



MAIN NEWS

Best Ship Performers recognised for the second half of 2020

Vessels New Horizon, Marlin Aventurine and Ikan Pandan have attained first place in the Oil/Gas Tanker, Chemical Tanker and Bulk Carrier categories, respectively. While consistent efforts for improved performance were recognized for vessels The Judge, Marlin Aquamarine and PAC Schedar in the 'Most Improved ships' category.

Heartly congratulations to the crew and exemplary leadership of the Masters and Chief Engineers of the winning vessels - Capt. Elvin Casquejo

Saladar and Capt. Michael Doroja Campita (New Horizon), Capt. Anupam Prabhakara and Capt. Faisal Iqbal (Marlin Aventurine), Capt. Ajit Ganpat Bangawala (Ikan Pandan). We also congratulate CE Edgardo Sangre Ogario and CE Romilo Esmeralda Samoro (New Horizon), CE Vivek Kumar Rungta and CE Himesh Kizhakkeppura Prabhakaran (Marlin Aventurine), CE Ajay Kumar Singh (Ikan Pandan).

Vessels were assessed on crew teamwork and the quality of safety standards implemented during onboard operations. Appreciating the hard work and efforts, Mr. Jitendra Kumar, Technical Director, ESM Singapore, spurred on the crew,

Continued on Page 7

New travel measures slow down crew changes in February 2021

New International travel measures aimed at containing COVID-19 virus and its infectious variants led to fewer number of crew changes - fifty – four vessels crew changes in the month of February.

While countries such as Turkey have eased measures for crew changes, others such as India and Singapore tightened their travel measures. India now requires travelers to take a COVID-19 predeparture test (PDT) with a valid negative test result before permitting travel. India specifically, requires travelers to

Continued on Page 7

SAFETY MOMENT OF THE MONTH

Fatal fall into unprotected cargo hold

*** 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. ***

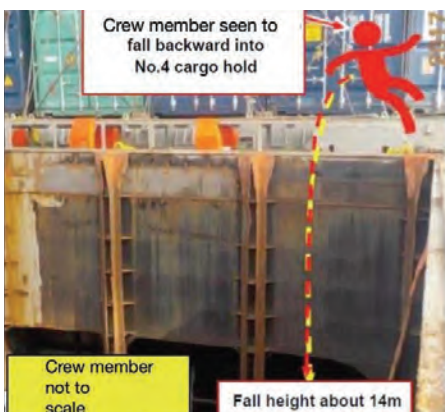
While loading on a vessel, a crew member walked on the raised catwalk adjacent to number 4 cargo hold, that was both open and empty. It was early morning and dew soaked most of the steel surfaces of the vessel.

The crew member was witnessed tripping backwards. He fell into the empty hold at a distance of about 14m. He remained motionless at the bottom of the hold and an evacuation procedure was initiated. He was pronounced dead at the shore hospital on the same day. There were no barriers to prevent falling and the narrow (70cm) catwalk was littered with loose securing gear that made walking on that surface hazardous.

Lessons Learned

- A combination of wet and cluttered surfaces and a lack of fall barriers resulted in a hazardous work area. Then, the crew member made his fatal decision to enter that area without fall-arrest equipment.
- Hatch coamings of most vessels are designed to allow safety stanchions to be inserted. This

Continued on Page 3





Letter from ESM

The best thing about 2021 is we have learnt to take the COVID-19 pandemic in our stride and manoeuvre our life to safer waters along the way. With the start of the vaccination – big or small across the way, we hope for a safer and healthier life as we progress down the year.

We still face the challenges of otherwise normal business activities like the crew changes, as evidenced by our monthly report on the crew changes. But, the manning team's efforts remain steadfast in ensuring all our seafarers do not miss any opportunity to reach home safe at the end of their contracts.

Another fine example of the seafarers' resilience and the company was the result of the ships' performances, and we are pleased to announce the top award winners for the second half of the year 2020—our hearty congratulations to the top leadership and crew on onboard or wherever they are present.

As the criteria for selecting the winners mentioned, it recognises the teamwork behind the ship's operational excellence in terms of safety, vetting performances, and myriad other factors that make a ship stand out among the rest. It's not just a day's but a stellar performance by a ship regularly and consistently, and it indeed deserves our kudos and admiration.

Our report of Zarifa Aliyeva is an equally admirable story of professional seamanship as they picked up two survivors from a sinking ship under rough weather conditions. We are indeed proud of the team for successfully taking up such heroic actions.

We cannot help but mention the latest campaign by the HSEQA department of the learning of safety through mentoring. There could not be a better method than mentoring by seasoned and experienced seniors, providing a superior and higher level of awareness and perspective to the juniors on board. We are indeed eagerly waiting for the assessment of the campaign in another couple of months.

Enhancing engine performance using technology got a new spin new fuel system as pointed out by Fleet manager Sudeep Ghosh in his Technical article. We are sure engineers, as well as the navigation officers, will benefit from reading the article. Capt. Vinod Dubey has continued his efforts to educate us on various commercial aspects of shipping that mostly elude our seafarers on board. He continues with the topic of how to avoid speed and consumption claims by charterers. This awareness will go a long way for budding captains in his/her future career. The topic of Phoenix 3.0 continues, and Capt. Karandikar once again reminds the vital aspect of work and rest hours records in this latest software version.

