubt.



Tug during salvage operation

ENVIRONMENTAL NEWS

Study finds new estimates of food wastage at individual level

A study conducted by researchers from Wageningen University and Research in the Netherlands has found the average user wastes an estimate of 527 calories worth of food daily. It also found food wastage increased when the user's wealth increased.

One third of the food produced in the world for human consumption every year gets lost or wasted. The causes of this vary and occur at various stages during production, processing, retailing and consuming. Amounting to 1.3 billion tonnes, according to the United Nations, it also contributes up to 10% of the world's greenhouse gas emissions. This is because, when food is disposed in a landfill it rots and becomes a significant source of methane – a potent greenhouse gas with 21 times the global warming potential of carbon dioxide! In industrialized countries, food losses and wastage amounts to US\$680 billion in industrialized countries and US\$310 billion in developing countries. Fruits and vegetables including roots and tubers amount to the highest wastage of any food.

At an individual level, food wastage per person was estimated at 214 calories per day. However, researchers from Wageningen University and Research in the Netherlands have found this estimate may be too low instead estimating individual food wastage at 527 calories. They also observed that food wastage increased with the increase of money in the user's pockets.

To conduct the study, researchers examined data

from the Food and Agriculture Organization of the United Nations (FAO), World Bank and the World Health Organization (WHO). The data was on food production, body weight and affluence from countries representing around 67% of the world population. It was observed that food wastage increased when daily spending hit around seven dollars per day. This implied that people in richer countries were more likely to waste food. It was also observed that with improved economies, developing countries too could see similar food waste patterns in future.

Food wastage goes beyond the direct wastage of the food item. It includes a wastage of all the resources that went into cultivating it. For instance, food waste results in wasted water supply in uneaten food, or water used to grow the food item. Other resources wasted include land, energy, fertilizers, pesticides, labour and capital. Each year, millions are spent growing, transporting and processing millions of food, some of which, ends up going to waste.

Reducing food wastage is a Sustainable Development Goal for the United Nations. Its objective is to ensure sustainable consumption and production patterns. This includes halving per capita global food waste at the retail and consumer level as well as reducing food losses along production and supply chains by 2030.

More often than not, food is carelessly wasted. Researchers have

estimated that 33% of global food wastage is due to carelessness and the passive attitudes of consumers. This means there is huge potential to reduce our environmental footprint in this aspect. Although the focus of climate change is primarily on greenhouse gases, arctic warming and industrial emissions, as individuals there are many arenas through which we can contribute in and food wastage is one of them that most certainly is within our hands.

Researchers have stated that behavioral change is the key way for individuals to reduce food wastage. Hence here are some ways to do so:

- Shop smart and realistically; plan in advance and buy only what you need.
- Reduce portion sizes
- Save and eat leftovers
- Store food in the right manner
- Avoid clutter in your fridge, pantry and freezer
- Treat expiration and sell-by dates as guidelines
- Keep track of what you throw away
- Donate to food banks and farms
- Try canning and pickling



MIND YOUR BODY

Climate change and globalization increases risk of flu epidemics

A study conducted by researchers from the Florida State University has found that climate change and globalization are making us increasingly vulnerable to flu epidemics.

Flu or influenza has a paradoxical relationship with the weather, thriving during winter, receding away in spring. On the other hand, in tropical countries where it is warm, humid and rainy, people fall sick all year round. Hence, low temperatures and high humidity have been previously identified as favorable conditions for flu viruses to easily spread.

As the climate leans towards increased temperatures, scientists are attempting to understand its impact on human health. A study from Florida State University has shown that climate change and rapid weather variability play a part in affecting our immune systems thus increasing the risk of "flu seasons" or even flu epidemics.

The study examined historical data to see how significant weather swings affected flu seasons in highly populated regions of northern-mid latitudes of the world, the United States of America, mainland China, Italy and France. Researchers analyzed weather patterns as well as average surface air temperatures from January 01 1997 to February 28 2018. A statistical analysis was also conducted on influenza data sets from the four countries using the same time period.

The 2017-2018 flu season was one of the warmest on record as well as one of the deadliest with 186 flu - related deaths reported. Scientists also

found extreme fluctuations in the weather during autumn months. This essentially kick started the contagious flu season at the time which then snowballed in densely populated areas. However, climate change resulting weather alone is not increasing risks to human health. This, along with globalization has changed the way humans and animals interact with one another, making us not just prone to the common flu but also to zoonotic or animal borne diseases.

In the last 50 years, many infectious zoonotic diseases have spread from animals to humans. The HIV/Aids crisis originated from apes, the avian flu pandemic from birds, the swine flu from pigs. Recently, it was discovered Severe Acute Respiratory Syndrome (SARS) which occurred in between 2002 and 2003, Ebola and the Nipah virus originated from bats.

At present, the world has been afflicted by a new virus known as the Covid-19 (nCov). Coronaviruses make up a family of viruses that live mainly in bats as well. It also includes strains that contribute to the common cold in people. This virus form has become more threatening in the last two decades with SARs and the Middle East Respiratory Syndrome (MERS) in 2012. Originating in the Hubei province of China in Wuhan, Covid -19 spreads via human to human transmission. Thousands of people have been afflicted with the virus across the globe.

