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EXECUTIVE

News Bulletin

ISSUE 209
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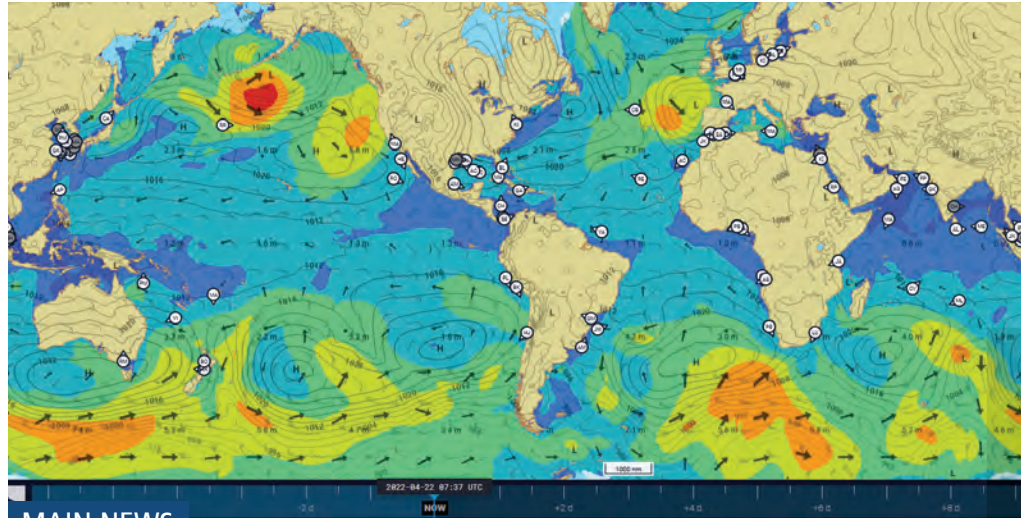
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MONTHLY COMMUNIQUE FOR EXECUTIVE SHIP MANAGEMENT PTE LTD, SINGAPORE



ESM continues digitalization drive: Integrated operation system onboard for higher safety and efficiency

The system is an effective addition to ESM's ongoing digitalization and ESG (Environmental, Social and Governance) drive, enhancing safety of navigation and management of vessel.

The installed integrated operations solution tracks a vessel's position and management of Electronic Navigation Chart (ENC) onboard its ships. This enhances shore capability of monitoring ship's route planning, voyage progress and weather information experienced by the vessel – data also made available to the vessel's owners and charterers. A total of forty vessels have already been installed and commissioned with the system while others will be progressively installed in due course.

Powered by the Satellite based Automatic Identification



System (SAT-AIS), the integrated system shares real time data of the ship's position, planned route, prevalent weather conditions, with the shore team under a single platform made available on an easy-to-use dashboard on desktop and mobile device. The solution also provides ECDIS ENC management under the same platform. The ships' staff can order ENCs without any assistance from shore office and the vessel is provided with corrections for charts and publication in the most efficient manner.

The Ship Security Alarm System (SSAS) is also configured with the solution which allows the shore team and ship's flag to be notified in case of a security threat to the vessel and its staff. Other forms of alerts can also be configured so the shore office and ship are alerted when vessel enters certain heightened caution areas, for example, High Risk Areas, ECA, Navigation High Risk Areas etc.

Partnered with Wartsila for its Fleet Operations Solution (FOS) a joint team of ESM IT and Wartsila has embarked on remotely installing the system onboard the vessels that are fitted with VSAT/FBB connectivity.





Letter from ESM

We do not obviously have the crystal ball to predict the profile of the ships navigating in the oceans in 2050! But we do not need one going by the advancement of technology and trend towards deep environmental concerns, the ships will be equipped to be monitored and guided to achieve the maximum safety and efficiency all around. Hence a small but decisive right step towards it is our front-page report on the Integrated digital fleet operation system installed on board ESM vessels. Congratulations to the IT team for remote installations and monitoring by the concerned HSEQA and Technical departments for its effectiveness.

Any Cargo claim could be a nightmare for a Captain of a ship. Hence how to navigate various such claims would be a lesson to learn for any new Master or would be Master. Capt. Vinod Dubey of Adhart shipping- the commercial arm of the Executive Group offers tips in his article written for this May issue of newsletter. Please do not miss!