Finally, when you enjoy reading this issue of the newsletter, let me close the letter wishing you all a happy Holi at the end of the month. Do celebrate this wonderful festival of colours and fun and send us pictures and write-ups telling us about your celebrations.

Till then, keep safe and remain healthy and happy wherever you are

Sikha Singh

Editorial Team

Editorial Director
Sikha Singh

Editorial Assistant
Sara Sandhaas
Varsha Vaswani

Editorial Advisor
Capt. Arun Sundaram

Design & Layout
Nurul Aini Mohd Ikhsan
Nur Mayamin Hippy

To contribute or be featured in the website, do write to us at communications@executiveship.com

TECHNICAL NEWS

Using Emulsified Fuel system (EFS) technology to improve overall engine performance

By Mr Sudeep Ghosh, Fleet Manager

Emulsified fuel is used to improve the combustion performance of marine diesel engines. It produces stable water-in-fuel emulsion, which allows for better mixing of air and fuel and thereby improves fuel efficiency. Water injection into combustion space reduces combustion temperature and helps reduce NOx formation.

Emulsification is defined as a process of combining two immiscible liquids to form a suspension. Water and oil cannot mix to form a homogenous compound. In an emulsion, one liquid contains a dispersion of the other liquid. An example would be, the typical egg and yolk, mayonnaise and in our present context, fuel and water emulsion.

How Emulsified fuel with water systems work:

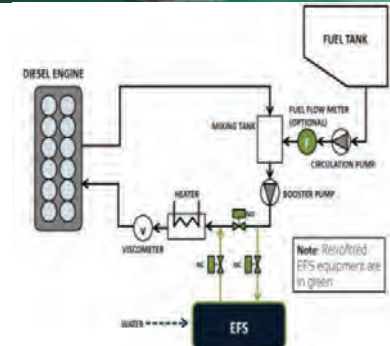
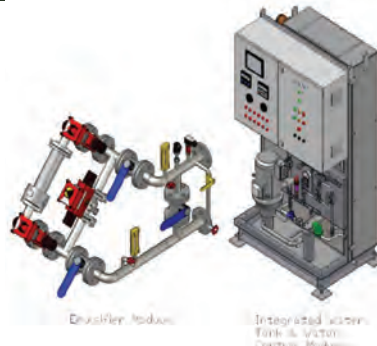
The emulsified mixture must be a stable water-in-fuel emulsion. The system must have a closed-loop control to produce the emulsified mixture on demand. Research has found that 10% water content and water-in-fuel particle sizes of 2-8 microns are optimum for suitable emulsion for best fuel saving. The water particles in the fuel droplets injected by force - boil explosively. This makes the fuel droplets atomize into a very fine fuel mist. This emulsification of fuel creates a secondary atomization effect after the initial fuel injection to cause better combustion and improve specific fuel consumption.

This also gives a much cleaner engine, and the enhanced engine condition can help reduce maintenance cost.

Emulsifier experience:

One of our fleet vessels is fitted with Blue Ocean Solutions (BOS) Emulsified Fuel system.

The BOS system works on the above-described principle of producing a stable emulsion where



the water is surrounded by oil particles of sizes between 3 – 8 microns. The water drop explodes, causing secondary atomization of fuel around it and thus cause better combustion and improved fuel efficiency.

With this equipment onboard a fuel saving of 2-5% has been established.

The BOS emulsifier has no moving parts, thus incurs reduced maintenance cost. It does not use any chemical additive, is fully automated and can be installed with zero downtime of the ship.

Fuel-saving with Emulsifier and Return of Investment (ROI)

The BOS emulsifier can be installed onboard at the expense of USD 200,000. With present VLSFO costing about 450 USD/Ton and a fuel-saving of 2-5%, the investment return is about 1.5 to 3.5 years for an MR size vessel.

This equipment has multiple advantages of fuel-saving, reduced engine maintenance cost and reduced emission of NOx.

Feedbacks:

Assessments by Marine diesel engine designers and makers are currently ongoing to study whether by use of the EFS-

- The engine performance has improved.
- Ship's engineers can get a cleaner engine.
- Overhaul routines can be extended due to better combustion.

Nothing adverse has been reported so far. However, this technology has still not become very popular as the cost of fuel has plummeted downwards. Companies such as Maersk, CMA CGM, etc. have all installed it on a trial basis. Bunker cost does have relevance for broader use of this equipment and for those vessels that consume lesser fuel, the payback period may get stretched.

SAFETY MOMENT OF THE MONTH

Continued from Page 1

enables a safety rope/chain to be installed around the open hatch to assist in preventing accidental falls into the hold. Where such an arrangement exists, crew must be adequately briefed to ensure that these are always put in

place as soon as the hatch covers are opened. On vessels where such arrangements do not exist per design, a suitable risk assessment should be carried out to install a temporary safety rail to guard the open hatch coaming.

- We do not always make the best and safest 'on-the-spot' decisions. This is why strong procedural integrity and a robust safety culture are important safeguards against negative outcomes.

