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EXECUTIVE News Bulletin

ISSUE 207
March 2022

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MONTHLY COMMUNIQUE FOR EXECUTIVE SHIP MANAGEMENT PTE LTD, SINGAPORE



The crew of FS Endeavor photographed meditating as a part of their efforts to ensure wellbeing onboard. Photo taken in 2021.

MAIN NEWS

"Maritime Wellbeing" programme launched for the sailing staff

A new addition to the onboard "Maritime Wellbeing" initiative has been launched. The program aims to encourage a positive culture onboard towards mental health and wellbeing while ensuring that seafarers are aware of the channels available for emotional support.

Led by the Crewing and HSEQA team along with In-House Counsellor and Psychologist, Ms Harshali Kotekar, a pilot run of the program with five vessels from the fleet was launched in August 2021. Subsequently, Maritime Wellbeing sessions have been conducted for the top four deck and engine officers who are on leave on shore.

In a span of four months, over 140 senior officers participated in the Maritime Wellbeing sessions. Relevant feedback and ideas from the pilot run to improvise the program was added and the program is now ready for gradual roll out in all other vessels, in phases. The program will be progressively introduced to 10 vessels at a time, ensuring awareness and adoption of practices that encourage positive culture of addressing and reporting mental health challenges, taking necessary measures, and extending timely support and help from onboard, onshore

teams and the Company Psychologist.

Adding on to the onshore efforts and vessel pilot run, the program is now being rolled out to 10 selected vessels in the fleet. Each crew and officer in these 10 participating vessels, within 30 days of joining the ship, will be exposed to - short video on Wellness, contact details of Psychologist, access to articles on mental health and wellbeing as well as two hours of Maritime Wellbeing recorded session.

While the onboard roll out continues in phases of 10 vessels at a time, the onshore Maritime Wellbeing sessions for the top four officers on leave will be pursued to cover all Officers with ESM. Concurrently, in preparing the next generation of our mariners, all Cadets at SIMS Lonavala will be introduced to the wellness program in their various learning modules.

We encourage all seafarers to wholeheartedly participate in this program and help each other sail through the challenging times with mutual support, understanding and motivation.

Continued on Page 7



ESM extends our warm greetings for Holi (18th March)



Letter from ESM

Amidst the storm of uncertainty and haze of unpredicted rules and restrictions to fight the reckless COVID virus around the globe, there were certainty in human persistence, bringing calm and fabulous results that we saw during the month of February. In this shortest month of the year, ESM manning team achieved the feat of conducting the highest number of crew changes ever since the onset of COVID, two years back. Kudos to the team who worked tirelessly to make that happen! We do hope, this is the beginning of a new normalcy in the coming months too.

We have been consistent in our endeavour to encourage good health and over all well-being of our staff at sea and shore. Various campaigns were initiated to educate and enlighten regarding different aspects of maintaining good health and well-being. The latest program launched by the HSEQA team in February, is another chapter aiming the same. Our front page report provides you the details of the programme so painstakingly prepared with the help of the in-house Psychologist and the work done so far.

Getting ready for SIRE 2.0 is obviously a topic of great interest to all our seafarers on board or on leave. The article from ESM's Fleet Manager Hariom Joshi provides simple explanation and required clarification - not to be missed by our readers. For any further clarification, please write to us so that our author can answer any query of yours.

Capt. Vinod Dubey of Adhart Shipping has provided another tantalising commercial article in this issue - "Hull fouling : A common dispute"! Indeed, any veteran Master or Chief Engineer will be aware of the issue of hull fouling and the challenges arriving along with it. The article will provide you the necessary missing details to understand the entanglement between the technical and commercial issues.

While Velos Aquarius led by Captain Rupesh and CE Ranjan made us proud with their seamanship in assisting a rescue of six crew from distressed boat enroute to Panama, SIMS added another feather to their shining crown by initiating a new course for the sailing engineers. Indeed, never to sit on the past glory, but to chase a dream of excellence at all times and every time.

Our Health and Environment articles will continue to provide you the latest information and research being done by the best of educational and research institutions around the world. They are interesting as well as the advices worthy of emulating to enrich our own life.

We have continued with all the above and the rest of the regular features, news and activities to provide you an inkling of the month that passed by. Enjoy reading and do keep us posted on your suggestions and comments to make this newsletter a fruitful communication platform.

Finally, wishing you all a Happy and Safe Holi on 18th March,

Safe sailing ...

Sikha Singh

“ Amidst the storm of uncertainty and haze of unpredicted rules and restrictions to fight the reckless COVID virus around the globe, there were certainty in human persistence, bringing calm and fabulous results - ”

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TECHNICAL NEWS

Getting ready for SIRE 2.0

By Mr. Hariom Joshi, Fleet Manager

SIRE 2.0 is a new approach to vessel inspection, based on a risk-based classification of questions into Core and Rotational categories and focusing on hardware, processes, and human factors. The inspector's tablet will provide additional information to him, allowing for a more objective deep dive based on the response to the core questions during the vessel examination.

To generate "a bespoke risk-based inspection questionnaire," SIRE 2.0 will employ "a sophisticated algorithm" to select questions from a question library depending on the kind of vessel, its outfitting, and operational history.