The Technical article on the Electronic Main Engine by two senior technical hands Mr. Gaurav Paliwal and Mr. D.N Pathak is another high-level knowledge sharing that our technical staff on board and ashore should not miss.

We are extremely happy to share an experience extraordinaire from a sailing captain on MT Alhani on Ice navigation. When the snow turns to ice and the ship you are sailing gets beset in the ice, the ship's superstructures start accumulating ice, the mercury dips down to sub-zero, the vessel's speed hovers from 8 to 2 knots before finally to zero, how Capt. Delzad Irani navigated the ship to finally out of the thick ice and safely berthed is a masterclass on ice navigation. Simply can't miss!

ESM India offices across the country were in the forefront of assisting the communities in fighting Covid since the beginning of the pandemic. They have provided many life-saving services and equipment to the community on their own or quietly joining hands with partners. We are happy to share the news of ESM, Patna led by Capt. Niren being appreciated for their humanitarian services with a certificate. Well done and I'm sure whenever the need arises our team in India is always up and about to sincerely do their part for the community we live in.

This month's articles on Health and Environment are once again picked from the latest research projects done by some of the best universities and research centres across the world. How do we learn best? Why and how much efforts would we like to put to get the best results? Read through this interesting research-based articles to out your learning environment.

Finally, let me close this note wishing all on board and ashore a Happy Labour Day together with Eid Mubarak and a very Happy Budh Jayanti.

Remain safe and happy always...

Sikha Singh

“ The mercury dips down to sub-zero, the vessel's speed hovers from 8 to 2 knots before finally to zero, how Capt. Delzad Irani navigated the ship to finally out of the thick ice and safely berthed is a masterclass on ice navigation ”

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TECHNICAL NEWS

Electronic Main Engines – A guide for smooth operations

By Mr. Gaurav Paliwal, Assistant Fleet Manager
& Mr. DN Pathak, Senior Technical Superintendent

We have been working with Electronic Main engines (ME Engines) for more than 10 years and over the years the ships' staff and ESM Technical Department have gained reasonable experience. It is only fitting that we now reflect at the journey made so far and refresh some key measures.

Operational Redundancy of Key Components of Engine Control System

Leaving aside the redundancy for normal main engine parts which are similar to conventional engines, makers seem to have provided sufficient redundancy for key components of electronic control system.

Multi-Purpose Controllers (MPC): These are data processing units. For a Six Cylinder Engine, you have a total of Eight MPCs fitted in the system. Two are used for Engine Interface Control units (EICU), two are used for Engine control units (ECU), three for Auxiliary Control Units (ACU) and one for Scavenge Control Units (SCU). One MPC each, for EICU and ECU is on hot standby i.e., can be used as spare in case we face issues with MPCs fitted on ACUs or to SCU. Besides, all vessels have one spare MPC onboard.

MPC-10: Simplified version of MPC, used for each unit controller i.e., CCU (Cylinder Control Units). These are interchangeable and vessel has one spare.

HPS System: ME engines are fitted with Three attached pumps and Two electrically driven pumps. The three attached HPS pumps are of variable delivery type and operate at variable output depending on the requirement of engine at various speeds. Positions of swash plates for all three pumps are controlled electronically and each of them can be set to operate as a Master pump, standby-1 and standby-2 pump. Vessel can be manoeuvred with one electrical driven HPS pump and thus we have 100% redundancy on this aspect of starting the main engine.

Tacho System: Vessel is fitted with one marker sensor on the flywheel side and two rotary encoders on the fore end of the crankshaft for tacho signals to engine control system. These two independent sets of tacho generating

sensors ensure trouble-free operation with high redundancy. Also, both rotary encoder and marker sensor do check the accuracy of each other. Vessel has spare encoder and one spare marker sensor onboard.

Marker sensors for Manoeuvring and Alarm Monitoring System: Set of two pick-up sensors give signal to manoeuvring system and alarm monitoring system. Vessel has spare sensor for same.

Possible Trouble Spots and Preventive Measures for Smooth Operation:

Loose Connections Due to Vibrations: Though not many instances of trouble were faced due to loose connections on electrical control panels, it is a very core routine to follow to ensure smooth operation. Apart from checking for loose connections, vibrations and fretting damages, crew must look for LEDs flashing in yellow or red colour and take appropriate action. Only green LED indicates normal operation.