With globalization, new infections spread at a rapid pace in cities due to human congestion and international travel. We are breathing the same air and are touching the same spaces. Moreover, cityscapes are surrounded by skyscrapers while

animals are deprived from their natural habitats. Hence, how and where they live, what they eat as well as the animal food chain will be altered. As these animals such as bats rats, mice, birds, jackals, monkeys etc. reside in cities, they will live in green spaces such as parks and gardens, consuming waste left behind by humans and essentially becoming carriers of evolving diseases.

Adding to this, in some cultures, urban wildlife or bush meat is consumed as food and illegally traded. These are often ill-kept, dirty, injured with untreated wounds from capture or sustained in transport. This thus further enables the spread of zoonotic diseases from animals to humans. In society, poorer members of the population are vulnerable to zoonotic diseases due to archaic beliefs, lack of education, access to proper sanitation or hygiene. They may also have weaker immune systems due to poor nutrition and unable to afford medical care when they are ill.

Hence, it is necessary we acknowledge that as we move towards embracing change, development and progress in each nation, we are disrupting natural eco-systems thereby rendering ourselves vulnerable to zoonotic and other diseases ahead. Such progress is thus void as we are not collectively progressing as a society where more can and needs to be done to address such vulnerabilities.

From educating under privileged members of society, improving their living conditions and stepping up efforts to curb illegal wildlife trade to studying more pathogens. Furthermore, observing weather patterns in future may be key to determining the severity of any future flu season threat or potential epidemics.

TECHNICAL NEWS

Continued from Page 3

4. Proper lubrication

For a prolonged life of bearings, it is crucial that they should be properly lubricated. The correct lubricant depends on the environmental conditions, temperature, speed and load. In this case, it is advisable that you should follow your manufacturer's recommendations for type of lubricant, amount of lubricant and interval of lubrication. Over and lack of lubrication can result in overheating and premature failures of bearings. While re-lubricating, please ensure that old grease

or lubricant is replaced with fresh lubricant.

5. Renewal of bearing before its' life time

Failure of ball bearings cause expensive damages to components of machineries. Cost of repairs can be quite high as compared to low cost of ball bearings. Predictive and preventive maintenance can help us to avoid these damages and reduce operating cost and manhours spent to restore the machinery after breakdown.

Vibration analysis tools & measuring equipment are used as a part of predictive maintenance to find early failure of bearings.

Ball bearings require regular pre-lubrication and renewal upon completion of basic life hours. As a part of preventive measure bearings should be renewed before it reaches basic life hours depending on running hours and rotational speed.

ESM NEWS

SIMS Lonavala hosts third Inter-collegiate Olympiad

The Samundra Institute of Maritime Studies (SIMS) hosted its third edition of the SIMS Olympiad on 27th February 2020, an inter-collegiate maritime pentathlon at its Lonavala campus. Cadets from various prestigious maritime institutions from across India participated in the event showcasing their skills in disciplines such as, navigational, workshop and stage skills, maritime knowledge and the Super Over.

Cadet teams representing their institutions were required to perform each task within a given time period while being observed for teamwork, leadership skills, communications and safety practices. The panel of judges comprised of faculty members from participating institutions (SIMS, Great Eastern Institute of Maritime Studies and Training Ship Chanakya Indian Maritime University). Stimulating tasks such as the Navi – Sea skills test of steering a ship from one destination to another with restrictions and challenges saw cadets thoroughly engaged in ensuring a job well done.

Team SIMS, represented by cadets from BTech, GME and DNS courses, won the overall trophy securing 52 points. Cadets from Training Ship Chanakya Indian Maritime University secured the second spot with 36 points while both Great Eastern Institute of Maritime Studies cadets and Tolani Maritime Institute cadets were tied at the third place with 32 points. The event received much praises from participants.

Our heartiest congratulations to all the participating, winning teams for their excellent sportsmanship and the Organising Committee at SIMS Lonavala for a successful run of the Olympiad!

Participating maritime institutes include the Great Eastern Institute of Maritime Studies (Lonavala), Hindustan Institute of Maritime Training (Chennai), Maritime Training Institute Shipping Corporation of India (Powai), Tolani Maritime Institute (Pune), T.S Chanakya Indian Maritime University (Mumbai).



Group photograph of the participating teams of SIMS Olympiad 2020



Cdt. Bhavna Ramraje (Tolani Maritime Institute) receives 'Cadet of the Year Award' from Capt. Laxmi Narayan Mandal from TS Chanakya



Cadets from Maritime Training Institute, SCI, Mumbai performing workshop skills competition



Cadets from SIMS receives 'Perfect Team At Sea' award from Mr. Jims Andrews, V. Principal, SIMS Lonavala



Cadets from 'Great Eastern Institute of Maritime studies' participating in the Quiz competition



Cdt. Abhishek Menon (DNS batch) from SIMS team performing stage skills



Winners trophy for stage skills



SIMS cadets performing Navi skills



SIMS Olympiad 2020 set stage for Quiz Competition

ESM NEWS

‘OnExecutive’ launched with inaugural events held in India - Continued from Page 14