Timeline

At the latest comprehensive review this month, OCIMF's Executive Committee (ExCom) accepted the recommendation of the Programmes Committee to defer the official launch of SIRE 2.0 from Q2 2022 until Q4 2022. In March 2022, OCIMF shall roll out PIQ, Instructions for Photograph and certificate repository, instructions for inspection booking during the rollout & phased introduction of SIRE 2.0.

Given the deferral in launch of SIRE 2.0, Trial Inspection Programme can be expected to continue for a longer period. Further details shall be communicated in due course.

Risk-based vessel inspection questionnaire

SIRE 2.0 will have a new format for the question set. Existing VIQ rev 7 will be discontinued once SIRE 2.0 is fully implemented. A set of questions will comprise the FOUR categories below, uploaded into the inspector's intrinsically safe tablet before the inspection.

Core: Minimum questions are needed to satisfy the members' basic risk assessment criteria.

Rotational: The questionnaire algorithm will ensure that all non-core questions are answered over time and that each inspection template is created for a specific amount of time.

Conditional: Specific inquiries dependent on the vessel's, operators', or ship-accessible type's data.

Campaign: An area of particular interest to OCIMF and its members requires short-term exposure.

The SIRE 2.0 Question Library includes a comprehensive series of questions to assess the efficiency of each tanker type's management. OCIMF has developed an inspection compiler for each vessel inspection; it uses an algorithm to build a custom **Compiled Vessel Inspection Questionnaire (CVIQ)**.

Enhanced Human Factor Focus

OCIMF is integrating human factors considerations as a significant part of the revised Ship Inspection Report Program (SIRE 2.0) to guarantee that human aspects are constantly accounted for in the management and operation of vessels.

How will it work

- Below operator generated documents to be uploaded in OCIMF portal before inspection request:
 - Harmonized vessel particular questionnaire (HVPQ)
 - Pre-inspection questionnaire (PIQ)
 - Certificates
 - Photographs
- All operator generated documents will be automatically downloaded to the inspector's tablet when an inspection is confirmed
- Negative observations recorded at the last previous SIRE inspection will also be automatically downloaded to the tablet
- The algorithm will then insert rotational, conditional, and campaign questions for this inspection.
- The inspector responds to most questions based on hardware, processes, and human

factors, with observations ranging from "Not as expected" to "Exceeding expectations." Documentary and visual evidence will be used to back up observations (where permitted).

What we should do

- A new inspection regime under SIRE 2.0 calls for greater coordination among managers, owners, and ship staff to provide required resources/guidance to the vessel to act promptly on the closeout of issues so that vessel is always ready for any inspection.
- Since SIRE 2.0 focuses on the human factor, ship's staff needs to up the game to be fully conversant with vessel operation including LSA/FFA and emergency equipment.
- Greater emphasis is given to risk assessment and root cause analysis to prevent incidents/accidents.
- More frequent drills and training will be conducted on board to improve SIRE 2.0 awareness.

Conclusion

SIRE 2.0 brings in a sea of change in the tanker inspection regime. Every change poses new challenges and can be overcome with a systematic approach. A mindset transformation among all the stakeholders is essential to embrace the new inspection regime. A lot of emphasis is given on Human factors in SIRE 2.0, which is intended to promote a safety culture that adheres to the concepts laid out in the OCIMF Human Aspects Approach document and methodology for integrating human factors into management systems.

Information source – OCIMF portal



SAFETY MOMENT OF THE MONTH

Collision with a fishing vessel

*** 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 loaded tanker was inbound under pilotage, in a restricted waterway. An outbound fishing vessel ahead turned to starboard and was heading towards the channel at an angle intersection of about 30°. The pilot planned to meet an outbound commercial vessel by moving to the extreme right side of the channel, giving the centre channel to the outbound ship.

The tanker's pilot hailed the fishing vessel twice on VHF radio. The fishing vessel did not respond. A minute after the failed VHF communication, the tanker's pilot sounded five short blasts. Electronic data shows the fishing vessel maintained its heading nonetheless.

About 90 seconds after the first danger signal and some 10 seconds after a second danger signal, the tanker collided with the fishing vessel, which capsized almost immediately.

Lessons learned

1. The use of VHF to discuss action to take between approaching ships is fraught with danger and is strongly discouraged except in cases where vessels are in sight of each other, and both have been clearly identified. The COLREGS are designed to be effective without any formal communication between the ships at sea.
2. Never assume the actions of another vessel will be coherent or logical. Many jurisdictions still do not require small vessel operators to pass competency requirements.
3. Any action taken to avoid collision should be made in ample time and should be substantial to avoid any close quarter situation.



Photo Courtesy: Gard Mariner's Alerting and Reporting Scheme

COMMERCIAL

Hull fouling: A common dispute

By Capt. Vinod Dubey,
Assistant Manager, Adhart

One of the major causes impacting a vessel's performance is fouling of ship's hull due to accumulation of marine growth. A vessel with fouled hull will naturally lead to reduced speed, increased bunker consumption and cleaning costs.

In view of the industry having witnessed numerous disputes between Owners & Charterers on Hull fouling, BIMCO had produced a standard "Hull Fouling Clause" a long time back.