COMMERCIAL NEWS

Avoiding Speed & Consumption Claims: Step-2

By Capt. Vinod Dubey, Assistant Manager, Adhart

In the previous month's article, we delved into the first of four steps and understood that while defining the C/P description, "Clarity is the King", avoid time/ energy to solve these common claims. Taking it up further, let us move on to the 2nd step, i.e. Checking the evidence.

A) The wording of the charter party

There are primarily two sources that provide data on the speed/ consumption efficiency of the Vessel against actual weather encountered. One is the Ship's deck logbook, and the other one is the weather data from weather routing companies. Which one out of these two is irrefutable depends upon what has been agreed in the Charter party. It is always in the owner's benefit to decide that data from the Ship's deck logbook will be final and binding on both parties. However, Charterers will mostly try to push for specific wording stating that the weather routing company's findings will be binding on the parties. In a given market favouring Charterers, Owners may not have many options but to accept Charterer's demand to secure the business; however, Owners should ensure that clause is carefully drafted to have the required effect. For example, it should be that the data from the weather routing company will be binding to imply that the "raw materials" used in the calculation will be binding, not the calculation itself.

B) The discrepancy between the Ship's deck logbook and Weather routing

There may be cases when the Charter party does not explicitly mention which data to be binding. In such cases, if there is a data discrepancy between the deck logbook and weather routing company, courts will generally give weightage to the Ship's deck logbooks. There are two main reasons behind it. Firstly, Navigating Officers are recognised by the World Meteorological Office as trained weather observers. Secondly, the information collected by weather routing companies is from weather buoys and satellites with limited coverage areas and may not give accurate weather data for ships located far away. On the other hand, the Ship's weather conditions will be recorded in the deck logbook.

Since the risk of delay due to weather is upon Charterer, they have all the right to nominate a

weather routing service of their choice on their account. Though the Master is the ultimate judge to decide upon the best and safest course, Charterers can always appoint a weather routing company to reconstruct the voyage and produce evidence to question the integrity of data provided by Ship.

C) Testing the reliability of Ship's deck logbook

Charterers may question the reliability of the data provided by the Master in the Ship's deck logbook, and the situation may worsen to head to tribunal.

An arbitrator, while reviewing the deck logbook data, not only studies Ship's recorded weather but also checks other data to confirm whether the Vessel's record-keeping has been accurate throughout or not. There are numerous examples such as comparing the ballast exchange record in the deck logbook with the ballast log and stability computer records, comparing Ship's logbook positions with AIS data and ECDIS position logs, which will easily plant a seed of suspicion in Arbitrator's mind, if found with significant deviation.

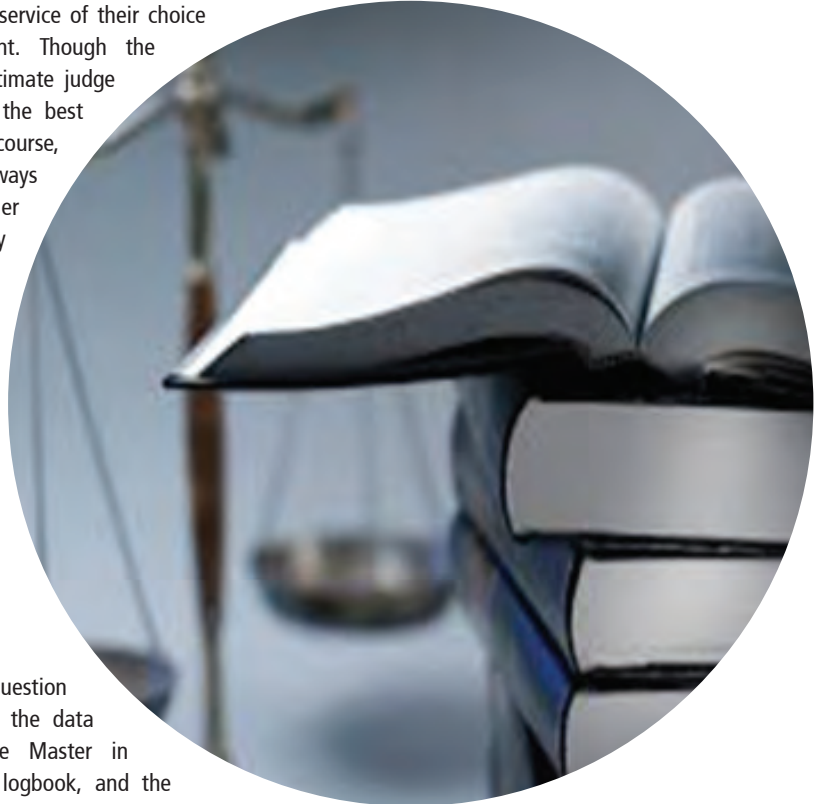
There are a few contradictions in weather recording, which are easily spotted. For example, the Beaufort scale force three is characterised as having a sea-height of 0.6-1.0m. BF3 in the weather box and then "moderate seas" (sea height of 2.0 -2.5m) recorded in the narrative section at the same time will surely put a question mark on the recording officer's ability of weather observation.

A vessel participating as a Voluntary Observing Ship should be making more comprehensive weather reports for transmission to a national meteorological authority. Hence, that data may

also be compared with what's being recorded in deck logbooks. If there is evidence of occasional omission of some essential data, charterers' contention that Master and officers are not entirely diligent in completing the log may strengthen charterers' contention.