FIVA V/V Damaged Spool Due to Dirty Oil

Contaminated Hydraulic System Oil: ME engine is highly vulnerable to complications if the system oil is not taken good care of. Control spools of FIVA valves have very low clearance. ME engines are fitted with 6-micron filter just before entry to HPS pump. Fitting additional 3-micron stand-alone filtration system, is considered a good practice. To use 3-micron filters lub oil purifiers, onboard vessel with ME engines, must be under close monitoring by Chief Engineer. We have had instances of 3-micron filter being bypassed with remarks, "not possible to use such fine filter with existing LO purifier". However, with little bit of extra efforts and finer setting of LO purifier, 3-micron filter can very much be put into continuous use.

Accumulator Having Less Charge: Each



Checking Pressure of Accumulator

HCU unit and HPS pumps are fitted with one accumulator. Normal pressure in the accumulator should be maintained within +/- 5% of the value mentioned in the instruction manual for a particular ambient temperature. Their charge must be checked regularly and nitrogen charged to ensure good protection against vibrations. We have faced failures of hydraulic pipes due to less pressure in the accumulator. ESM mandates checking of charge pressure for accumulators to be carried out at 2000 hrs. as per Phoenix Job Code – ENG0129. As per makers, renewal of accumulators is recommended at 32000 hrs.

Leak Test of Hyd System: Leak test of HPS system is very important tool to know about the condition of HPS pumps and FIVA valve spools. It involves measurement of time taken for the system to build pressure to 225 bar and then time taken to fall to 150 bar and then to 3 bars. Makers do provide the guidance value of time taken when FIVA valves or HPS pump need replacement / repairs. Regular measurement of data and trending does give a very good idea of wear and increasing clearance over a period of time and can be helpful in getting the makers to predict estimated running hrs after which we need to replace individual FIVA valves or HPS pumps. ESM mandates the leak tests of HPS system to be carried out at 2000 hrs as per Phoenix Job Code – ENG0010

Regular Inspection of Pick-Up Sensors: Fitted near the flywheel; normally these do get dirty with oil vapours and need cleaning with soft cloth and electroclean. They can also become loose due to vibrations and get damaged as per adjoining picture. ESM mandates regular checking of pick-up sensors to be carried out at 3 monthly intervals, as per Phoenix Job Code – ENG0132.

Continued on Page 5

SAFETY MOMENT OF THE MONTH

Light touch of a buoy while inbound

*** 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 Pilot boarded a tanker that was inbound for a port and advised that he had agreed with an outbound Pilot that they would meet port to port. A slight course alteration to starboard was requested and the speed reduced.

A few minutes later, the vessels met at the entrance of the channel. As the inbound tanker was conned more to starboard by the Pilot to allow the outbound vessel to safely exit the port, it approached the righthand side of the channel and, due to weather and lack of manoeuvrability at slow speed, made soft contact with buoy number 1. The tanker continued its inbound passage and safely berthed thereafter.

Lessons learned

- When entering port, the bridge team and Master often have little time to evaluate the proposed manoeuvre suggested by the Pilot. In this case, although not immediately evident as unsafe, the meeting of the two vessels at the narrow port entrance was less than optimal.
- Be aware that in some jurisdictions, Pilots can disembark before the vessel has actually exited the port due to various factors such as weather conditions on the outside rendering departure there too dangerous.
- Bridge team member should be tasked with overall situational awareness at all times, but especially when in congested waters and under close manoeuvring.

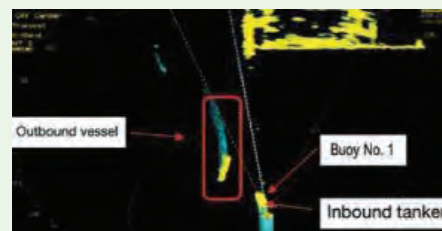


Photo Courtesy: The Nautical Institute

COMMERCIAL

Draft Survey to defend shortage claim

By Capt. Vinod Dubey,
Assistant Manager, Adhart

Let us assume that our vessel is to load 70,000 MT grain cargo. Upon completion of loading, the shipper declares 70,000 MT cargo quantity to be inserted in the Bill of Lading as per Shore Scale. However, Vessel's calculations as per draft survey show that a much lesser quantity was loaded. Charterers do not want any remark to be mentioned in B/L regarding discrepancy in cargo quantity. What should the Master do now?