A good understanding of this clause can greatly help owners and their managers avoid substantial performance claims.

In this article, let us discuss the three key aspects of this clause:

1. Conditions for Hull fouling:

The main cause of hull fouling is mentioned in the C/P as prolonged stay of vessel in stationary condition in tropical waters.

In C/P, the duration is specified (generally ranging from 15 to 25 days). Owners would like to keep it as little as possible provided the freight market keeps them in a strong position on the negotiating table.

Many a times, Charterers allow for a short sailing to state that the vessel was not stationary. However, BIMCO-2019 clause revision has clarified this by stating that short sailing within port or anchorage to berth, etc. will not be considered sufficient to remove the marine growth, hence, a sea passage with adequate speed and duration will be required to "stop the clock counting".

Tropical waters, generally referred to the area between the Tropic of Cancer and the Tropic of Capricorn, as regions where water is warm for large parts of the year to facilitate fouling. However, the BIMCO clause makes it clear by referring to it as a port in "Tropical Zones" and "Seasonal Tropical Zones".

2. Cleaning costs & Time Lost:

If the vessel's hull was fouled while following charterer's instructions to remain stationary in port for a prolonged stay in a tropical zone,



Photo Courtesy: International Institute of Marine Surveying

then charterers must pay for the cleaning costs, the related time lost, and bunker consumed in relation to cleaning operations. Since, the fouling was a direct consequence of charterers' employment orders, this cannot be declared as an off-hire event. In case, cleaning is not feasible due to unavailability of such services or time constraints, both owners and charterers mutually agree on a lump sum cost to carry out cleaning at a later stage and charterers indemnify vessel from her Speed / consumption performance till such cleaning is done.

3. Charterers' right to claim:

Either charterers prove that various conditions of hull fouling as mentioned in point 1 is not met or if they can prove that the hull was fouled on or before delivery, then charterers will be able to put the vessel off-hire for time lost.

As owners' responsibility to maintain their vessel remains, they will eventually be under an obligation to arrange for hull cleaning as soon as reasonably practicable. Hence, owners should carefully mention in C/ P that Speed/ Consumption warranty will cease in case of fouled hull and any deviation to carry out hull cleaning does not come under an "Off-hire event".

In a nutshell, while drafting hull fouling clause in C/P, the concept of "Clarity is King" must be kept in mind to have least ambiguity.

Additionally, vessel should maintain pictures of hull condition after every voyage as far as possible to prove that hull was not fouled at the time of delivery and that it happened only while the vessel was following Charterer's instructions.

The above article is an opinion piece by the named author.

MIND YOUR BODY

Compassion is essential for overall wellbeing

In a time where having compassion towards others is essential for overall wellbeing, a new study from Penn State University suggests some people may actively avoid feeling compassion especially towards acquaintances and strangers when given a choice, due to the required mental effort it takes.

Compassion is essential because it promotes meaningful connections, facilitates problem-solving, and improves health and wellbeing. At its core, compassion is about putting aside judgment and refusing to turn away from challenging situations, understanding another person's struggles, and wanting to help.

Researchers performed a series of studies with over 300 participants with three virtual card decks based on Empathy, Objective and Compassion. The cards asked participants to choose between Empathy, Objective and Compassion for a person unknown to them. These cards were then utilised in several experiments between strangers and loved ones.



In the first study with strangers, participants picked the Objective deck most of the time whereas in the second with loved ones, participants were more willing to experience compassion. The opposing results were linked to experiencing reduced difficulty in understanding the known person.

People are rarely impartial, taking advice from people they like/love and easily favoring such people. This is known as the liking bias. People are inherently biased towards their loved ones and showing compassion towards them requires lesser effort, reducing cognitive costs, thus making it easier in comparison to feeling compassion towards strangers.

The COVID-19 pandemic has increased stress levels and anxiety, impacting people's

wellbeing overall, thus, making compassion in various environments such as the workplace more necessary than ever. A growing body of research suggests that creating room for more compassion at work is key to supporting employee wellbeing. Compassion-based work practices may alleviate feelings of pressure.

People onboard have a host of personal issues, support nevertheless is key, Capt. Anil Arora, Director Crewing, ESM India reiterates sharing a personal account of how he was supported with much compassion during his days as a seafarer. Years ago, while sailing from Brazil to Singapore, his son was hospitalized with a life-threatening disease. Sailing with ESM at the time, the company decided to sign him off in Singapore. The Chandigarh office team supported his family however they could.

In shipping, time is fluid, contracts are short, and the situation is ever-changing. With smartphone technology and internet onboard, opportunities for relationship growth and bonding between seafarers have become less.

"With workload and rather insular systems on board (everyone preferring to spend time on his own, gazing at his laptop and either sending WhatsApp messages or surfing the net), people may not be very social in that sense. However, with connectedness they may be fully aware of the situation at home and loved ones, which may be reassuring mostly but also concerning at times." Capt. Arun Sundaram, Group Director, Executive Group reflects.

Humans thrive in communities, and compassion is critical in creating strong connections and building relationships. Compassion can help you approach situations with kindness and interest, an approach that creates trust. From that strong foundation, lasting relationships can be built, and potential problems can be tackled together.