To recapitulate, Owners should endeavour to include in the Charter party that data from Ship's deck logbook bind on both parties. However, similar to the ship owner's reluctance to accept the Weather routing agency's data, charterers usually won't get this stipulation. Invariably, in the event of a speed performance claim against a ship, they may use one of the weather routing companies to check through Ship's weather data from its logbooks for establishing its veracity or disputing it. Hence, the Vessel should ensure that all records in the deck log book, including weather data, are accurately made. There should not be any omission or mismatch of information/ data giving rise to suspicion.

For any clarification on this article, you can write to vinod.dubey@adhartshipping.com and additionally, you can suggest any commercial topic of your interest.



MIND YOUR BODY

Routine eye scans may give clues to cognitive decline in diabetes

Scientists have found that routine eye imaging can identify the retina changes potentially associated with cognitive decline in older people with Type 1 diabetes. This can open opportunities for early detection and provide new avenues for understanding, diagnosing and treating cognitive disorders.

Type 1 diabetes, also known as juvenile diabetes or insulin-dependent diabetes, is a chronic condition where the pancreas produces little to no insulin. Type 1 diabetes has no cure, and treatment focuses on diabetes management and diet and lifestyle changes to prevent complications.

Research has found that older people with Type 1 diabetes are at risk of developing cognitive disorders such as Alzheimer's disease. An

association was also found between proliferative diabetic retinopathy (PDR), a diabetes complication that can cause severe damage to eyesight and cognitive impairment.

To conduct the study, scientists from the Joslin Diabetes Centre, the world's largest diabetes centre located in Boston, Massachusetts, USA studied non-invasive routine eye scans gathered. One set of scans focused on Optical Coherence Tomography (OCT), a technique that employs light to examine cross-sections of the retina. The other focused on OCT angiography, a technology that analyses blood vessels in the retina. The study further examined 129 people, focusing on outcomes among people with Type 1 diabetes for 50 years or longer. Volunteers took a series of cognitive tests that included probing memory function, psychomotor speed etc.

The researchers found a strong association between memory tasks performance and structural changes in deep blood vessel networks in the retina. Memory is the primary cognitive task affected by Alzheimer's disease and cognitive decline, making this a significant finding. PDR was associated with memory performances, showing that routine eye exams can detect cognitive changes in people with Type 1 diabetes.

At present, other ways to detect such conditions are via MRI scans that are generally difficult and expensive. Additionally, people are tested when showing symptoms of cognitive decline. At this point, treatments do not offer much help. While more research is required to substantiate this further, it is a significant finding to enable early detection of cognitive decline.

ENVIRONMENTAL NEWS

Ice sheet uncertainties indicate higher sea level rise than predicted

A new assessment from a team of international researchers from the Imperial College London has found that sea levels will rise higher than current estimates by 2100 if efforts are not taken to counter the effects of climate change.

Global sea-level rise began at the start of the 20th century, dominated by thermal expansion where heat drove water molecules apart, thereby expanding ocean water volume. In the 21st century, sea levels are rising due to two factors - added water from melting ice sheets and glaciers, and the expansion of seawater as it warms. Sea-level rise due to thermal expansion is predictable from simple relationships between temperature and expansion; however, ice sheet and glaciers respond to rising temperatures in more complex ways, thus making prediction complicated.

As a result, uncertainties remain. Current knowledge about ice sheets suggests sea-level rise under continued strong warming could be higher than initially predicted by the Intergovernmental Panel on Climate Change (IPCC) range by 2100. The IPCC report predicts,

global mean sea levels will likely rise between 0.95 feet (0.29m) and 3.61 feet (1.1m) by the end of this century.

The research team reviewed current models of the effect of warming on ice sheets against the predicted projections in the IPCC report. The analysis showed that ice sheet lacks sufficient detail on critical processes that may lead to significant mass loss under strong warming conditions, indicating a rise in sea level above the IPCC's original range.

Previous episodes of natural climate change often provide insight into how various earth systems will react. At the end of the last ice age, ice sheets responded to warming by losing mass at rates higher than currently observed, leading to several metres of sea-level rise per century. Hence, current projections of sea-level rise may be underestimated.

According to the IPCC report, sea levels will rise under all emissions scenarios for centuries ahead and accelerate in the second half of this century. Sea levels have already risen about a foot in the

past several decades, and communities in low-lying areas are already experiencing chronic tidal flooding. Millions of people reside in coastal communities and regions susceptible to coastal flooding. Coastal communities are presently facing the threat of direct inundation and magnified risks from storm surge, tidal flooding, extreme rain, and other climate change effects.

While some of these threats can be mitigated by flood barriers or measures, higher rates of rising in future could overwhelm these measures. Understanding the way intense global heating affects polar ice sheets will be crucial to projecting sea-level rise. The researchers have identified areas further need to fill the knowledge gap, such as better mapping the ground beneath glaciers and ice sheets, collecting data at the margin where glaciers meet the ocean, and improving the atmosphere, ocean, and ice sheets excluding currently available technology. Such improvements could lead to an advanced "early warning system" focused on signals of rapid sea-level changes, thus allowing for better disaster management while further substantiating calls for climate action.