This is not a very uncommon issue and in this article, we will discuss the actions to be taken by a prudent Master to defend any potential shortage claim by the receiver later.

Shore scale quantity is not under Master's control. The accuracy will depend upon not only the mechanical condition of scale but also the intention of the Shipper/Charterer which may be fraudulent to show more cargo than actual. Similarly, draft survey is also a manual calculation and will also depend upon the swell condition while reading drafts accurately, experience of the ship's officer reading draft, etc. Hence, industry accepted norm has been 0.5 % discrepancy between cargo quantity as per shore scale and as per draft survey. However, the real issue is when the potential cargo shortage is more than 0.5%, i.e., more than 350 MT while loading 70,000 MT as per shore scale.

If the Charterers/shippers wish to only insert cargo quantity as per shore scale into the B/L, the alarm bells should ring for the Master and Shipowner.

As per Hague-Visby Rules, Master should sign B/ L on shipper's demand stating the cargo quantity, which he believes is accurate. Though including the wording such as cargo "said to be" and quantity "said to weigh" will ensure that the burden of proof remains on the cargo claimant to prove the quantity which he says was shipped. Unfortunately, other than the English court, many other countries will not recognise such a clause stating that it is merely a standard wording on B/L.

As draft survey is the only means to verify the shipper's figure of shore scale, the most important aspect is ensuring the accuracy of **draft survey**. If ship's Officers are getting a quantity showing shortage over 0.5%, Owners should inform the P & I club who will appoint a surveyor to conduct an independent final draft survey to verify the accuracy of the vessel's measurements. It is preferable to have all interested parties (shippers and charterers) attend but if such interested parties decline an invitation, the Master should record this in a letter of protest and proceed with the independent draft survey.

If the discrepancy is confirmed to be over 0.5%, Master should firstly request Charterers/shippers to arrange loading additional cargo, failing which he should insert a remark on Mate's receipt and B/L referring to the vessel's draft figures as well as the shore scale figures.

Charterers may offer a Letter of Indemnity (LOI) holding the shipowner harmless to avoid clausing B/L. However, such LOI may be unenforceable if a court concludes that LOI was to persuade the shipowner to help the charterer or shipper to mislead an innocent buyer acting in good faith.

Master's investigation of the reason behind a discrepancy in quantity will take additional time and he may perceive a commercial pressure of time lost for owners' accounts. However, under English law, if the Master carries out investigation reasonably, then any delays will be for the account of the shipper or charterer.

In a nutshell, any shortage above the customary range of 0.5% should be dealt with cautiously. Owners' P&I club should be contacted, and their assistance requested for defending owners' interest. Independent Draft Survey with all the interested parties and P&I club appointed surveyor's presence is the next action to be taken followed by remarks in Mate's receipt, if the shipper is still adamant about using shore figures on bill of lading.

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

MIND YOUR BODY

Effort-based learning environment for better learning

Research by University of Vienna and the Technische Universität Dresden, published in January 2022, have found that once people are rewarded for their effort, they learn to positively value the effort investment which leads them to take up challenging tasks later, without any extrinsic reward being offered - pointing to the importance of learning environments and the development of such effort-based motivation.

Many evidence-based studies have concluded that humans avoid cognitive effort. The principle of least effort in Psychology states that "an organism will choose a course of action that appears to require the smallest amount of effort or expenditure of energy" or the path with least resistance. Humans have limited 'cognitive controls' i.e., intentional selection of thoughts, emotions, and behaviors based on current task demands, social context, and habits; and so they choose to forego the task that feels like an effort which is aversive, unpleasant, and (time) costly.

However, a study in 2018, explored the 'effort paradox' and found that even though people tend to associate effort with rewards, but sometimes they pursued outcomes because of the effort it requires, not in spite of it. This explains why mountaineers value the arduous task of mountain climbing or musicians who practice tirelessly to perfect a tune. Exploring

a similar hypothesis, the researchers at the University of Vienna and Dresden undertook the study to challenge the existing theories of negative value associated with cognitive effort. They investigated if people who were rewarded for their efforts in a task initially, were willing to put in more effort in a follow up task even if they were told that they wouldn't receive any more rewards.