Inauguration of OnExecutive at Lohagrah Farms By Ms. Anu Gupta, Mr. Ajay Sharma, Mr. Sanjay Kr Sharma, Capt Kunal Kashyap & Mr. Puneet Chauhan



CE Cherian Thomas paddle boating with his family in ESM Cochin



20 Madhavdas presenting OnExecutive coffee mug



Plank Walk D/O Of 2E Manbani Kaur D/O Of 2E Jatinder Singh in Delhi



Traditional dance performance by Ms. Kaushani Chakraborty at Kolkata

Much like ESM Delhi’s event, ESM Cochin witnessed excitement from attendees under the lovely Kerala sunshine. Four teams comprising of eight seafarers in each, took part in a series of friendly Tug-of-War games. Thereafter, rounds of musical chairs, karaoke, a foosball competition and other watercraft activities such as swimming, paddle boats, kayaking followed by a dance performance by SIMS alumni marked the end to a wonderful day. Captain Rajeev Unnikrishnan, Senior Fleet Personnel Superintendent, ESM Cochin and team were touched by the success of the event noting that some of the attendees had travelled from as far as Kannur (located over 8 hours away by train) to simply be a part of this day.

Festivities were just as high at ESM Kolkata which was graced by an incredibly sporting audience brimming with a wealth of artistic talent. Children of the Officers participated in a landscape drawing competition winning gifts and prizes in various games. A game of Tombola was especially organized for the event by Ms. Debolina Choudhury (Spouse of Capt. Sayan Choudhury). Finally, the event also witnessed a myriad of spectacular solo

dance and singing performances by many of the attendees and their children. Many attendees in Kolkata lauded the OnExecutive platform, noting its benefits to cultivate a community that could help to serve one another in times of need.

At the respective events, attendees were encouraged to suggest and plan social engagement programs and welfare initiatives with support from shore employees. It was indeed heartening to witness the coming together of our seafarer community and their families. More activities such as social outreach and welfare programs are being planned ahead in the coming months. Do contact your respective field offices for more details!

“OnExecutive” (pronounced as One Executive) is a social engagement and welfare platform launched in January 2020 for all sailing employees and their family members. This initiative is geared towards fostering social ties and inclusivity between ESM officers and their families across ESM zone offices in India. Interested seafarers are encouraged to register via their respective Zone offices.



OnExecutive Kolkata group photo



ESM Delhi participants captured dancing



Drawing by Harsh Naresh Goyal son of 2E Naresh Goyal in Mumbai



A cute smile while drawing at ESM Mumbai’s get-together



Kids hard at work at the Mumbai event

ESM NEWS

SIMS Lonavala holds graduation for 26th batch of GME cadets



Chief guest & faculty with GME-26 batch Passing out cadets

Spirits were lively as thirty-nine cadets from the 26th batch of Graduate Marine Engineering course successfully graduated as a momentous ceremony was held in SIMS Lonavala on 26th February 2020 to mark the occasion. Proud family members cheered and applauded in celebration as cadets marched forward to receive their certificates.

Chief Guest Mr. SM Iyer, Director, ESM Mumbai advised cadets to possess a positive attitude of doing things the right way while encouraging them to challenge others through safe working practices and fine edge performance. He urged them to put the valuable training received in the institution, into practice. This round of graduation saw several visitors, from ESM Singapore and Mumbai technical superintendents Captain Pradeep Bhadauria, Mr. Ashish Kumar and Mr. Umesh Dhanvijay who interviewed graduating cadets.

Alex Sebastian Barcey, awarded Best Cadet and scholarship student reflected on his journey as a SIMS student. "It was a privilege for me to be here. The culture of SIMS regarding safety and discipline made me more aware of my surroundings. The academics aspect of how machineries work as well as the Ship-In-Campus training made my journey an overall fruitful experience."

Adding, Cadet Mudassar Asim Khot said, "I'm very happy to be graduating. It was my dream



Cadet Alex Sebastian Barcey receives Best Cadet award



Cadet Sumeet Dilkush Juvatkar receives Best in Academics award



Cadet Dipak Dashrath Kotwal receives 2nd Best in Academics award

to be a seafarer and now it's reality. My time at SIMS helped me adopt various inherent qualities necessary for a professional sailing career. Having studied here for a year, I have seen my perspective towards discipline and safety change for the better."

Speaking after the event, the father of Cadet Ashwin Kumar said, "As parents, we are thankful to SIMS for providing a platform for our son to fulfill all our dreams. After visiting SIMS, we are

convinced that we made a very good choice as far as our son's career is concerned." Further complimenting the institution, he said, "SIMS Lonavala is very beautiful and green. Seeing all cadets in their uniform made us truly feel proud."

The ceremony concluded with a prize distribution and group photograph of the batch. Our heartiest congratulations to graduation cadets and we look forward to their placements on-board ESM managed vessels in the months to come.

