



### MAIN NEWS

## ESM provides oxygen support to India employees amidst COVID-19 crisis

Recognizing the critical situation in India, ESM Singapore has sent 50 oxygen concentrators to India. This is in support of its shore employees and seafarers as well as their immediate families who are in need oxygen for treatment. The equipment will be made available to all ESM offices in Mumbai, Chennai, Cochin, Kolkata, Delhi, Chandigarh, Patna as well as the respective SIMS Lonavala and Mumbai campuses.

India is currently undergoing a crisis with the surge of COVID-19 cases. Medical infrastructure has been severely compromised with shortages of oxygen cylinders and more. We recognize this is an immensely challenging and distressing time for all seafarers and shore employees alike. While the company has been extending support and assistance to all in need, wherever possible, we have identified the lack of proper breathing equipment, as a key requirement in the recovery of COVID patients and have taken necessary action.

*Continued on Page 6*

## Global surge in Covid-19 forces suspension of crew change

Keeping the safety and well-being of our seafarers and shore employees as top priority, ESM suspended crew changes from 19th April for two weeks and subsequently extended till mid-May due to continued risks. Conducting crew changes under the ongoing dire circumstances in India has become not only become grim but also risky. Seafarers are unable to sign on for crew change as they are testing positive at various points of travel due to immense exposure. If undetected ahead of joining, testing positive onboard can result in life-

*Continued on Page 6*

### SAFETY MOMENT OF THE MONTH

## Close call with incinerator fire

*\*\* 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. \*\**

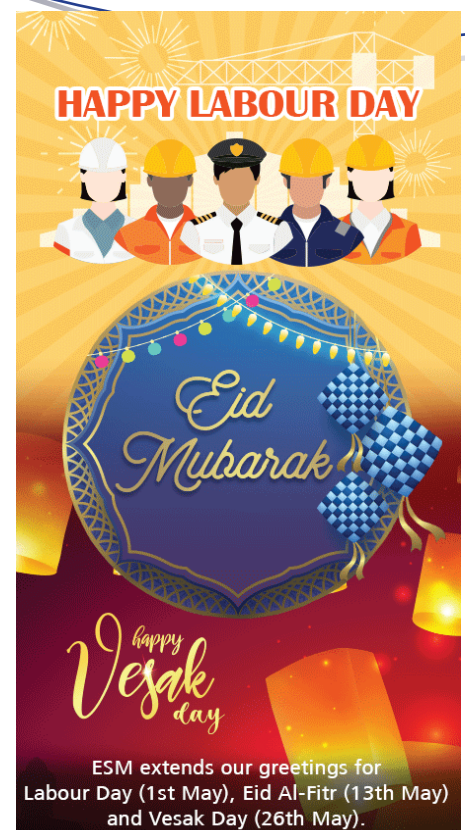
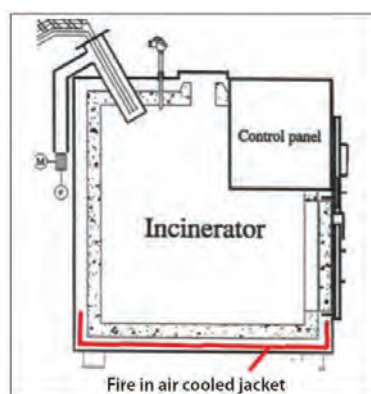
A vessel underway launched its incinerator to incinerate oily rags and sludge. When the job was completed five hours later, the incinerator was turned off, the temperature of the furnace was noted to be 280°C and the blower fan was still running. Duty engineer noticed smoke coming from the outer body of the incinerator. On closer inspection, he observed paint peeling off the body of the incinerator. The temperature of the incinerator body was between 250-350° C. Fire parties began boundary cooling and continued for about four hours until heat indications suggested that the fire was extinguished.

During the investigation it was found that the fire had started in the air-cooled incinerator chamber jacket. Later, it was found that refractory and outside body plates were intact. Traces of oil were found between the sludge dosing door and the combustion chamber, an indication that oil

had accumulated in the double shell refractory lining.

#### Lessons learned:

- Even during the cool off period, an incinerator must be attended to and regularly checked.
- Boundary cooling and cool heads are a great asset when fighting a shipboard fire.
- The routine maintenance & inspection to be carried out as per makers instruction.





## Letter from ESM

As of writing this letter, during the last 24 hours India recorded over almost 4,00,000 (Four lakh) new Covid cases and another over 3500 deaths. Each day is a record-breaking day with the virus creating mayhem in the lives of millions- whether they are a direct victim or the families or relatives of the victims. No health care system in the world could possibly reign the surge and onslaught of the virus mutating and spreading at this rate. India, which was one of the main manufacturers and supplier of the vaccine, is now with the begging bowl for emergency assistance including oxygen and vaccines from countries around the globe!

Once again, as we expect the authorities to provide the necessary health services, it is time to realise that unless each Indian bears the responsibility to counter the killer virus, we are indeed fighting a losing battle. Needless to say, the virus has made a level playing field attacking for one and all cutting across gender, age, and all social barriers once it finds a hole in the health care fences. It has made us all realise that united we are safe, alone we are lost.

The misery brought in by the pandemic is felt more acute for those who have also lost their livelihood, in addition. Among these chaotic and hopeless situations, shipping is one of the few industries still keeping the lifeline of the world economy alive. Notwithstanding the fact that pandemic created a lot of fear, frustration, and desperation for seafarers on board, it is also true that being part of the industry, we are fortunate to have our employment opportunity intact.

The unprecedented current situation worldwide and more so in India, it is, but prudent that we take absolute caution for the safety and health of our seafarers both on board and those at home. While almost every third in ten individuals in India are infected by the virus, there is no option but to suspend the crew changes in the entire fleet unless for an emergency. We seek the understanding and cooperation from our seafarers as well as their families that without such a drastic step we would be inviting a direly risky situation in coming days and months.

We are pretty hopeful that with the decisive and urgent steps taken by the authorities in India and the international assistance coming forth, the situation would soon calm down enough for a safe crew change for Indian crew worldwide.