ESM NEWS

Recording work and rest hours in Phoenix 3.0

By Capt. Arvind Karandikar, Director, Marine Assurance

Activity/Maintenance	Start	End	Schedule Category
RMR-G21-00051 - LIFE RAFT INSPECTION	11/01/2021 14:06	11/01/2021 17:00	b.Scheduled - Non watch Hrs
STS Operations – Navigation & Mooring	11/01/2021 07:30	11/01/2021 20:00	a.Scheduled Watch Hrs

00-01	01-02	02-03	03-04	04-05	05-06	06-07	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21
				1.0	1.0	1.0	1.0		1.0	1.0	1.0					1.0	1.0	1.0	1.0	

Hour Non Compliance 0.5 Hrs 1.0 Hrs

No Records Found

Recording work and rest hours accurately is a tedious task, and seafarers inadvertently forget to record essential operations/maintenance they did. During audits and PSC inspections, this is often observed as a non-conformity.

To overcome this difficulty, we have made significant changes to the Work and Rest Hour Module in Phoenix 3.0. The system now automatically records a seafarer’s work hours based on:

- Default watchkeeping and non-watchkeeping hours as set for the seafarer.
- Operational activities the seafarer was

involved in such as cargo operations, bunkering, drills, etc.

- Maintenance work orders relevant to the seafarer.
- The seafarer may edit the records prior verification for corrections in the event of recording errors.

A new dashboard panel allows user to see pending tasks such as the Daily Verification of Work and rest Hours by the seafarer and the Monthly Review of Work and Rest Hours by the seafarer, Head of the and the Master.

Nonconformities are also highlighted so necessary corrective action can be taken promptly.

Next month we will explain how the “Daily Work Plan” is used to plan operations and maintenance that will occur the following day including the applicable team members, identifying potential breaches, and recording details of operations/ maintenance in the seafarer’s work and rest hour records.

Stage Pending	Seafarer	HOD	Master
Daily verification of Work and Rest Hours	23	N/A	N/A
Monthly Review of Work and Rest Hours	22	1	N/A
Monthly Non-Compliance Report	N/A	1	0
Seafarer's with > 0 and <= 2 NC in Calendar Month	7	N/A	N/A
Seafarer's with > 2 NC in Calendar Month	3	N/A	N/A

ESM NEWS

Zarifa Aliyeva rescues two survivors from sinking vessel - Continued from Page 12

conditions, the crew onboard Zarifa Aliyeva successfully rescued both crew members and MV Charlie assisted the remaining nine survivors on the life raft. Thereafter, the survivors were safely handed over to the port immigration authorities in good health for their onward repatriation.

At Executive, our consistent emphasis on safety awareness and preparedness via education, training as well as emergency drills empowers our crew to respond to any crises at sea. Our heartiest congratulations to Captain Manoj Kumar Panda,

CE Danapal S, and the rest of the crew onboard Zarifa Aliyeva for their swift display of excellent seamanship.



ESM NEWS

Safety and Mentoring campaign launched - Continued from Page 12

mentoring session conducted is required to be sent back to the superintendents for review and evaluations.

The campaign aims to assist in the ESM goal of “Zero Accidents at Sea” through the gradual improvement in various shipboard operations. The safety and well-being of both crew and

vessels are of top priority to the company and we look forward to the enthusiastic participation as well learnings from all crew members.

MAIN NEWS

Best Ship Performers recognised for the second half of 2020 - Continued from Page 1

"In these difficult times, this is the testimony that our seafarers take the challenges head on to keep pushing the boundaries and enhancing performance irrespective of the circumstance. Do keep up the good work and we assure our complete support to entire team".

Capt. Vijay Cherukuri, GM HSEQA, Singapore thanked the ship staff of the winning vessels for raising the bar and contributing to maintaining the company's excellent track record in the Industry.

The Best Ship Awards seeks to recognize and encourage optimum crew performance in

cultivating and maintaining safe, efficient, and excellent standards of operations performances across vessels. Several factors are taken into consideration when determining the winners. These include vetting performances for tankers, PSC performance, overdue jobs in PMS, cargo claims, charter party compliance, off-hire claims, external audit inspection and performances, number of incidents on the vessels, high-risk navigation observations, best practice suggestions as well as campaign performance. Ships in the Most Improved Categories are evaluated under the same factors over three award periods.

Attributing to rigorous follow ups and proper briefing of expectations as key towards ensuring improved performance, Mr. Sanjeev Dubey, Fleet Manager, and Mr VRJS Srinivas, Assistant Fleet Manager, ESM Singapore, emphasized on the importance of ensuring proper communications with crew that led to their managed vessels winning the Most Improved ship category. Indeed, such consistent efforts yield results!

Winners will receive certificates and a monetary reward of USD 500. Awardees in the second and third places will receive USD 300 and USD 100, respectively.