The following prizes were awarded to GME 26th Batch of Cadets:

Best Cadet:	Cdt. Alex Sebastian Barcey
Best in Academics:	Cdt. Sumeet Dilkush Juvatkar
2nd Best in Academics:	Cdt. Dipak Dashrath Kotwal
Best Hands On Training:	Cdt. Gagandeep Singh
Best Sportsman:	Cdt. Kishor Uttam Bhure
Best Orator:	Cdt. Shubham Kishor Kadu
Best Music:	Cdt. Suraj Chacko Mathew
Best Cadet Captain:	Cdt. Manish Kumar Rout
Best In HSSE:	Cdt. Vaibhav Birla
Most Popular Cadet:	Cdt. Prathamesh Rajendra Salvi

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COURSE SCHEDULE - MARCH 2020

SIMS Mumbai Courses

COURSE	NO. OF DAYS	DATES	COURSE	NO. OF DAYS	DATES
Electronic Document Management System (EDMS)	1	On Request	TRANSAS ECDIS	2	On Request
Advanced Port State Control And Oil Major Inspections (ADV PSCOM)	1	3, 17, 24, 31	Chartworld ECDIS	2	On Request
MARPOL Compliance (MARPOL)	1	2, 9, 16, 23, 30	ECDIS – Totem	2	On Request
Critical Chemical Operation Briefing (CCOB)	0.5	4, 11, 18, 25	Turkish Strait - Dardanelles and Bosphorus (TSDB)	2	On Request
Bridge Team Management (BTM)	5	02-06, 09-14, 16-20, 23-27	B & W Me Control System Operation Course (ME Engine)	0.5/1	On Request
BP-Bridge Team Management (BP-BTM)	5	02-06, 09-14, 16-20, 23-27	Ice Navigation (ICE NAV)	2	On Request
Maritime Resource Management-S (MRM-S)	5	02-06, 16-20	Risk Management (RM)	1	On Request
Enclosed Space Entry-Briefing (ESE)	0.5	On Request	Incident Investigation & Root Cause Analysis (II & RCA)	1	On Request
Navigation Charts Corrections and Passage Planning (NCPC)	2	03-04, 11-12, 24-25	Furuno ECDIS	2	On Request
Advanced Safety Training on Chemical Tankers-Type 2 (ASCT)	3	On Request	ECDIS Simplified (ES)	1	On Request
Operation And Maintenance of Framo Cargo Pumping System (FRAMO)	3	On Request	Dynamic Positioning Basic (Induction) Course (DP Basic)	5	On Request
Advanced Training On Chemical Tanker Operations (ATCT)	5	On Request	Dynamic Positioning Advanced (Simulator) Course (DP Advanced)	5	On Request
Advanced Training On Oil Tanker Operations (ATOT)	5	On Request	Dynamic Positioning Technical & Maintenance Course (DP Maintenance)	5	Every Monday
Integrated Safety Training for Ratings (ISTR)	5	02-06, 09-14, 16-20, 23-27	Dynamic Positioning Awareness Course (DP Awareness)	2	On Request
Basic Tanker Operation Training (BTOT)	1.5	02-03, 16-17	Marine Electrical Practices (MEP)	5	On Request
Advanced Safety Training on Oil Tankers (ASOT)	3	On Request	Basic H2S Training (H2S)	0.5	On Request
Large Vessel Manoeuvring (LVM)	2	On Request	Maritime Crew Resource Management (MCRM)	5	On Request
Pump And Machine Training (PMT)	1	On Request	Advanced Training For Oil Tanker Cargo Operations (TASCO)	10	On Request
Advanced Navigational Simulator Training (ANST)	1	06, 14, 20, 27	Advanced Training For Chemical Tanker Cargo Operations (CHEMCO)	10	On Request
Junior Officer Navigational Skill Enhancement (JONSE)	2	3, 17, 24, 31	Basic Training For Oil And Chemical Tanker Cargo Operations (BTOCT)	6	On Request
Familiarization & Safety Training on Chemical Tankers (FSCT)	3	On Request	Basic Training For Liquefied Gas Tanker Cargo Operations (BTGT)	5	On Request
Advanced Training For Liquefied Gas Tanker Cargo Operations (GASCO)	10	On Request			
Ship Manoeuvring Simulator & Bridge Team Work (SMS)	5	On Request			
JRC – ECDIS	1	On Request			
JRC – ECDIS (9201-C)	2	On Request			

SIMS Lonavala Courses

COURSE	NO. OF DAYS	DATES
Electronic Chart Display & Information System	5	16 - 20
FFLB	2	23 - 24
EP (SR 6 D)	6	02 - 07 & 16 - 21
EP (JR 12 D)	12	04 - 17
MEMS	2	30 - 31
PEPFE	-	-
Promotional Assessment	1	09, 16, 23 & 30
ERS (OPE)	3	02 - 04
ERS (MGT)	5	09 - 13
FSCT (3 D)	3	5, 12, 19 & 26

SIMS Chadigarh - Value Added Courses

COURSE	NO. OF DAYS	DATES
ECDIS - Furuno	2	On Request
ECDIS JRC	1	On Request
Chartworld ECDIS	2	On Request
TRANSAS	2	On Request
ECDIS Simplified	1	On Request
Bridge Team Management	5	On Request
Risk Assessment (RM)	1	On Request
Incident Investigation & Root Cause Analysis (II & RCA)	1	On Request
Advanced Port State Control & Oil Major Inspections (ADV PSCOM)	1	On Request
Maritime Resource Management-Simulator (MRM-S)	5	On Request

Sims Kochi - Value Added Courses

COURSE	NO. OF DAYS	DATES	COURSE	NO. OF DAYS	DATES
ECDIS - Furuno	2	On Request	ECDIS Simplified	1	On Request
ECDIS Chartworld	2	On Request	Risk Management (RM)	1	On Request
ECDIS JRC	1	On Request	Incident Investigation & Root Cause Analysis (II & RCA)	1	On Request
TRANSAS	2	On Request	Maritime Resource Management - Simulator (MRM-S)	5	On Request
Bridge Team Management	5	On Request	Advanced Port State Control & Oil Major Inspections (ADV PSCOM)	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

HAPPY BIRTHDAY!