Apart from the Covid related information, the newsletter's focus remains on sharing with our seafarers the activities of the previous month. We are happy to publish the writings of CE Narayana Prakash on board UACC Harmony. Hope this will encourage other hidden talents on board across the fleet.

Our best wishes to all our readers on the Labour day, also Eid Mubarak and Happy Buddha Jayanti on 13th and 26th May respectively.

Be safe and remain healthy taking all precautions against the pandemic anywhere you are...

Sikha Singh

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TECHNICAL NEWS

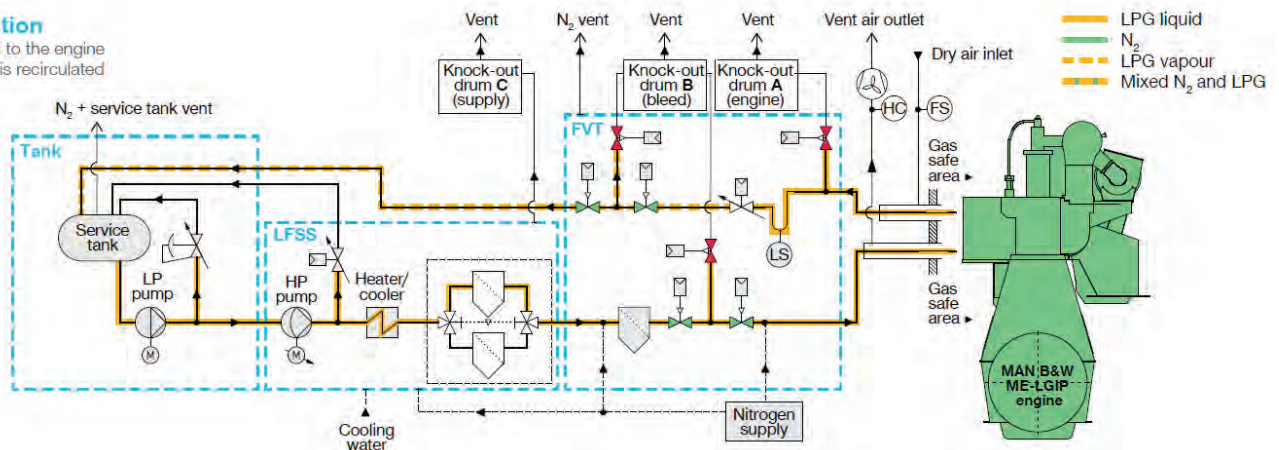
# Environmentally friendly dual-fuel main engines for the future: Part 2

By Mr. Praxedes Mario Pereira, Fleet Manager

*\*\*This article is the second part in a series on Environmentally friendly dual-fuel main engines for the future. Part 1 has been published in the Executive News Bulletin April 2021 edition\*\**

### LPG operation

LPG is supplied to the engine  
A small portion is recirculated



Introducing gas in the ER is always a risk; hence all gas lines are double-walled with Hydrocarbon (HC) sensors monitoring atmosphere as per IMO requirements. Knock-out drums are capable of venting entire pipelines & Nitrogen banks capable of purging gas lines. In addition, the LGIP ME has high pressure being generated in the fuel valve itself to 600 - 700bar, with assistance from system hydraulic oil. LPG cannot penetrate the hydraulic oil system due to a sealing oil interface. To empty the fuel booster injection valve for propane (FBIV-P) of LPG, nitrogen is used, which is supplied through the LPG lines by making a change-over in FVT. Purging does thereby not require additional valves etc., as only the normal supply and return lines are used in order to return.

The Main Engines have gone through changes from MC, which is totally mechanical to ME totally electronic, ME-GI, ME-LGIM and now finally ME-LGIP. Using of LNG as a Fuel is dated, however it is great on LNG ships to utilize Boil-Off Gas (BOG) and the latest is using LPG as a fuel.

The ME-LGIP concept comprises of three different fuel modes which can be selected from Main Operating Panel (MOP):

1. Second fuel operation with minimum pilot oil amount

2. Specified dual fuel operation with injection of a fixed LPG amount
3. Fuel oil-only mode

The electronically controlled fuel injection system consists of a hydraulically controlled fuel booster, either as a separate unit (Fuel Oil Pressure Booster - FOPB) or combined with the injection valve (FBIV), its controlling valve, FIVA (fuel injection valve actuator) or ELFI (electronic fuel injection) valve and the fuel oil injection valves. The FIVA or ELFI valve (controlled by the Engine Control System - ECS) ensures fast and precise control of hydraulic oil flow to FOPB. The hydraulic oil flow pushes the hydraulic piston and fuel injection plunger, thus generating the injection pressure, resulting in an injection.

### Huge acceptance in the market:

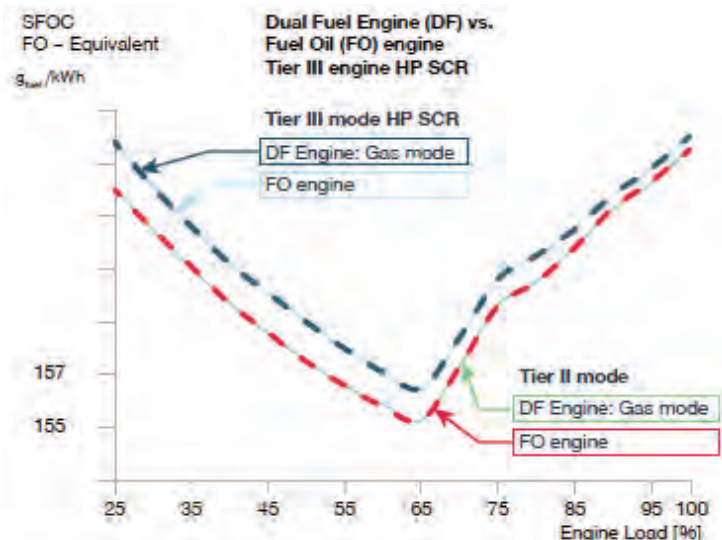
By switching to LPG, we achieve full compliance with all SOx regulations and get a competitive edge of up to 18% less CO2 emissions. We also retain flexibility to use conventional fuels that will allow us to position our vessels

competitively regardless of market conditions.