During a tool-box meeting before an operation, the Junior Engineer was delayed by few minutes. When he arrived, he appeared disoriented and lost in his thoughts, the Chief Engineer could sense that something was amiss. After the meeting he inquired about the Junior Engineer's well being. The Chief Engineer explained that the Junior Engineer's mental presence was as necessary as his physical presence during the operations. This made the young man open



about the family issues burdening his mind. Upon hearing his side, the Chief Engineer displayed compassion and asked him to have a word with his family to clear his mind.

This helped the Chief Engineer to win the trust of his junior team member as he sent out the message that he was available to support his team.

"If someone seemed disturbed or troubled - and asking him what the matter was would help immensely" Capt. Arun suggested.

Adding, he said, "Usually people would not come forward on their own to ask someone senior for advice or help, unless it is necessary. Sometimes, questions about well-being of their crew by the leaders may enlighten them to know about issues that they may be facing. Casual chat with a crew member during meals or drills may help. Once the situation is known, mostly calling them, talking to them for a while, and letting them unburden may just be what is needed." He advised.

However, cognitive costs like the "psychologist's dilemma" may come in the way. Once an individual knows the problem someone is going through and gets involved, may feel burdensome. While cultivating compassion is essential for wellbeing, it is also key to learn how to comfort and remain detached at the same time to not get unduly affected causing suffering to your own performance and mental wellbeing.



ENVIRONMENTAL NEWS

Study finds continued increase in reliance of polluting fuels



Photo Courtesy: Harsha K R/flickr.com

A study conducted by researchers in the University of Exeter, United Kingdom, in conjunction with the World Health Organisation, found that one-in-three people globally will still be mainly using polluting cooking fuels and technologies in 2030. This shows that the world is still far off from ensuring access to clean energy by 2030 - the year set as a goal to achieve access to sustainable energy in the Agenda for Sustainable Development.

The use of inefficient, polluting fuels and technologies such as open fires or simple stoves fuelled by kerosene, biomass (wood, animal dung and crop waste) and coal, is a health risk and a major contributor to diseases and millions of deaths, particularly for women and children in low and middle-income countries. Polluting fuels produce high levels of household air pollution chronic exposure increases the risk of heart disease, pneumonia, lung cancer, and strokes.

The crucial need to provide access to clean cooking globally was enshrined in the 2030 Agenda for Sustainable Development, adopted by all United Nations member states, as one of three targets for Sustainable Development Goal (SDG), to "ensure access to affordable, reliable, sustainable and modern energy." However, a report from the World Health Organization found an alarming increase in the number of people (estimated at 1 billion), using polluting fuels in Sub-Saharan Africa. Apart from being a contributor to ill- health, polluting fuels are a significant contributor to environmental degradation and climate change. Black carbon from residential biomass cooking accounts for 25% of anthropogenic global black carbon emissions each year.

Researchers used modelling combined with detailed household survey data from Sub Saharan Africa providing a comprehensive and reliable estimate for the use of six types of fuel -- electricity, gaseous fuels, kerosene, biomass, charcoal, coal, and overall clean and polluting fuel use from 1990 to 2020, and subsequent predictions up until 2030. It found the absolute number of people using polluting fuels has deviated little from the last three decades estimating that 2.7 billion people will continue to rely on polluting cooking fuels in 2030, the year set as the goal to ensure access to sustainable energy.

Access continues to be distributed unevenly across the globe. From 2010-to 2019, the rate of access to clean cooking fuels and technologies only increased by about 1.0% per year due to improvements in clean cooking access in the five of the most populous low- and middle-income countries – Brazil, China, India, Indonesia and Pakistan. Other low and middle-income countries have seen little change. Although the overall percentage of the global population mainly using polluting cooking fuels has been steadily decreasing since 1990, this trend is already showing signs of stagnation with six in ten people in rural areas are still reliant on biomass fuels such as wood and charcoal.

Sub-Saharan Africa is now the most prominent regional population, mainly using polluting fuels for cooking, expected to rise above 1 billion people in the next five years under a business-as-usual scenario. Charcoal has become the most popular fuel in urban Sub-Saharan Africa.

The COVID-19 pandemic has slowed progress towards achieving the UN's Sustainable Development Goal. Restrictions impacted

household incomes, making it harder to pay for modern fuels. According to the International Energy Agency (IEA), nearly 50 million people in developing countries in Africa and Asia reverted to solid biomass for cooking. The report also showed the number of people without access to clean cooking increased by 30 million between 2019 and 2021.

According to the World Economic Forum, clean cooking solutions include using solar cooking, cook stoves, using electricity, replacing traditional biomass stoves with liquified petroleum gas (LPG) to lower carbon emissions and improve air quality in homes. The best option proposed is to use an improved cookstove, which uses the same type of fuel but is more efficient, so less fuel is required. This reduces deforestation, and improves health, as more complete combustion produces fewer particles. However, adoption rates are low. Reasons for this reluctance to use improved cookstoves are due to limited awareness of the benefits, negative urban myths, and a lack of understanding about the harmful impacts of traditional stoves. A further issue is often that cooks do not want to change to a different way of cooking when they are happy with what they currently do, and that they are just given the stoves rather than actively making the decision to try a different method – which leads back to the lack of awareness of its benefits.