CREW BIRTHDAYS

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

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST	05/03	DIGNO REBALLOS VISORIO	CE	21/03	SATHASIVAM CHINNASAMY
MST	25/03	INDRAJIT GUHA	CE	14/03	THAVITI NAIDU TANKALA
MST	18/03	JOSEPH MAUREEN SILVEIRA	CE	24/03	KSHEPAK GUPTA
MST	05/03	HILTON HENRY BARRETO	CE	31/03	MAHESHWAR SINGH
MST	02/03	JASWANT SINGH	CE	03/01	SUNIL KUMAR
MST	01/03	PRADIP KUMAR	CE	21/03	ROHAN SHRIKANT PRADHAN
MST	15/03	MUKESH KUMAR	CE	25/03	VIVEK KUMAR RUNGTA
MST	05/03	GOURAV	CE	14/03	PRABHAT SINGH
CO	15/03	KUMAR GAURAV	CE	08/03	ABDUL RASHEED ABDUL RASAK KAFFAR KHAN
CO	02/03	NISHANT RUKHAIYAR	CE	17/03	RAVNEET SINGH
CO	11/03	ANUPAM KHATTRI	CE	30/03	MORA DINESH RAO
CO	19/03	SHASHANK MANOHARLAL CHOUDHARY	CE	16/03	BALU KUMARESH VADIVELU
CO	17/03	SHUBHAM BHALLA	2E	09/03	SHYAMKUMAR MANDGE
CO	31/03	ARCANJO GUILHERME RODRIGUES	2E	27/03	GAJENDER SINGH
CO	17/03	SHALTON DAN JOHN	2E	02/03	VASUDEVAN GURUSWAMY
CO	01/03	DINESH KUMAR UPADHYAY	2E	11/03	KUMARASILAN JAGARAJAN
20	13/03	SUNIL YADAV	2E	19/03	ROHIT SHAMBHUDAYAL SHARMA
20	28/03	ANIL KAREPPARAMBIL ANTONY	2E	22/03	KRISHNA KUMAR VISWANATHAN
20	02/03	AMITH KARIYAMATTATHIL RAJ	2E	08/03	TEJAS DEEPAK KOTLIKAR
20	08/03	MANMOHAN VATTAMATTAM	2E	27/03	GURPREET SINGH GHOTRA
20	12/03	BHARTESH KANT SHARMA	2E	16/03	RESHAM SINGH
20	06/03	FLAVIN FRANKLIN VAZ	2E	08/03	ROOPESH NITHYANANDANAGAR KRISHNAPPA
20	31/03	MIDHUN EPHRIM	3E	30/03	RICHARD CHRISTOPHER VARGAS MONTOYA
20	09/03	GAGANDEEP SINGH RANOTRA	3E	17/03	REJIN RAVINDRAN
20	09/03	BONNIE MEETEI CHINGTHAM	3E	22/03	AJAY KUMAR
20	19/03	MARTIN RAJU MUTHANATTU	3E	26/03	VIKRAM VIJAYA KUMAR PITCHAI
20	31/03	VIKRAM SINGH	3E	02/03	NIKHILESH UPADHYAY
20	01/03	LUIT SAIKIA	3E	10/03	SRI KUMAR CHINNAPPA
20	03/03	VIKASH KUMAR RAGHAV	3E	14/03	ARAJ KUMAR KASHYAP
20	20/03	RAJESH MURARI SINGH NEGI	3E	07/03	NIJIL NALLITHODI UNNIKISHNAN
20	06/03	RISHBHANAND PATHAK	3E	07/03	SANJAY DAMODAR BONDE
30	10/03	ARUN VENU MANDAKAKUNI	3E	16/03	ANUJ VALSAN CHERUKKOTH KUNIYIL
30	01/03	VIKAS KIZHAKKE VEEDU	3E	12/03	DIWAKAR SHARMA
30	21/03	CARLO DELA CRUZ ANDRES	3E	11/03	AKASH RAJKUMAR BANSOD
30	26/03	INKU GEORGE	4E	14/03	GURSIMRAN SINGH SETHI
30	15/03	KAMALDEEP SINGH	4E	02/03	PRANAV SUHAS AMBETKAR
30	07/03	AMAL SEBASTIAN	4E	08/03	PARMINDERPAL SINGH
30	12/03	UPJINDERPAL SINGH	4E	10/03	BHANU CHANDAR AKKUM
30	13/03	SHIVAM GANDHI	4E	11/03	WINNY GEORGE JOHN
30	17/03	AJIMON PUTHENCHIRAYIL ULAHANNAN	4E	16/03	ABHISHEK BOSE
30	24/03	BHARAT KUMAR KANURI	4E	05/03	SHASHANK SHRIRANG NANAWARE
JO	27/03	NIKHIL NICHOLAS	4E	05/03	SHARATH KUMAR
JO	28/03	SUBHAM KUMAR CHOUDHARY	4E	11/03	HARISH ALAPATI
CE	03/03	PARTHA SARATHI ROY	4E	29/03	GOWTHAM SUNDARRAJAN
					UACC HARMONY
					EVER GLORY
					VELOS LEO
					MARLIN AQUAMARINE
					MAETIGA
					KAMOME VICTORIA
					MARLIN AVENTURINE
					ATLANTIC GUARD
					CHOLA TREASURE
					LR1 CARRIER
					AFRA WILLOW
					VICTOIRE
					BAKU
					AFRA OAK
					MARLIN MAJESTIC
					EXECUTIVE COURAGE
					AFRA HAWTHORN
					AEGEAN WAVE
					VICTOIRE
					UACC EAGLE
					SUMAC
					VL NICHIOH
					CRIMSON PRINCESS
					REFERENCE POINT
					MARLIN APATITE
					THE DIPLOMAT
					BOUGAINVILLE
					ARIANE MAKARA
					MARLIN MAGNETIC
					KIKYO
					MARLIN MILLENNIA
					GANGA K
					MANDALA
					SALAMINIA
					ALPINE MYSTERY
					ATLANTIC GUARD
					NEW BREEZE
					LR1 AMBASSADOR
					EVER GOLDEN
					GRAN COUVA
					UACC HARMONY
					PRINCESS ALEXIA
					ATLANTIC CANYON
					UACC RAS LAFFAN