The ME-LGIP is the only liquid gas injection dual-fuel engine on the market that allows us to switch between conventional VLSFO, MGO and LPG fuels with no loss in performance and efficiency.

Although you may be led to believe this is designed strictly for LPG carriers there are LR1 & VLCCs also being retrofitted or installed from newbuild. The Fuel oil service tanks are designed with a capacity to run a full 40-day voyage without refueling.

So welcome to the new world of Gas. Here is to our new future ship's Main Engines!



## COMMERCIAL

# Avoiding Speed & Consumption Claims: Step 4

By Capt. Vinod Dubey, Assistant Manager, Adhart

Three consecutive articles were published in the previous months delving into various steps of the Speed / consumption claims for your better understanding. In this concluding article, we will recapitulate the key points of the previous articles to gain an insight of the concluding step i.e., Defences

## Step 1 - Checking the charter party to ascertain what exactly was warranted

**A) Where is the warranty given?** Charter Party (C/P)

**B) What time is warranty applicable?** Generally, "continuing" throughout the Voyage

**C) Do weather factors impact the warranty?** As per C/P. "Good weather" is generally defined as winds up to BF x 4 and swell height up to 2 metres and current up to 0.5 knots.

**D) What does it mean by warranty basis "about"?** A general industry allowance is 0.5 knots for speed and 5% for bunker consumption. To recapitulate Step -1, while defining the C/P description, "Clarity is the King" to avoid time/energy to solve these common claims.

## Step 2 - Checking the evidence

**A) Which document has precedence** – Which one, out of the ship's deck logbook or the weather data from weather-routing companies is irrefutable depends upon what has been agreed in the Charter party.

**B) What if there is a discrepancy between Ship's deck logbook and Weather routing** - If not explicitly mentioned in C/P, courts will give weightage to the ship's deck logbooks.

**C) Testing the reliability of Ship's deck logbook** - Charterers may question the reliability of the ship's deck logbook data. An arbitrator, while reviewing the deck logbook data, will also check other data in logbook to confirm whether vessel's record-keeping has been accurate throughout or not.

To recapitulate Step - 2, Owners should endeavour to include in the Charter party that data from Ship's deck logbook is binding on all parties. Vessel should ensure that all records in the deck logbook, including weather data, are accurately made and there should not be any omission or mismatch of information/ data giving rise to suspicion.

## Step 3 - Reconstructing the calculation basis the available evidence

**A) Identifying the periods of "good weather"** - If the ship's speed/ consumption complies with the warranty on these "Good Weather days" as defined in C/P, the ship is also deemed to comply for the whole voyage. The reverse will apply if the ship does not comply during the good weather days.

**B) Performance calculation period** - Assessment of ship's performance is usually done separately for individual legs rather than averaging out for complete voyage.

**C) Calculation of Speed and consumption** - If the "good weather speed" is less than C/P warranted speed, it is considered that the vessel underperformed to a similar extent throughout the voyage and time loss is calculated for the complete voyage. Similarly, the bunker consumption is also measured during good weather days.

**D) Offsetting time loss with under-consumption?** - While setting off, under-consumption is only considered if vessel's consumption was below the warranted figure after applying "about" clause.

**E) Underperformance is off-hire or a damage claim?** - If underperformance is listed in C/P as an "off-hire event", Charterers will deduct the additional time taken and fuel consumption equivalent to the off-hire period. However, if not so, charterers would only be entitled to claim as damages for breach of the performance warranty.

To recapitulate Step - 3, Master should ensure good record keeping to distinguish good weather days within a voyage, ensure speed/ consumption performance during these days must meet with C/P warranty and Owners should endeavour to exclude underperformance from "Off-hire" clause events list while negotiating C/P clauses with Charterers.

## Step 4 - Exploring for various possible defences

There are a few points, which Owners can take help from when defending a performance claim, provided it is mentioned in C/P. The "about" allowance clause is a great help to owners. Another defence is if Owners can prove that the underperformance is due to poor quality of **bunkers** supplied by charterers or if vessel was ordered to be stationary (anchored or moored) for prolonged period causing **hull-fouling**. These circumstances provide a good defence for owners against charterers' claim.

It is interesting to note the differences about speed and consumption issues in **NYPE 2015 C/P** Vs previous **NYPE 1993 C/P**. The speed and consumption warranties given in the **NYPE 2015** must be complied with throughout the charter period and not only on delivery (as per the **NYPE 1993**). The procedure dealing with these claims requires copies of the vessel's deck logs to be referred to by an independent expert or alternatively by the weather service selected by mutual agreement. The independent expert report shall be final and binding on all the parties and its cost shall be shared equally.

For any clarification on this article, you can write to [vinod.dubey@adhartshipping.com](mailto:vinod.dubey@adhartshipping.com) and additionally you may suggest any commercial topic of your interest to base the future articles on.



## MIND YOUR BODY

## Fasting: an effective way to commence a healthy diet

Fasting is a process known to have many health benefits that include reducing blood sugar levels, fighting inflammation, improving blood pressure and cholesterol levels, boosting brain functions and promoting weight loss. Adding to its multiple benefits, joint research has found that a diet's effects are intensified if preceded by a fast.

The study recruited over 70 volunteers with metabolic syndrome (combination of diabetes, high blood pressure/ hypertension and obesity) and raised systolic blood pressure dividing them into two groups at random. Both groups were placed under the DASH (Dietary Approach to Stop Hypertension), a Mediterranean style diet filled with fruits, vegetables, wholemeal products, nuts, pulses, fish and lean white meat specifically designed to combat high blood pressure. One of the two groups did not consume any solid food for five days before starting the DASH diet.