WINNERS

Oil/Gas Tankers

- 1st Prize: New Horizon
- 2nd Prize: UACC Consensus
- 3rd Prize: FS Endeavor

Chemical Tankers

- 1st Prize: Marlin Aventurine
- 2nd Prize: Atlantic Canyon
- 3rd Prize: Marex Noa

Bulk Carriers

- 1st Prize: Ikan Pandan
- 2nd Prize: Glorious Fuji
- 3rd Prize: Royal Samurai

Most Improved Ship

- Oil/Gas Tanker: The Judge
- Chemical Tanker: Marlin Aquamarine
- Bulk Carrier: PAC Schedar



MAIN NEWS

New travel measures slow down crew changes in February 2021 - Continued from Page 1

present a negative Polymerase Chain Reaction (PCR) test. The country has further announced an extension of the commercial flight suspension till 31 March 2021.

The Maritime and Port Authority of Singapore (MPA) has been catering to requirements of a PDT on a case-by-case basis subject to the board's approval. With effect from 15 February 2021, for Singapore crew change applications where PDT is required, in addition to existing requirement of crew not having gone ashore for 21 days, all

crew onboard shall produce a negative test result from a COVID-19 Polymerase Chain Reaction (PCR) test taken at the vessel's last port of call before calling at Singapore. The test results shall be submitted to MPA as soon as available and before the vessel arrives in Singapore.

These announced changes have thereby hindered crew changes in the country.

We continue to appreciate the immense patience

and consideration shown by our crew during this period. We encourage all our seafarers to remain alert and take all necessary precautionary measures of health seriously while adhering to the regulations and advisories issued by each port when undergoing crew changeover. Ensuring the well-being of our crew continues to be of top priority and ESM is committed to do its best in cooperating with changing regulations while ensuring an efficient but most importantly, safe crew changeover.



SAMUNDRA INSTITUTE OF MARITIME STUDIES (SIMS)

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

COURSE SCHEDULE - MARCH 2021

ONLINE COURSES

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

- 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

-Oil/Chemical Tankers (Mumbai)

Marine Superintendent

-Gas/Chemical Tankers (Singapore)

-Gas Carriers (Mumbai)

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)

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 March 2021!

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST	07/03	CHUNNILAL CHOUDHARY UACC SILA	CE	13/03	DIPTA DUTTA JUBILANT FUTURE
MST	18/03	JOSEPH MAUREEN SILVEIRA AEGEAN WAVE	CE	26/03	SANJAY KUMAR SINHA AZERI GAS
MST	31/03	JAGJIT SINGH RANDHAWA VICTOIRE	CE	14/03	THAVITI NAIDU TANKALA EVER GOLDEN
MST	04/03	VINIT SINGH LAPEROUSE	CE	21/03	ROHAN SHRIKANT PRADHAN VELOS RUBY
MST	01/03	PRADIP KUMAR AZERI GAS	CE	25/03	VIVEK KUMAR RUNGTA MAREX NOA
MST	06/03	SAYAN CHAUDHURI PRINCESS MARY	CE	14/03	PRABHAT SINGH ATLANTIC CANYON
MST	01/03	SHASHI SHEKHAR SINHA OAKA	2E	09/03	SHYAMKUMAR MANDGE GODAM
CO	14/03	MAHESH KAILAS CITY OF TOKYO	2E	02/03	VASUDEVAN GURUSWAMY ATLANTIC GUARD
CO	28/03	SUNNY GROVER ROBERTO	2E	16/03	SUBRATA LASKAR WILLOWY
CO	02/03	NISHANT RUKHAIYAR FS SINCERITY	2E	07/03	CHANDRASEKAR KRISHNAMOORTHY JUBILANT FUTURE
CO	31/03	ARCANJO GUILHERME RODRIGUES VICTOIRE	2E	30/03	JUSTIN KUMAR MANUEL VELOS LEO
CO	17/03	SHALTON DAN JOHN ATLANTIC PRINCE	2E	13/03	ABHISHEK NAKKONDA UMAKANTHAN APL TURKEY
CO	27/03	YESHU GUPTA MARION	2E	16/03	ALOK SURESH ALHAT GANGA K
CO	01/03	DINESH KUMAR UPADHYAY LR1 CARRIER	2E	21/03	SHYAM KUMAR RAMAIAH CHALLURI SALAMINIA
20	18/03	SHOBHIT SHASHIKANT GAJBHIYE FS SINCERITY	2E	08/03	TEJAS DEEPAK KOTLIKAR YAMABUKI
20	28/03	ANIL KAREPPARAMBIL ANTONY MOL TRUTH	2E	06/03	RAJESH KUMAR SINGH LR2 POSEIDON
20	02/03	AMITH KARIYAMATTATHIL RAJ EVER GOVERN	2E	16/03	RESHAM SINGH PRINCESS MARY
20	09/03	GAGANDEEP SINGH RANOTRA THE BLACKSMITH	2E	08/03	ROOPESH NITHYANANDANAGAR KRISHNAPPA ALHANI
20	17/03	RAHUL JOHN KADUPPIL ZARIFA ALIYEVA	3E	09/03	NIRANJAN KEDAMBADI VASU MARLIN AMBER
20	30/03	AKSHAY THUWAL UACC RAS TANURA	3E	17/03	REJIN RAVINDRAN ASTRID
20	01/03	VIKAS KIZHAKKE VEEDU CHOLA VIRTUE	3E	11/03	JOBIN GEORGE MULAMOOTTIL PALANCA MIAMI
20	31/03	VIKRAM SINGH LR2 POLARIS	3E	25/03	ASSIM DARIAHAN SAJEETHA SAMA
20	07/03	AMAL SEBASTIAN PALANCA MIAMI	3E	20/03	MALKEET SINGH UACC RAS LAFFAN
30	19/03	AJITH MATHEWS THE DEPUTY	3E	18/03	VENKATA SATYA RAVI SUJAN MUNJETI FRONT SUEZ
30	31/03	VYSHAG DILEEP AMBALI PARAMBIL LR2 POLARIS	3E	05/03	SHARATH KUMAR ATLANTIC GUARD
30	31/03	RAVI YADAV LAPEROUSE	3E	11/03	AKASH RAJKUMAR BANSOD ST. GERTRUD
30	18/03	NITIN NEGI SAMA	4E	13/03	ARSHDEEP SINGH AFRA HAWTHORN
30	12/03	ADITYA RAJ MARLIN AVENTURINE	4E	11/03	HARISH ALAPATI ORACLE
30	12/03	UPJINDERPAL SINGH CHOLA TREASURE	4E	29/03	GOWTHAM SUNDARRAJAN PLATYTERA
30	16/03	PRANAY SINGH ONE MILLAU	4E	31/03	SHARAD KUMAR CRIMSON KNIGHT
30	17/03	AJIMON PUTHENCHIRAYIL ULAHANNAN HIGH JUPITER	4E	26/03	AANGAD OBEROI PALANCA MIAMI
30	26/03	SHUBHAM SHUKLA LR2 PIONEER	4E	08/03	ANKIT DWIVEDI RED RUM
30	14/03	RAVIKANT PANDIT JAL KAMADHENU	4E	17/03	AVINASH AMOD SINGH MARLIN MAJESTIC
JO	19/03	AKHIL ANTONY ST. GERTRUD	JE	03/03	SOHAN DAVID MABEN ALPINE MYSTERY
JO	26/03	ANANDHU MADHU MADHUSOODHANAN PILLAI AFRAMAX RIVER	JE	07/03	SAMPATH SANJAY KIRAN JAJULA MAREX NOA
CE	03/03	PARTHA SARATHI ROY AFRICAN JACANA	JE	12/03	BIMLESH KUMAR YADAV CITY OF TOKYO