At the same time, the political context of the lack of access to clean energy cannot be ignored. Africa has heaps of access to crude oil, natural gas and coal, however, most ironically, the continent remains challenged in utilizing these resources due to low access to modern energy, insufficient energy, infrastructure, low efficiency and lack of institutional and technical capacity.

Researchers suggest global leaders and policymakers need to make significant advancements in the short-term future to help combat the health and environmental risks. Accelerating access to clean cooking solutions must be a developmental priority. Ensuring the sustained adoption of clean cooking solutions can prevent disease and improve the livelihoods of the poorest populations and protect our climate, however it must begin at grassroots-level.

MAIN NEWS

"Maritime Wellbeing" programme launched for the sailing staff – Continued from Page 1

Common challenges and issues that have affected seafarer's mental health, especially during the pandemic, include sign off, family conflicts, anxiety, interpersonal conflicts, and others.

The Maritime Wellbeing programme

broadly addresses these issues by educating leadership on their roles, improving mental health knowledge and awareness as well as highlighting the actions that should be taken in such scenarios. ESM continues to encourage a safety culture through not only for the workplace but also overall wellbeing.

Feeling anxious or stressed?* Want to know more about the wellness program? Contact Counsellor Ms. Harshali Kotekar* for a chat (hr2@executiveship.com).

*Information shall be kept strictly confidential, even from the company and vessel.

ESM NEWS

Record number of crew changes conducted in February

A record number of over 100 vessel crew changeovers were conducted in the month of February as countries across the globe reopened their borders despite the persistence of the Omicron variant. This is the highest number of crew changes to be conducted since the beginning of the COVID-19 pandemic and a steep increase from the previous month where over 70 crew changeovers were conducted. While the number has not resumed to the recorded numbers prior to the pandemic, the company remains cautiously optimistic that crew changes will be gradually normalised.

In the latest updates, on February 14, the Indian Health Ministry issued revised guidelines

for international arrivals, scrapping the mandatory seven-day home quarantine and the requirements for them to undergo an RT-PCR test on the eighth day. The RT-PCR test requirement has also been removed from over 85 countries thus providing some relief to travelling seafarers.

India's third COVID wave has reportedly subsided and its borders remain open to international travellers. No new official announcements have been made in regards to the ban on scheduled international passenger flights.

Developments in February:

In the Asia Pacific region, Australia has reopened its borders to vaccinated international travellers while New Zealand has a phased border reopening plan currently underway. China and

Taiwan are presently not open for crew changes. In Hong Kong, the vessel must be called for a cargo operation for crew change to take place.

Across Europe, the United Kingdom, Sweden, Denmark and Norway have lifted all COVID restrictions, opting to view the virus as a disease that is "not a danger to society or a threat to public health" from April 1.

No new changes have been announced in South America or the African region.

The Company continues to monitor the situation while making avail each opportunity to ensure an efficient but, most importantly, safe crew changeover.





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, we welcome:



- | | | | |
|----------------------------|-------------------|-------------------------------|---------------|
| 1. 30 RISHABH AJAI KHARE | ONE MILLAU | 11.4E RITESH KUMAR | MEGALI |
| 2. JO BISWAS VINOD | MAETIGA | 12.JE RISHABH S. SONAWANE | SILVER |
| 3. JO SIBASRIT DAS | MARLIN AQUAMARINE | 13.JE PRATIK R. DESHMUKH | CHEM NICHOLAS |
| 4. JO VIPUL KUMAR | MANDALA | 14.JE SREEMUKUNTHAN S. PILLAI | MANDALA |
| 5. JO SUSHANT DUGGAL | THE JUDGE | 15.JE VIVEK SINGH | ASTRID |
| 6. JO SAITHEJA S. ELIGETI | AFRA LAUREL | 16.JE HARIDWAR SINGH | THE JUDGE |
| 7. JO HARIKRISHNA P. V. | PALANCA CADIZ | 17.JE SURAJ SHASHIKANT GURAV | PALANCA CADIZ |
| 8. JO VIVEK SANJAY JAISWAL | ALHANI | 18.JE HARPREET SIDHU | THE CHIEF |
| 9. JO THANUJ MADANAN | MARLIN AZURITE | 19.JE ANURAG SINGH | ST. GERTRUD |
| 10.JO PUKHRAJDEEP SINGH | ALJALAA | | |

COURSE SCHEDULE - MARCH 2022

ONLINE COURSES

COURSE	NO. OF DAYS	INTAKE	DATES
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	1day	CBT	On Request
BBI E-Learn	1 day	5	On Request
DP Induction Elearn	3 days	2	On Request
DP Maintenance	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
Type Specific ECDIS Online (TRANSAS/JRC/CW)	1 day	2	On Request
High Voltage -3D E-Learn	3 days	4	On Request
ASPHALT-B E-Learn	1day/0.5	2	On Request
Wind Mill E-Learn	1 day	3	On Request
MARFLEX E-Learn	1 day	1	On Request
CCOB E-Learn	0.5	3	On Request
EP E-Learn	4	3	On Request
Log Carrier E-Learn	1 day	3	On Request
Maritime Risk Management (DNV)	1 day	6	On Request
FRAMO E-Learn	2 days	3	On Request
PUMPMAN (CL RM)	6 days	4	On Request
ME	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 (Ratings)	2 days	4	On Request
ISO Awareness training	1 hr	Unlimited	On Request
BTM-Refresher Course	1day	6	On Request
MARPOL Refresher Course	1day	6	On Request
Adv Psc Om -Refresher Course	1day	6	On Request
Advanced ECDIS Operation	1day	1	On Request
ERM Refresher course	1day	6	On Request
Colreg	2 days	12	On Request
Hazmat	1 day	12	On Request