The scientists observed how the volunteers'

immune cells changed when they altered their diet and found that the innate immune system remains stable during the fast, whereas the adaptive immune system shuts down. Examining the gut biome's effect with stool samples; it was found that the gut bacteria ecosystem changed drastically during fasting. Health-promoting bacteria that help to reduce blood pressure, multiplied. Some of these changes remained even after the resumption of solid food intake. Also, body mass index, blood pressure, and the need for antihypertensive medication remained lower in the long term amongst volunteers who started the healthy diet with a five-day fast. Blood pressure shoots typically back up again when even one antihypertensive tablet is forgotten. It was observed that even three months after fasting, blood pressure remained lower.

To determine if this positive effect was linked to the fast, researchers utilised artificial intelligence and research methods from similar studies conducted earlier. With this, they were able to isolate the medication's influence, observing a



good response to the diet change depends on the individual immune response and the gut microbiome.

Fasting also acts as a catalyst for protective microorganisms in the gut improving overall health. Researchers noted that patients could cut back on their medication or even often stop taking tablets altogether, motivating them to stick to a healthy lifestyle in the long term.

## ENVIRONMENTAL NEWS

## Artificial intelligence may improve air quality forecasts

Scientists are embracing novel methods of analysis such as deep learning to examine factors such as industrial productivity and other health factors. This could ultimately be helpful to the population in improving air quality forecasts.

Air pollution, caused by carbon emissions, is a major threat to climate and human health. Despite the available technology that provides us with information, predicting pollution levels at a specific time and place continues to be a challenge. Satellites and ground-based observations are limited in their functions. Satellites for instance pass a particular location at the same time each day thus missing how emissions vary at different hours. Ground-based weather stations continuously collect data but in a limited number of locations.

Scientists from Penn State University, Pennsylvania used deep learning to analyze the relationship between satellite and ground

– based observations of nitrogen dioxide in the urban area of Los Angeles. Deep learning is a subset of machine learning in artificial intelligence. Deep learning algorithms operate much like the human brain and feature multiple layers of artificial neurons for processing data and creating patterns. The system learns and trains itself based on connections it finds within large amounts of data.

The presence of nitrogen dioxide in the environment is largely attributed to emissions from traffic and industrial plants. Depending on traffic and productivity levels, the presence of nitrogen dioxide varies in the day. Hence, the scientists believed that the comparison of surface level and satellite observations may produce estimates with higher spatial and temporal resolution. The challenge here was to find a link between measurements from the Earth's surface and satellite observations, distantly located from each other.

To conduct the study, the scientists took daily

satellite observations, creating hourly estimates of atmospheric nitrogen dioxide in 3-mile grids. The scientists tested two deep-learning algorithms and found the one that compared the ground-based observations directly to the satellite observations more accurately predicted nitrogen dioxide levels. Additional information such as meteorological data, elevation and the locations of the ground-based stations and major roads and power plants improved the prediction accuracy further.

The scientists recommended that the study could be repeated for other greenhouse gases, in different cities or even on regional and continental scales. The model could further be updated with the introduction of satellites with higher resolution.

Air quality is a major issue that affects our lives as well as our health. With such methods to improve air quality forecasts, vulnerable populations may be able to plan and improve their quality of life in the health aspect.

MAIN NEWS

## ESM provides oxygen support to India employees amidst COVID-19 crisis - Continued from Page 1

Unlike pure oxygen cylinders which are bulky and gradually need to be changed, the oxygen concentrator takes in air from its surrounding environment, filters it, releases nitrogen and other impurities back into the air, and works on the remaining oxygen. Hence, there is no risk of running out. Instructions for operation and maintenance will be provided to users to maximize equipment utility.

"We are deeply saddened and concerned by this turn of events in India due to the pandemic. We hope that everyone realizes the gravity of the situation and ensures adherence to Covid-19 safety measures at all times. To all our employees and their loved ones, we are with you in this difficult time, and we hope that things will take

a turn for the better soon." Mr. Lancy D'Souza, Director of HR and Crew, ESM Singapore said.

We appreciate the support of our employees in ensuring business continuity amidst this global crisis. Safeguarding the safety and good health of all employees is and will always remain a top priority at ESM. We implore everyone to take all safety measures seriously and follow them wherever possible. Additionally, we remain hopeful that steps taken by authorities will bear positive results in due time.

We would like to extend our heartfelt thanks to all ESM employees who assisted in expediting the delivery of the oxygen concentrators to India.



MAIN NEWS

## Global surge in Covid-19 forces suspension of crew change - Continued from Page 1

**threatening consequences for seafarers where medical aid may not be able to reach them in time.**

In a letter to seafarers assuring them of the company's support, Mr B. S Teeka, CEO, Executive Group and Ms. Sikha Singh, Deputy CEO, Executive Group said "While we adhere to various government restrictions and measures to contain the infection, it is our responsibility to assist in the situation to minimize the risk for our seafarers onboard or onshore. Under these circumstances, it is not prudent to conduct any crew changes as the consequences of exposure can be extremely severe and risky. As such, considering the high risks, safety and health

of our personnel onboard and ashore, we have made this difficult but necessary decision to close the offices and premises in Mumbai, Lonavala and keeping only skeleton staff working in the field offices across India."

Consequently, countries such as New Zealand, Hong Kong, United Kingdom, the United States of America, Oman, UAE, France, Italy, Australia, Thailand, Iran, Kuwait, Philippines, Singapore and more have either barred Indian travellers or tightened restrictions against Indian travellers. More government authorities are expected to announce travel bans and other restrictions to and from India. Additionally, the Director General of Civil Aviation of India on 30th April, has extended the suspension of International flights till 31st May.

In response to the pandemic crisis, Indian government authorities have permitted vaccination registrations for those 18 and above. We highly encourage seafarers who are currently on leave to register for the inoculation process.

Ensuring the safety and good health of all our employees remains a top priority. We highly encourage everyone to follow all safety measures wherever possible. ESM remains committed in ensuring efficient but more importantly, safe crew changeovers. We will continue to monitor the situation closely and will keep all relevant stakeholders abreast of the situation and any decisions made. We remain hopeful that the steps taken by government authorities will bear positive results in due time. Immediate steps will be taken to resume crew changes once the situation improves.