NEW JOINERS

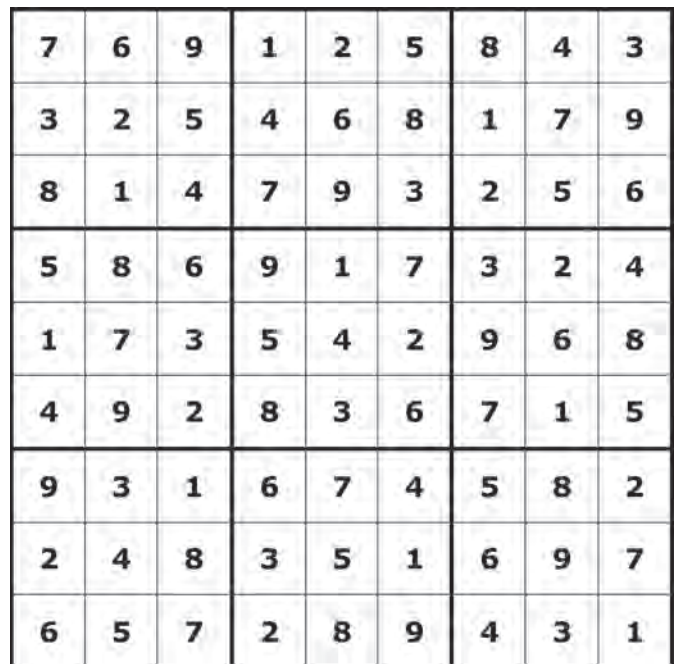
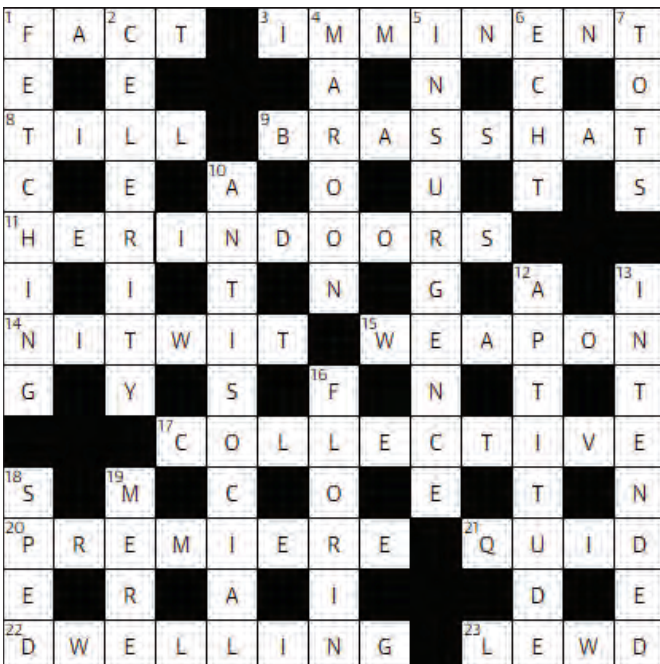
ESM received the latest batch of officers from SIMS