NEW JOINERS

New joiners welcomed onboard ESM vessels

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



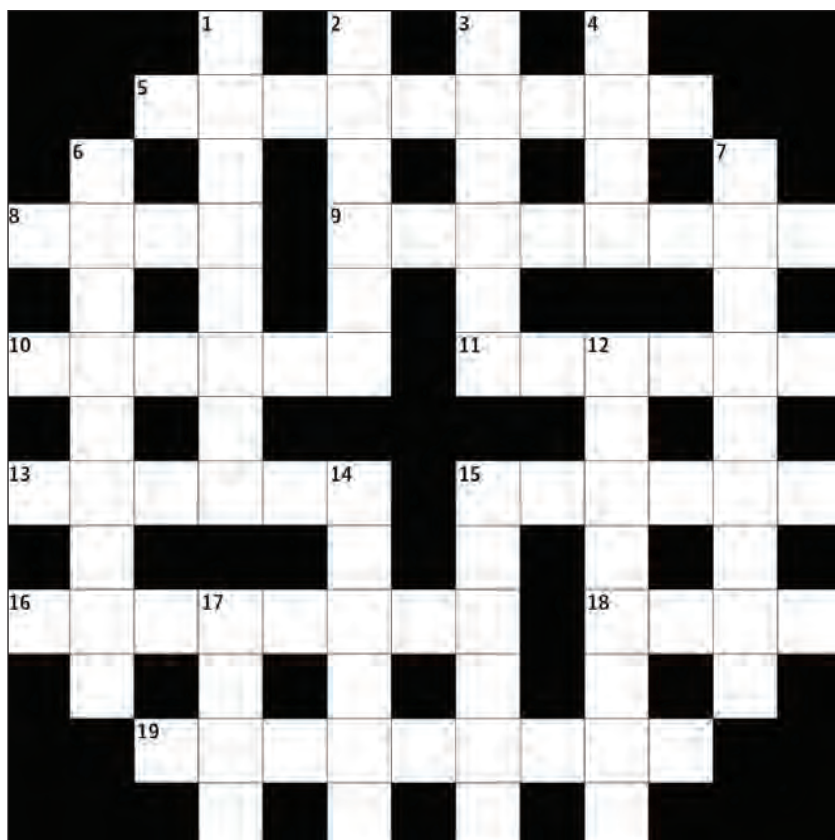
- | | | | | | |
|-------|---------------------------|----------------|-------|----------------------|----------------|
| 1. JO | VISHNU PRASATH MURUGAN | MARLIN AZURITE | 5. JE | AKSHAY VIJAY KADAM | PALANCA CADIZ |
| 2. JO | AKHIL ANTONY | ST. GERTRUD | 6. JE | PRAVEEN SINGH BAGOTI | LR1 AMBASSADOR |
| 3. JO | SHUBHAM SINGH | THE BLACKSMITH | 7. JE | ARUN MENON | AZERI GAS |
| 4. JE | SHUBHAM DATTARAM KANDHARE | CARTAGENA | | | |