# 'As-built Drawings' - Managing the Implications of Modifications Onboard



By Narayana Prakash  
Chief Engineer  
M.T. UACC Harmony

'As-built drawings' are drawings that are normally released by the yard along with the newly delivered vessels which specify and conform as to "Actual Situation or Condition" that has been installed onboard in "as is where in condition". These drawings remain onboard till the vessel is finally scrapped.

## Development:

The development of as-built drawings starts with plan approvals from owners and classification societies. All comments are incorporated in the basic drawings and yard acceptance is solely based on the specification and the inclusion as per Class rules. While construction is in progress, changes can be made in production drawings or detailed design drawings and all these changes to be incorporated in as-built drawings with a column in 'Plan History'.

## Improvement: Performance Vs. Efficiency

Improvement is always for betterment basis operational efficacy, but the gain factors must be permanent and not for a particular situation or period.

An example is the case of introduction of a small filter in the suction line of LT cooler, on the Seawater side to collect debris and to avoid frequent clogging of the coolers. The coolers design factor will be disturbed by the pressure difference of flow that was originally designed for. For any query on operational malfunctions attending superintendents, will seek support and assistance with the "Design data" originally installed and verified by Makers. In fact, these design data become "not applicable" after the as-built drawings have been tampered/ modified by ship's staff. Hence their applications for verification does not hold good with no purpose. There must be a balance struck between Performance and Efficiency while carrying out modifications.

## Missed Out Changes:

One such case observed in a Chinese yard-built

vessel, where a "Void space" had a number of pipes and piping (bunker pipes and piping) with several valve handling arrangements. The Void space had no permanent means for free movement for carrying out daily tasks/ operation of handling valves. The arrangement provided was a manhole of size 800 mm by 600 mm, which had to be removed every now and then for the purpose of handling operations. It was therefore decided to have a watertight door in the bulkhead. The above job cannot be done by ship's staff since several pipes outside the bulkhead need to be rearranged. Additionally, lighting and ventilation also need to be provided for the space.

## Temporary Modifications Vs Permanent Modifications:

The temporary modifications to tide over crisis onboard must be dealt as 'for time being' and must be reverted to original plans per as-built drawings. One example is that Emergency fire pump was not taking suction, even with a seawater priming line made on the suction side of the pump. Then a step further was taken to enhance priming. Engineers made a freshwater connection from the Fresh water hydrophore outlet which they thought would aid in getting suction under some water pressure. On another occasion when emergency fire pump did not take suction, this newly fabricated Fresh water valve was left open, only to lose 20 MT of fresh water in 12 hours. Does such type of modifications help in the long run?

## Accounting for Modifications made in "Phoenix System":

Inclusion of permanent changes by ship's staff should be made in Phoenix system, identifying the modifications made in 'as- built' drawings with revision so that it

becomes known to all future Engineers who operate the vessels safely. A performance report after modifications, is suggested to be carried out and updated in the system.

In the company's internal audit system, checklist-AICL 1, CODE 6.33- HSEQA SECTION 19.6.4 and 19.7.3, are the as-built drawings of the bilge and sludge transfer and management available on board and reflect actual arrangement? Moreover, modifications if any to be uploaded in Phoenix systems for future reference.

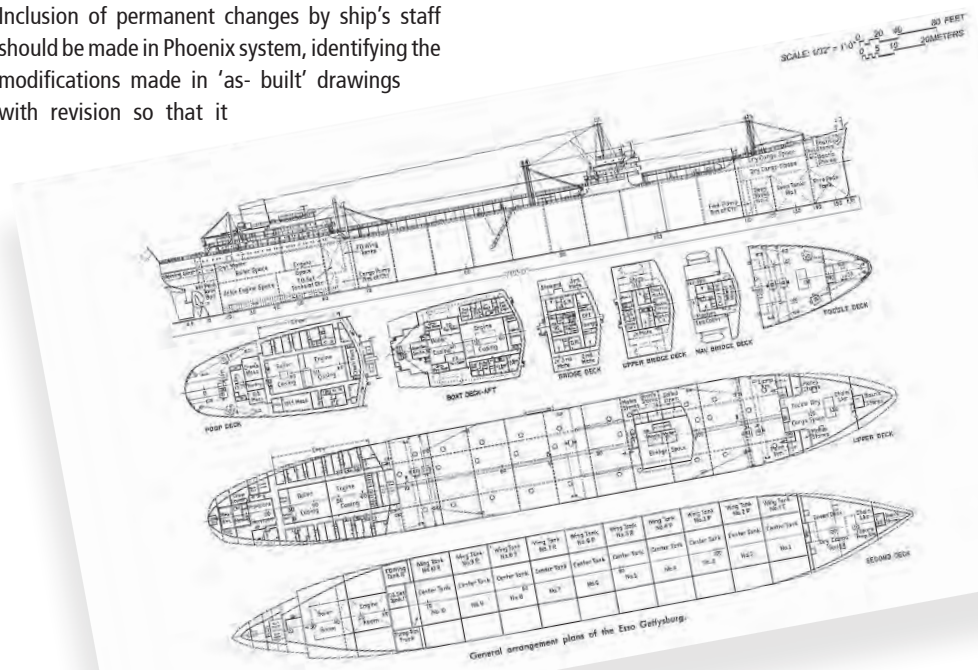
## Take- over vessels:

It would be prudent if the take-over staff, verify as-built drawings with actual layout on-board. If any unwanted modifications have been made that do not reflect in as-built drawings, these can be reverted to the original as-built drawings.