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

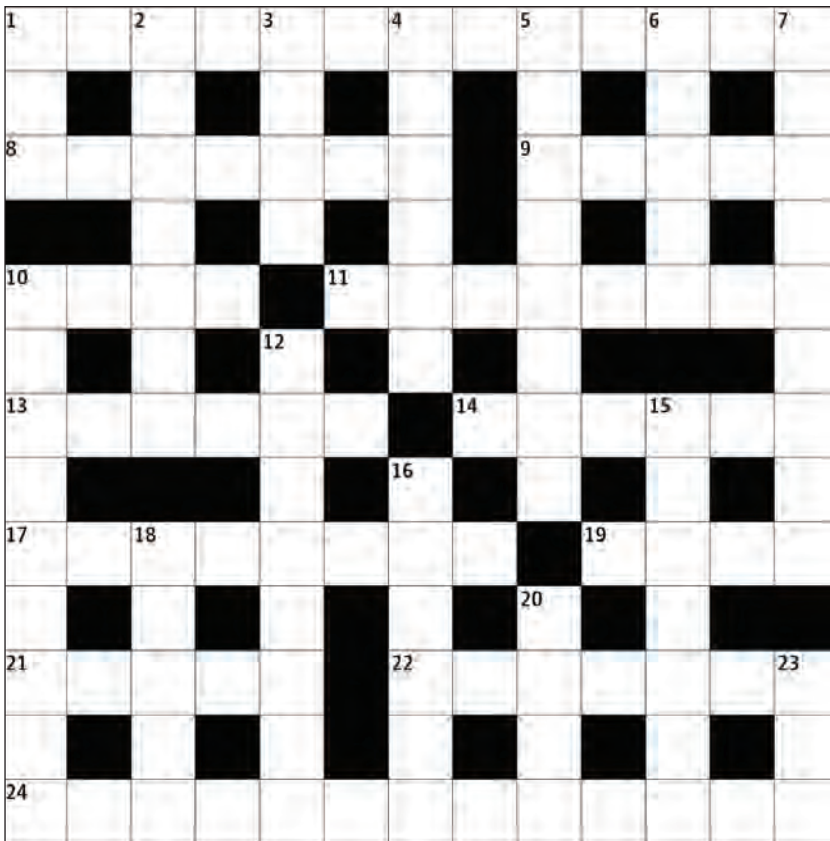


- | | | | |
|----------------------------------|----------------|----------------------------------|------------------|
| 1. JO AMAL MANIYALIL BABU | MARLIN AMBER | 7. JE AKHIL RAVI | MARLIN MYTHIC |
| 2. JO AKHIL CHANDRAN PILLAI | THE CHIEF | 8. JE DEEPAK BHAI PATEL | MARLIN MILLENNIA |
| 3. JO ADARSH CHANDRABABU DEEPTHY | MARLIN APATITE | 9. JE MOHAMMAD RAFEEQ IQBAL | HIGH JUPITER |
| 4. JO SHOEB ABDUL GANI CHOUGLE | AFRAMAX RIVER | 10. JE ARNAB CHAKRABORTY | MARLIN AMETHYST |
| 5. JO MUHAMMED SHANOOB | AFRA OAK | 11. JE NASARUDDIN G. UBAITHULLAH | LR2 ETERNITY |
| 6. JE NIKHIL NAMDEV | ARIANE MAKARA | | |