PUZZLES ANSWERS FOR ISSUE 190

1	C	L	2	U	T	3	C	H		4	F	5	L	O	6	W	E	7	R
	H		P		O		8	A					I		A			E	
9	E	T	E	R	N	A	L			10	L	O	Y	A	L				
	R		N		F							L		W				I	
11	U	N	D	U	E			12	E	L	E	V	A	T	E				
	B				S				R						R				F
		13	O	14	D	D	S	A	N	D	15	E	N	D	S				
16	V			E									A		N			17	C
18	E	X	P	L	19	O	I	T			20	A	T	21	S	E	A		
	R		L		L							I		B		P			R
22	S	P	E	N	D				23	V	I	L	L	A	G	E			
	U		T		E							E			W				E
24	S	I	E	R	R	A			25	K	R	O	N	O	R				

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

PUZZLES



Across

- 5 Make visual signals – a posher me (anag) (9)
- 8 Warty amphibian (4)
- 9 Building divided into let flats (8)
- 10 Arboreal ape – English historian, d. 1794 (6)
- 11 Hire – engage (6)
- 13 Small savoury dumplings (3,3)
- 15 Small room for storing food (6)
- 16 (Of metal) with an oxide coating (8)
- 18 Toast holder? (4)
- 19 Where the French Lieutenant's Woman lived on the Dorset coast (4,5)

Down

- 1 Articulated passenger vehicle (5,3)
- 2 Patterned cloth associated with a Scottish clan (6)
- 3 Opportunity (6)
- 4 Baby carriage (4)
- 6 French territory bought by the United States in 1803 for \$15m (9)
- 7 Freedom from guilt (9)
- 12 Depiction of a person (8)
- 14 Original recording from which copies can be made (6)
- 15 Person renting accommodation in someone's house (6)
- 17 24-hour periods (4)

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

SUDOKU OBJECTIVE

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

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

** All answers will be provided next issue.

ESM NEWS

Safety and Mentoring campaign launched

The HSEQA department has launched a new Safety and Mentoring campaign for seafarers onboard. The campaign which will run for a period of four months from February – May 2021, aims at enhancing ship's staff familiarity in shipboard operations and accident prevention. For the first time, it has also taken a new spin on learning through mentorship.

Human error, inadequate training, complacency, and fatigue are some of the contributing factors of serious incidences and accidents. In such scenarios, investigations and key findings are not merely limited to establishing the root cause but to promote risk awareness and prevent recurrence. Mentoring in these areas incorporates a personal element where the mentor utilises their wisdom, experience, and perspective during their interaction with the mentee. Instead of utilising formal authority or enforcing decisions, mentees are provided with the independence to rationalise and understand thus enabling their holistic development and wellbeing.

In encouraging the crew confidence and guiding our crew on the ways to

be lifelong mentors, Samundra Institute of Maritime Studies (SIMS) assisted the campaign by developing a booklet on mentorship - "A Guide to Sea Going Mentors". With such tools and initiatives, the HSEQA campaign therefore focuses on key areas such as lifeboat and rescue findings, defense navigation and technical breakdowns, containment and avoiding oil spills, enhanced environmental compliance, security especially in the Gulf of Guinea region, cybersecurity etc. Other topics that will be covered include personal wellbeing. Case studies from real life incidences in the maritime industry as well as internal findings are incorporated to aid in a comprehensive learning process.

Incorporating weekly mentoring sessions onboard, Masters and Chief Engineers are required to present the case studies and lead the discussion with all ship personnel. Crew will then be encouraged to share their respective experience on the subject matter. Upon the completion of the campaign topic at the end of each month, a feedback form detailing the

Continued on Page 6

ESM NEW TAKEOVER

New delivery Ever Fast joins ESM's expanding fleet of container vessels

Container vessel Ever Fast has been successfully delivered from Imazo Shipyard, Hiroshima, Japan to the management on 10th February 2021.

Our heartiest congratulations to the crew for the safe and efficient takeover of the vessel.

Vessel Ever Fast is managed by Master Vikas Singh, Chief Officer Santhosh Kumar Ravi Kumar, Chief Engineer Sekhar Ramalingam and Second Engineer Sanjeev Kumar.

We would like to extend our heartfelt 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 the crew onboard, safe sailing and following seas on their voyages ahead!



ESM NEWS

Zarifa Aliyeva rescues two survivors from sinking vessel

ESM managed vessel Zarifa Aliyeva successfully rescued two survivors from a sinking vessel MV UK Diversity along the Libyan Coast on 17 February 2021.

Enroute to Es Sider, Libya, vessel received a distressed message from MV UK Diversity, sinking 20NM away from their location. The crew attempted communication with nearby Maritime Rescue and Coordination Centers as well as the Libyan Coast Guard whilst immediately preceding for rescue along with another passing cargo vessel, MV Charlie.

Nine of eleven MV UK Diversity crew members managed to board a life raft, before the vessel sunk, while two were observed in the water. Amidst rough weather

Continued on Page 6

Joke of the month

What type of sandals do frogs wear?

Open-toad.





EXECUTIVE
NEWS BULLETIN