## Conclusion:

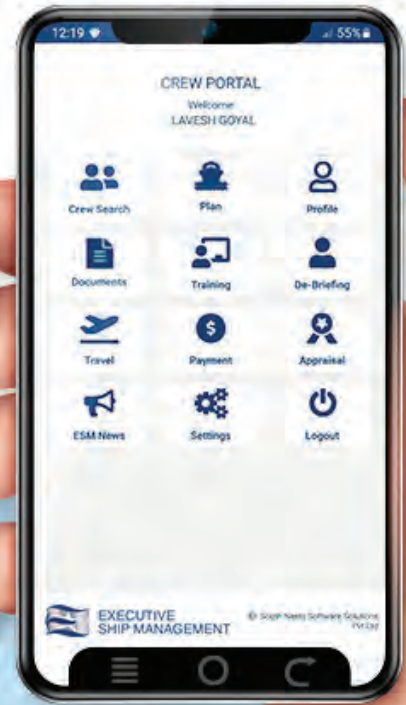
The article is only a reminder to all for challenges faced after construction of a ship for seagoing engineers, keeping in mind that modification to be carried out with "purpose" after approval. As mentioned, as-built drawings should chronicle any changes made from the original design during the construction process or while the ship is in operation.

These changes should be explained clearly in writing, along with the date on which the changes were made and approved by classification society, where required. Any deviation from the original plan should be specified, whether the change was in design, location, materials used, or all the above.



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### 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
ISO Awareness Training	1 hr	Unlimited	On request
Polar Water	5 days	2	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).

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SIMS



# HAPPY BIRTHDAY!

## CREW BIRTHDAYS

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

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST PRASHANT SINGH	16/05	CRIMSON MAJESTY	CE VIVEK SINGH RAJKUMAR	05/05	VICTOIRE
MST DEEPAK PANDIT	17/05	AFRICAN JACANA	CE RAGHUNATH JAGADALA	11/05	FORRES PARK
MST SAURABH PURI	11/05	MARLIN MAJESTIC	CE RAJESHKUMAR GOPALAKRISHNAN	09/05	EVER FAR
MST ABHAY KUMAR	01/05	FS DILIGENCE	CE ARVINDER SINGH	14/05	RED RUM
MST SUJIT KUMAR SINGH	06/05	ROBERTO	CE SARAVANAKUMAR VARADHARAJAN	13/05	ATLANTIC PRINCE
MST ANUPAM PRABHAKARA	23/05	MARLIN AVENTURINE	CE LETHESH CHAVARANAL T. SUKUMARAN	20/05	THE CHIEF
MST SHAILESH KUMAR RAWAT	02/05	APL TURKEY	CE VIDDYESH VINAYAK KAMAT	26/05	LR2 ETERNITY
MST JOSHY PUTHENPURACKAL JACOB	02/05	AFRA HAWTHORN	CE SANEESH GURUDAS SHETTY	08/05	PALANCA CADIZ
MST GAVIN DENNIS	03/05	SAMRAA ALKHALEEJ	CE DINESH KUMAR RAM MOORTHY	14/05	EVER GENIUS
MST ANIRUDDHA KAYAL	02/05	THE CHIEF	2E RAVI VADAKKEDATH KRISHNAN NAIR	11/05	PALANCA CADIZ
MST SIBIN MELARAYIL GANGADHARAN	14/05	PLATYTERA	2E SACHIN RAJGURE	27/05	E PIONEER
CO MAHESHKUMAR RAMSUNDER SHUKLA	04/05	MAREX NOA	2E RAVI KUMAR ARASAMBATTU	23/05	AFRAMAX RIO
CO JAMES AGNEL JAMES	17/05	JOSEPH WISDOM	2E SAMEER BADSHAHA NADAF	23/05	KANALA
CO SREELAL VENUGOPAL	01/05	MARLIN AQUAMARINE	2E JJI GEORGE	17/05	LR1 CARRIER
CO CHIRAN REGHU KUMARI	31/05	BOUGAINVILLE	2E RENJITH BABU	08/05	MARLIN MYTHIC
CO VIKASH KUMAR	03/05	PRINCESS MARY	2E SHINCE SHAIJU	17/05	FRONT SANTIAGO
CO MAYUR DILIP PURBIYA	19/05	OAKA	2E JASWINDER SINGH TOOR	22/05	CLAXTON BAY
CO AVADHUT BABURAO SAWANT	15/05	CRIMSON MAJESTY	2E SUBHASHISH DASARI	30/05	TOLEDO TRIUMPH
CO YATI ARORA	22/05	PLATYTERA	2E MUHILVANNAN PERUMAL	05/03	ALPINE MYSTERY
CO ASHIT DEB	17/05	MARLIN MAJESTIC	2E JIBIN TOM JOSE	05/09	PALANCA MIAMI
20 PRINCE JAYARAJ	24/05	UACC EAGLE	2E RAMPRASAD MONAPPA KOTIAN	05/11	GRAN COUVA
20 AMITPAL SINGH MANHAS	05/05	LR2 POSEIDON	2E ANUMOHAN MOHANAN	15/05	MOL TRUTH
20 ELVIN CHACKO	05/05	CHOLA TREASURE	2E GURUPRASAD KUMBLA	30/05	MARLIN AZURITE
20 ANOOP MATHEW CHACKO	13/05	ST. GERTRUD	3E RAMAKRISHNA POLAKI	20/05	EVER GENTLE
20 MUNNA IYPE JOSE	15/05	RED EAGLE	3E VINEETH MOHAN	30/05	JAL KAMADHENU
20 ARUN THRISSOKARAN JOSE	05/05	BOUGAINVILLE	3E PREMNATH KANDASAMI	27/05	ANL GIPPSLAND
20 VINOD KUMAR KOLAPPAN	08/05	CLAXTON BAY	3E BHARATH PUTTUR RAJAPPA	05/06	CHOLA HARMONY
20 SIBY JAMES	21/05	ALPINE MYSTERY	3E MUTHUSAMY VEERABADRAN	05/11	PALANCA CADIZ
20 AKHILESH RATHORE	26/05	FRONT SUEZ	3E ROHIN BABY	21/05	RED EAGLE
20 ASHWANI KUMAR	30/05	MARLIN AZURITE	3E NAVNIT BHARDWAJ	21/05	JOSEPH WISDOM
20 AMARJEET PRAJAPATI	03/05	MAEA	3E STILLWIN JERARD	15/05	ALPINE MYSTERY
20 VIMAL JOSE	06/05	GLORIOUS KAURI	3E DHEERAJ MISHRA	23/05	LR2 POLARIS
20 AADHIB ZYED AYYARIL HAMEED	12/05	JAL KAMADHENU	3E MAHENDRA SURESH SAWANT	05/04	CHEM NICHOLAS
20 ASHIN SREENIVAS	12/05	LAPEROUSE	3E ANTONY RINIL GEORGE	05/10	MANDALA
20 HARSHIT MENGHANI	22/05	ARIANE MAKARA	3E AKHIL VELAPPAN NAIR	25/05	THE SHERIFF
20 JOBANDEEP SINGH	23/05	SANTOS	3E ZAKIA GIRISH	22/05	EVER GOVERN
20 TINCE JOSEPH	18/05	THE DEPUTY	3E SUMIT ARUNKUMAR NIKUMBH	22/05	AFRICAN JACANA
20 SANTOSH KUMAR ROY	10/05	SPRUCE 2	3E ASHRIN SHANON VAS	26/05	LR1 AMBASSADOR
30 SURYA BHAN THAKUR	05/05	THE DIPLOMAT	3E GEORGE SCARIA	28/05	MITERA
30 AMIT KUMAR MEENA	06/05	EVER FAIR	3E KANAGASAPABATHY BALASUBRAMANIAN	01/05	ARISTODIMOS
30 AJAY JAYAKUMAR	13/05	SAMRAA ALKHALEEJ	3E ROHIND KUDAMBATTUKUZI	20/05	EVER GOLDEN
30 VIKRANT BHANDARI	22/05	VELOS FORTUNA	4E KUMAR SARTHAK	15/05	UACC SHAMS
30 SIDDHARTH DAHIYA	25/05	EVER GLORY	4E SUNIL RAJ NATARAJU DODDARAME G. KOPPALU	25/05	ST. GERTRUD
JO AMIT KUMAR	05/01	ARIANE MAKARA	4E AHAD ARMAAN ANJUM	28/05	VICTOIRE
CE SEKHAR RAMALINGAM	20/05	EVER FAST	4E DANAYYA SHANTAYYA SWAMI	05/05	LAPEROUSE
CE ANIL KUMAR	25/05	ALPINE MYSTERY	4E RONNIE CLINTON	06/05	EVER GENIUS
CE ALI CHERIYATH	20/05	CRIMSON KNIGHT	4E SATISH SOPAN BHOSALE	10/05	FS SINCERITY
CE ROBERT KENNEDY FERNANDO JESUNAZARENE	30/05	MAETIGA	4E KISHAN KUMAR SHARMA	17/05	APL TURKEY
CE ARIVAZHAGAN MUNISAMY	26/05	AFRAMAX RIVIERA	4E MANOGARAN RAMASAMY	18/05	MARLIN AVENTURINE
CE BABU POOCHATHODI ALAMBATTA	30/05	SAMRAA ALKHALEEJ	4E NATHER BASHA NATHER MOHIDEEN	05/05	ALHANI
CE SIVAKUMAR JEYARAJ PERUMAL	22/05	MARLIN AVENTURINE	4E BALAJI MURUGAN	10/05	MAREX EXPRESS