CLASSROOM COURSES

COURSE	NO. OF DAYS	INTAKE	DATES
ASCT	3 days	8	On Request
ASOT	3 days	8	On Request
COC (Engrs)	1 day	4	On Request
Ship Handling & Command	4 days	4	On Request
JONSE	2 days	4	On Request
Ice Navigation (Deck)	2 days	6	On Request
Large Vessel Manoeuvring	2 days	6	On Request
Large Vessel Manoeuvring (Container Vsls 11 k TEUs & Above)	2 days	6	On Request
ME Engine	2 days	4	On Request
TPCH (Container Vsls under 10k TEUs)	2 days	4	On Request
Basic Training for Ships Operating in Polar Waters	6 days	6	On Request
ISTR	5 days	14	On Request
BTM	5 days	8	On Request
Pumpman	6 days	12	On Request
POAC	3 days	3	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 Supdt (Chennai)
Technical Supdt (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

- Faculty Nautical Science (Lonavala)
- 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

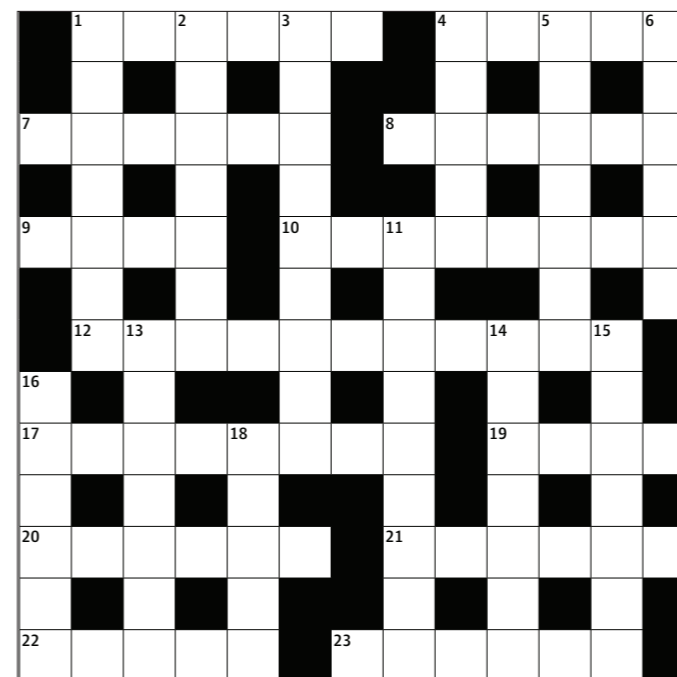
HAPPY BIRTHDAY

CREW BIRTHDAYS

Many Happy Returns to the following on their Birthdays during the month of March 2022!