PUZZLES ANSWERS FOR ISSUE 178



PUZZLES

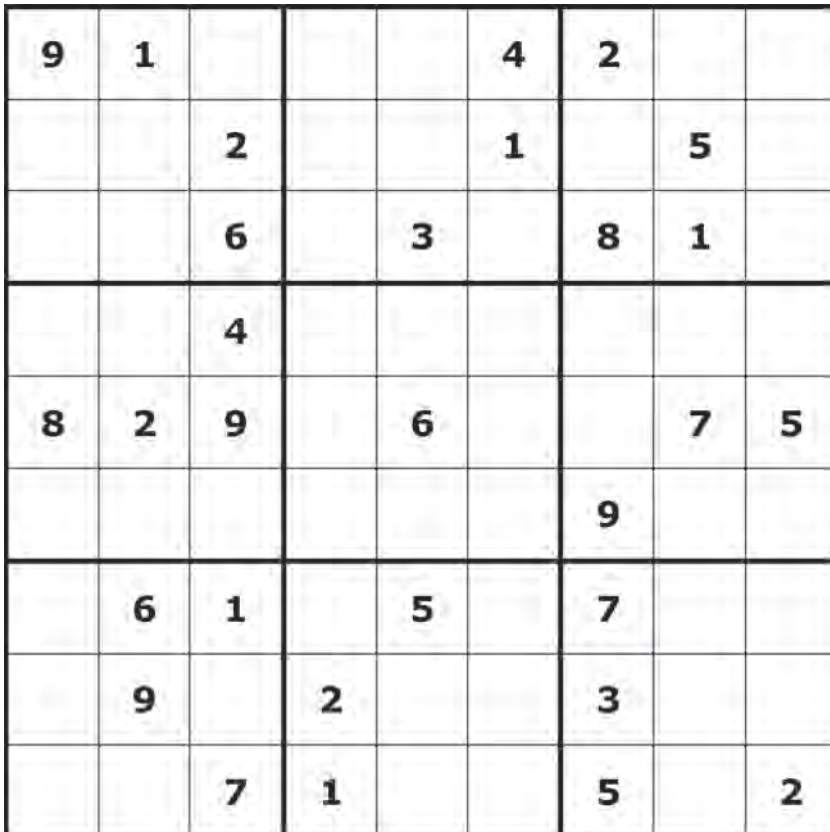


Across

- 1 Doing nothing and hoping for the best – being Glenn etc (anag) (6,7)
- 8 Lockjaw (7)
- 9 Australian operatic soprano, d. 1931 (5)
- 10 Kind (4)
- 11 Punctuation mark (4,4)
- 13 Container used in lubricating machinery (6)
- 14 Lingerie – is nude (anag) (6)
- 17 Stand in (8)
- 19 Experts (4)
- 21 Nigerian currency unit (5)
- 22 Improving trend (7)
- 24 Scottish breed of cattle (8,5)

Down

- 1 Cricket club (3)
- 2 One regarded as sure to succeed in some field (7)
- 3 Departed (4)
- 4 Big meal (slang) (4-2)
- 5 Playing for stakes (8)
- 6 Brilliant success (5)
- 7 Austere monks taking a vow of silence (9)
- 10 Welsh national park (9)
- 12 Writer of light romantic fiction, Princess Diana’s stepgrandmother, d. 2000 (8)
- 15 Moving slowly and carefully (7)
- 16 Accept as true without proof (6)
- 18 Elegance (5)
- 20 The Orient (4)
- 23 Hydrogen, for example (3)



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

‘OnExecutive’ launched with inaugural events held in India

Executive Ship Management field offices in India held a series of inaugural events for seafarers and their families under the ‘OnExecutive’ banner throughout the month of February. The events which varied in activities were held as an initiative to foster social ties and inclusivity between ESM officers and their families. A total of 241 officers and their families attended the events held on 08th, 09th, 16th and 22nd February in Mumbai, Delhi, Cochin and Kolkata respectively.

In Mumbai, fun icebreaker games and a variety of hands on craft activities were conducted. An art competition themed “My father and his ship” was held, where vibrant pieces were created by the wards of the attending Officers. ESM Delhi held a family picnic at a farm where guests were able to learn about local traditions through the different exhibits and facilities. Attendees participated in outdoor activities which involved visiting the local wax museum, ride on tractors and other agricultural vehicles. Painting, pottery and kite-flying activities engaged all interests in the group. Adding more joy to the event, special moments such as the wedding anniversary of attending officer, Captain Mayank Tyagi and his wife as well as the birthday of Chief Officer Naveen Kapur’s son was celebrated with much delight.

Continued on Page 7



OnExecutive Delhi group photo



Capt. Anthony Augustine’s family enjoying paddle boating post-lunch at the ESM Cochin event

ESM NEW TAKEOVER

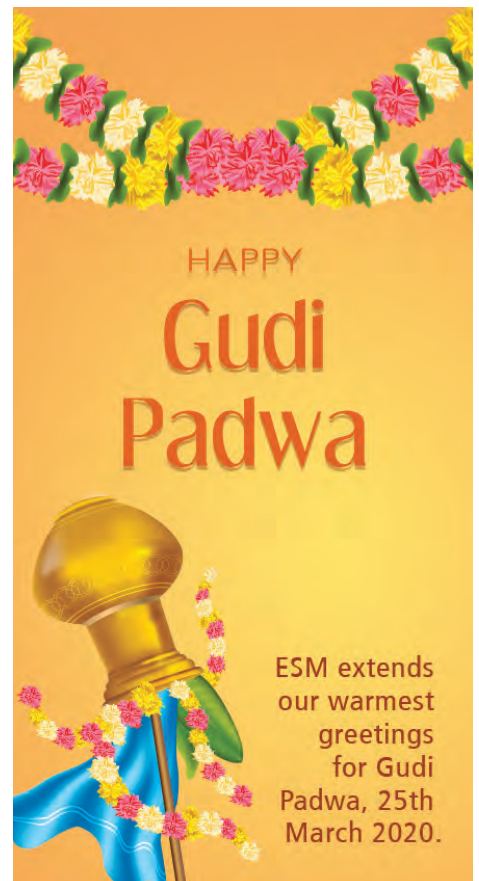
Takeovers for the month of February 2020

Executive Ship Management in February took over two vessels. Oil tankers MT Admiral and Marion were taken over on 03rd and 17th February 2020 at Yokkaichi anchorage, Japan and Port Mundra, Gujarat, India respectively.

With over seven years of sailing on ESM-managed vessels, Captain Kohinoor Kumar Sinha led the team in ensuring a safe takeover of MT Admiral. He was supported by Chief Officer Vikash Godara, CE Saju Davis Peedikayil and 2E Mayank Khare.

Marion was taken over by Captain Manoj Kumar Chaturvedi. He has over five years of sailing experience as Master and is joined with an experienced crew, CO Jyoti Prakash, CE Sanjeev Sarna and 2E Ravisankar Rajagopal Geethakumari.

ESM would like to extend our heartiest congratulations and best wishes for safe sailing to the crew of all the vessels. Fair winds and following seas ahead!





EXECUTIVE
NEWS BULLETIN