**NEW JOINERS**

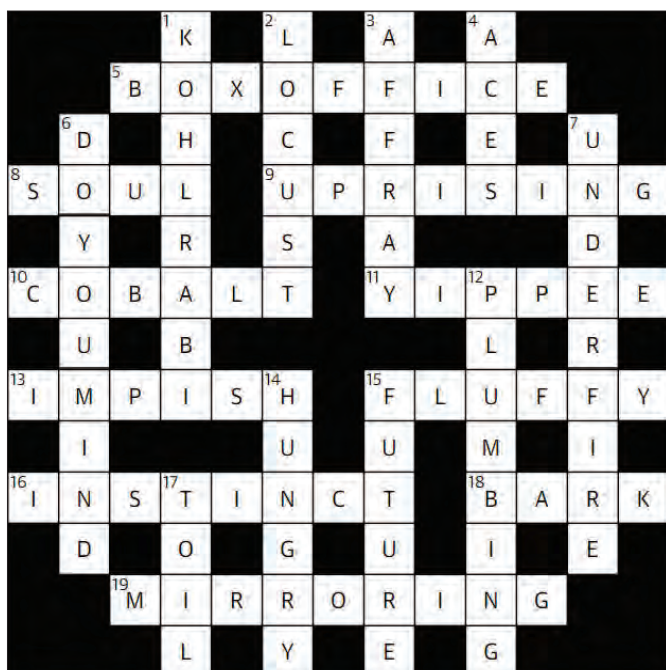
# New joiners welcomed onboard ESM vessels