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST JOSEPH MAUREEN SILVEIRA	18/03	HIGH JUPITER	JO ARUJ SHARMA	29/03	UACC RAS TANURA
MST HILTON HENRY BARRETO	05/03	OAKA	CE SATHASIVAM CHINNASAMY	21/03	UACC FALCON
MST JAGJIT SINGH RANDHAWA	31/03	LAPEROUSE	CE SANJAY KUMAR SINHA	26/03	GAZ AMARIS
MST JASWANT SINGH	02/03	GODAM	CE JOY CHATTERJEE	12/03	ONE MILLAU
MST VINIT SINGH	04/03	ARAGO	CE SUNIL KUMAR	01/03	CHEM NICHOLAS
MST ASHWANI KUMAR	06/03	UACC CONSENSUS	CE SHIVAJI CHAPLA JADHAV	10/03	GRAN COUVA
MST ILIE CONSTANTIN	05/03	MARLIN AMETRINE	CE VIVEK KUMAR RUNGTA	25/03	ALITHINI II
MST PRADIP KUMAR	01/03	GAZ AMARIS	CE PRABHAT SINGH	14/03	ARIANE MAKARA
MST MUKESH KUMAR	15/03	PRINCESS NATALIE	CE DEEPAK RAVINDRANATHAN NAIR	25/03	THE JUDGE
MST KUNAL KASHYAP	06/03	ALITHINI II	CE PRABAKAR RANGASAMY	17/03	MAREX NOA
MST ARCANJO GUILHERME RODRIGUES	31/03	ASTRID	CE MORA DINESH RAO	30/03	LR1 CARRIER
CO NARENDRA SINGH	01/03	TOLEDO TRIUMPH	CE BALU KUMARESH VADIVELU	16/03	KOBAI
CO NISHANT RUKHAIYAR	02/03	MITERA	2E VASUDEVAN GURUSWAMY	02/03	MARLIN AMETHYST
CO NEELABH GAUTAM	30/03	THE JUDGE	2E SUBRATA LASKAR	16/03	LR2 ETERNITY
CO MUKTESHWAR KUMAR	23/03	CRIMSON KNIGHT	2E NITHIN AUGUSTINE	18/03	MOL TRUTH
CO SUNIL YADAV	13/03	FORRES PARK	2E ALOK SURESH ALHAT	16/03	GANGA K
20 ANIL KAREPPARAMBIL ANTONY	28/03	MOL TRUTH	2E SHYAM KUMAR RAMAIAH CHALLURI	21/03	MEGALI
20 BHARTESH KANT SHARMA	12/03	LR1 CARRIER	2E BIBEK GUPTA	24/03	VELOS RUBY
20 SHASHIKANT YADAV	22/03	TOLEDO TRIUMPH	2E PRIYA RANJAN BISWAL	03/03	CHOLA HARMONY
20 FLAVIN FRANKLIN VAZ	06/03	ASANAGI	2E PARAS SHARMA	22/03	ALITHINI II
20 ARUN VENU MANDAKAKUNI	10/03	GANGA K	2E ARAJ KUMAR KASHYAP	14/03	CHEM NICHOLAS
20 RAHUL JOHN KADUPPIL	17/03	UACC FALCON	2E ALOK THYAGARAJAN	28/03	VELOS AQUARIUS
20 AKSHAY THUWAL	30/03	ALITHINI II	3E AJAY KUMAR	22/03	MARLIN AMMOLITE
20 BONNIE MEETEI CHINGTHAM	09/03	SILVER	3E VIKRAM VIJAYA KUMAR PITCHAI	26/03	THE SHERIFF
20 NITIN NEGI	18/03	MITERA	3E ASSIM DARJAHAN SAJEETHA	25/03	CITY OF TOKYO
20 MARTIN RAJU MUTHANATTU	19/03	RED RUM	3E ANUJ VALSAN CHERUKKOTH KUNIYIL	16/03	PRINCESS ALEXIA
20 SAMAKSH GUPTA	09/03	SCHWYZ	3E DIWAKAR SHARMA	12/03	FRONT SUEZ
20 RAJESH MURARI SINGH NEGI	20/03	AEGEAN WAVE	3E ROHIT SINGH	18/03	CRIMSON KNIGHT
20 AMAL SEBASTIAN	07/03	ATLANTIC CANYON	3E SHARATH KUMAR	05/03	LR1 AMBASSADOR
20 UPJINDERPAL SINGH	12/03	VICTOIRE	3E AANGAD OBEROI	26/03	CHOLA VIRTUE
20 AJIMON PUTHENCHIRAYIL ULAHANNAN	17/03	HIGH JUPITER	4E SOHAN DAVID MABEN	03/03	ALJALAA
30 RAVI YADAV	31/03	VERRAZANE	4E ANKIT DWIVEDI	08/03	WILLOWY
30 ADITYA RAJ	12/03	ATLANTIC CROWN	4E AVINASH AMOD SINGH	17/03	ALPINE MYSTERY
30 PRANAY SINGH	16/03	EVER FOND	4E SATHISHKUMAR SARAVANAN	04/03	CHOLA TREASURE
30 SHUBHAM SHUKLA	26/03	THE DEPUTY	4E BIMLESH KUMAR YADAV	12/03	UACC FALCON
30 NIKHIL NICHOLAS	27/03	GAZ AMARIS	4E MUGAESH PERIYASAMY	15/03	PRINCESS VANYA
30 MATHEW PAUL	15/03	APL MINNESOTA	4E SAURAV SUMAN	14/03	LR2 ETERNITY
30 ANANDHU MADHU MADHUSOODHANAN PILLAI	26/03	PRINCESS NATALIE	JE UTKARSH SHARMA	05/03	CARTAGENA
30 SUBHAM KUMAR CHOUDHARY	28/03	MEGALI	JE ROYAL RODRIGUES	11/03	VELOS FORTUNA
JO DAMANPREET SINGH	10/03	FRONT SUEZ			

PUZZLES



Across

- 1 Second showing? (6)
- 4 Stares open-mouthed (5)
- 7 Chubby (6)
- 8 Bar worker? (6)
- 9 Cause to halt (4)
- 10 Hurry! (informal) (4-4)
- 12 It conjures up times past (6,5)
- 17 Skincare product (8)
- 19 At the home of (someone) in France (4)
- 20 Tongue-in-cheek (6)
- 21 Decide not to get involved (3,3)
- 22 Irk (5)
- 23 Flog – push (6)