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



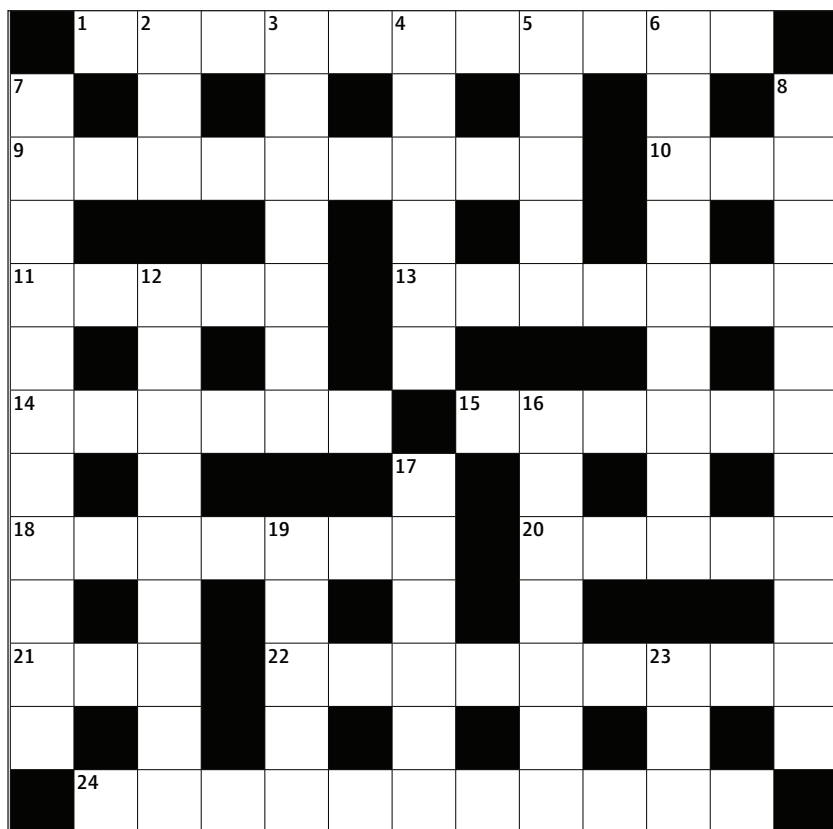
- |       |              |               |       |                  |                |
|-------|--------------|---------------|-------|------------------|----------------|
| 1. 30 | HARSH RAJ    | KOBAL         | 4. JE | SAHENRAJ GOEL    | AFRICAN JACANA |
| 2. JO | ROHIT SHARMA | E PIONEER     | 5. JE | HARMANDEEP SINGH | ARAGO          |
| 3. JE | ISHAN LOHANI | JAL KAMADHENU |       |                  |                |

**PUZZLES ANSWERS FOR ISSUE 192**



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

PUZZLES



- Across**
- 1 Noticeable (11)
  - 9 Strip on a guitar – ref Bardot (anag) (9)
  - 10 Tiny (3)
  - 11 Cause to move forward (5)
  - 13 Sling your hook! (4,3)
  - 14 Join the army? (6)
  - 15 Cask for liquids, butter, salt or fish (6)
  - 18 Operation to shift people and supplies with planes or helicopters (7)
  - 20 Grade of a Bachelor’s degree (5)
  - 21 Pedal digit (3)
  - 22 Powerful tractor with a blade in front (9)
  - 24 Biblical figure who returns, having repented of former extravagant behaviour (8,3)
- Down**
- 2 Wrath (3)
  - 3 Morsels of party food (7)
  - 4 Out of condition (6)
  - 5 South-west Spanish port (5)
  - 6 Big Apple native (3,6)
  - 7 Work’s do (6,5)
  - 8 Not thorough (11)
  - 12 Arctic animal (5,4)
  - 16 One who does not recognise your god (7)
  - 17 German POW camp (6)
  - 19 Between the sheets (2,3)
  - 23 Where wild animals are housed (3)

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

SUDOKU OBJECTIVE

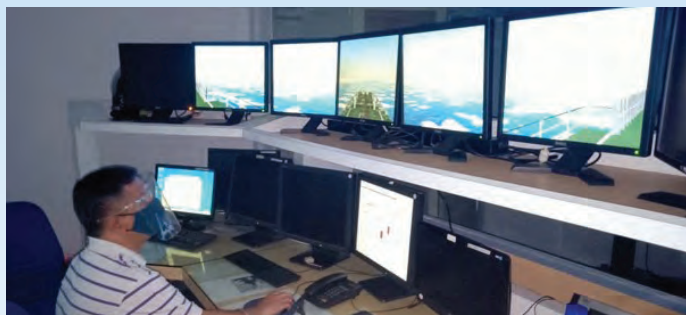
The objective of the game is to fill all the blank squares in a game with the correct numbers. There are three very simple constraints to follow. In a 9 by 9 square Sudoku game:

- 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

# SIMS Mumbai conducts pilot course for ships operating in polar waters



SIMS Mumbai held a pilot course on Ships Operating in Polar Waters for ESM seafarers. The course approved by Marshall Islands, enabled participants to learn and perform operations through the full mission bridge simulator with polar code module.

This course addresses various safety and operational aspects including ship construction, certification, crew training standards, pollution prevention requirements for ships operating in the polar waters including the Arctic and Antarctic waters. It is imperative and timely as melting of ice in the polar regions has opened new routes for passenger and cargo vessels for both tourism and commercial reasons.

Participating Officers extended their appreciation towards the learning outcomes from the course and expressed their gratitude for all arrangements made to deliver this high-quality, simulator-based training during these challenging times.

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

## Stay safe and healthy!

Follow these simple steps to do your part in keeping you and your loved ones safe.



**Wear a face mask when out in public areas**



**Wash or sanitize your hands regularly**



**Maintain social distancing of 1 metre**



**Add immunity boosting vitamins such as A & C and power packed minerals in your foods**



**Ensure moderate exercise, plenty of water intake, ample rest and a good night's sleep**



**Avoid or limit food & activities that do not add value to your health**

## This is an Alcohol Free Ship



Poem contribution by  
Narayana Prakash,  
Chief Engineer, MT UACC Harmony

Joined the good ship with declaration  
Finely signed without any clarification,  
Drawn out rapidly with stealth  
That health is wealth.

Covid -19 times are extreme  
Pray on board and pray at home  
Those days are bygone beyond cleansing,  
Pushing the hands to breakthrough.

On board activities in full swing  
One of the two wishes to be a king.  
Entering the cloverleaf  
It could nudge earth into different orbit.

One unbalanced force that affect the ships motion  
If you ever drink alcohol to change your mind,  
Your relaxation is everybody's  
Contemplation of imminent disaster.

Complex everywhere that we call environment  
Conflicts that are better imagined than expressed,  
Resistance frees you up,  
More realistically than you free flow.

Let's work towards alcohol free ship  
Lets our body mind and soul flow freely  
Let's meander in high seas without resistance  
Reach back home in same state as we left home.

## Joke of the month

Where does the sheep get his hair cut?



The baa baa shop.



**EXECUTIVE**  
**NEWS BULLETIN**