Down

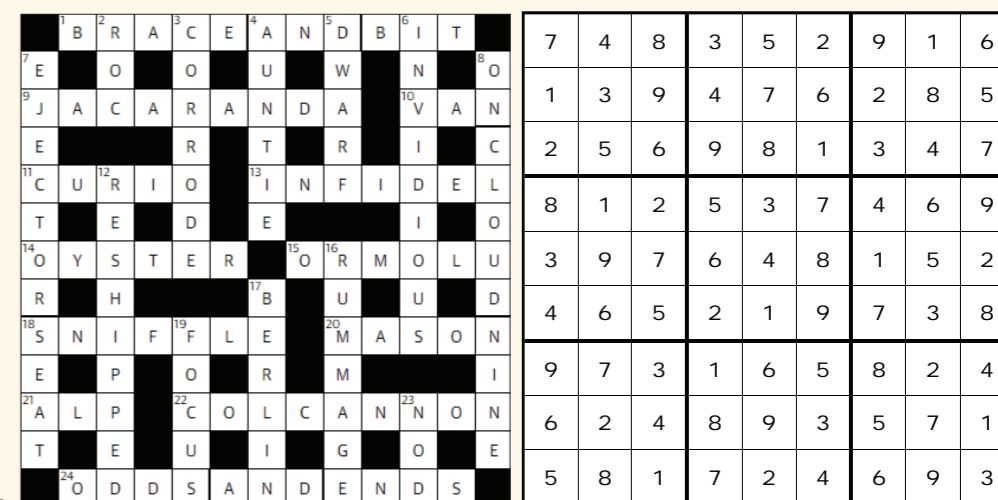
- 1 Building's high point (7)
- 2 More chubby (7)
- 3 Daring (9)
- 4 Understanding (5)
- 5 Mind-reader (7)
- 6 Embarrassing predicament (6)
- 11 UN opposer (anag) – by design (2,7)
- 13 Dreadful sight (7)
- 14 High (7)
- 15 Carry out (7)
- 16 Make economies (6)
- 18 Racket (5)

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

ANSWERS FOR ISSUE 206



** All answers will be provided next issue.

Velos Aquarius supports in rescue of distressed craft

ESM-managed chemical tanker Velos Aquarius provided support to another vessel during a rescue operation conducted on 08 February 2022.

Velos Aquarius was enroute from Galveston to Cristobal, Panama when she received a call from a nearby vessel, Lone Star Mariner. The crew learnt that vessel Lone Star Mariner was currently engaged in a rescue operation of a distressed craft which had six people onboard.

Two persons had been rescued prior and with four more to go, Velos Aquarius was requested to hold position in vicinity until rescue operation was completed in case any further assistance was required. As instructed, the crew remained on standby near the craft till the completion of the rescue operations.

At Executive, our consistent emphasis on safety awareness and preparedness via education, training, and emergency drills enables our crew to readily respond to any crises at sea. We commend Capt. Rupesh, CE Ranjan and the crew of Velos Aquarius for their display of professionalism at sea.

SIMS introduces Refresher course for sailing engineers



SIMS Mumbai held a classroom-based four-day intensive pilot Engineer's Refresher course from 31st January to 03rd February 2022.

Recently added to SIMS repertoire of sophisticated maritime courses, the new course is designed to provide the latest regulatory updates with a focus on current and future technologies. Apart from enabling to brush up on their basics, it further enhanced knowledge on marine hydraulics, regulations, technologies for NOx Tier II compliance including type - specific content on Selective Catalytic Reduction (SCR) and Exhaust Gas Recirculation (EGR), Engine Room Simulator Refresher guided as per IMO Model course 2.07. Additional modules on Human Elements and Interpersonal Skills & Leadership were delivered using case studies.

Engineers undergo the mandatory engine room simulator

courses at different levels of competency exams, but there is no requirements of any refresher training. However, SIMS introduced this refresher course which includes the engine room simulator to include the latest ME engine enabling engineers to remain abreast with technological developments on the engine. Various advanced level troubleshooting were also simulated as highly demanded by stakeholders.

The NOx Tier 3, type specific training on Selective Catalytic Reactor (SCR) & Exhaust Gas Recirculation (EGR), demonstrated by an emulator developed by inhouse expertise, also added value to the training. The four-day course also addressed the Human Element and Interpersonal Skills & Leadership module in line with the TMSA requirements.

The course was attended by external candidates comprising of Chief Engineers and Second Engineers along with Technical Superintendents. The course was conducted following the strict SOP's laid down for COVID-19 precautionary measures. For more details kindly email to training.sims@samundra.com or call on +91-9819811366.

ESM NEW TAKEOVER

Four vessels join ESM fleet in February

Bulk Carrier Chola Unity and Asanagi, and Oil Tanker Megali and MT FPMC P IDEAL were taken over on 07th and 17th, 18th and 25th February 2022 at Manila in Philippines, Tadotsu Shipyard in Japan and Kandla in India, respectively.

Chola Unity is helmed by Capt. Subrato Ghosh, CO Raj Kumar Pandey, CE Kanchan Bhattacharjee, 2E Krishnendu Roy.

Capt. Ajit Ganpat Bangawala, CO Steve Ludowick Carvalho, CE Prajish Moothimoola, 2E Vijayaraghavendran Ramsekhar are currently steering Asanagi on her voyage.

Megali is led by Capt. Sunil Kumar Singh, CO Rajkishore Mahato, CE Kaushik Das, 2E Shyam Kumar Challuri.

FPMC P IDEAL was taken over by Capt. Ramachandran Krishnan, CO Krishna Mohan Kottackal Vijayakumar CE Bhaskar Agnihotri, 2E Vijesh Perumbalath.

Our heartiest congratulations to the crew for their safe and efficient takeover of the respective vessels. Wishing all onboard fair winds and following seas ahead.



Joke of the month

How do you make a tissue dance?

Put a little boogie in it.