In the first experiment the researchers used cardiovascular movements (activity of the heart) to determine how hard their 121 participants exerted themselves in a working-memory task of various difficulty levels. In one group they rewarded the people who exerted more efforts, the higher the difficulty level the higher the reward. In another group, they randomly assigned the reward irrespective of how much effort they put in. Subsequently all participants were given a new math task where they could choose their difficulty level of the task they wanted to work on. Participants who were earlier rewarded for more effort chose more difficult tasks than the participants in the control group (who were randomly rewarded), even though they were told they will no longer receive any rewards.

To further validate the investigation, a similar experiment was conducted online with 1457 participants to seek whether the effects of effort-based reward can be replicated and

generalized. In the experimental group, people received a higher reward for choosing difficult tasks regardless of the fact if they were able to solve them correctly or not. So, the reward depended on the effort not on the performance. This subsequently led to the same conclusion as the first experiment –participants who were rewarded earlier for their higher efforts chose more difficult tasks that required more effort, despite being no reward.

These results challenge the assumption that effort is always considered unpleasant and aversive. Effort avoidance may not be an inherent characteristic of humans, as theorized by previous psychological studies and the choice to avoid making an effort could instead be the result of an individual's learning histories depending on the reward pattern experienced. Thus, a positive learning environment with a reward pattern that appreciates efforts than performance may lead people to learn the value of effort and seek it intrinsically.



TECHNICAL NEWS

Electronic Main Engines – A guide for smooth operations – Continued from Page 3



Damaged Tacho Sensor Due to Vibrations

Back Up Batteries for Power Supply to Control System: Must be renewed as per maker's recommended interval. In case of blackout at sea and dead back-up batteries, vessel can face major issues if all fuel pumps, injectors, cylinder lubricators and exhaust valve suddenly stop functioning. Renewal interval can vary between 3 years to 7 years, depending on engine and battery makers. ESM job code for this item – ENG2029

Cylinder Loop Test: This a good tool to know

the condition of FIVA valve, FIVA sensor, cabling, MPC, exhaust valve system, exhaust valve sensor, fuel plunger system and fuel plunger sensor. It gives us important information on timing and duration of fuel injection, exhaust valve operation and amplifier cabling (MPC). Cylinder loop test may further necessitate us to conduct amplifier test and sensor chain test to further troubleshooting for MPC / Amplifier / FIVA or sensors. Makers advise this to be carried out only for troubleshooting and not as a routine check.

ENVIRONMENTAL NEWS

Marine Life discovered under Antarctic Ice Shelf



A new study conducted by researchers from the UK and Germany, have found abundant marine life that are thriving kilometers away from the nearest open water. The surprising discovery, published by the British Antarctic Survey in December of 2021, found a rich biodiversity of specimens, shedding a light on the survival of such organisms in the ecosystems.

The study, conducted by a team of researchers from the Alfred Wegener Institute (AWI), Helmholtz Centre for Polar and Marine Research, Germany and the University of Oxford, UK, drilled two holes on the Ekstrom Ice Shelf in East Antarctica in 2018. The first drill went down 192 meters of ice until it hit 58 meters of liquid water, and the other was 190 meters of ice with 110 meters of water.

Despite being 3-9 kilometers away from open waters, the ice shelf bed was found to have 77 species of marine life including moss animals and serpulid worms - a number higher than what is seen even in open marine Antarctic environment. These organisms are typically suspension feeders that survive on micro algae ((phytoplankton) suspended in water, however no plants or algae can live in such harsh environments. The researchers also noted that the annual growth of four of the new marine species (Cellarinlla) found were similar to

the growth increments of other open marine samples around Antarctica.

The team also conducted a carbon dating of the dead fragments of these seafloor animal species and found them to be varied from current to 5800 years. This indicates that despite living under the ice shelf and so far away from open waters, these organisms have been existing for a very long time. With this new finding, researchers suggest that these creatures would have lived in small areas that were not grounded by the ice, while open areas surrounded by sea ice would have allowed algae to thrive and be swept under the ice by the flow of water developing a strong

food web for these creatures under the ice.

Occupying almost 1.6 million km square of area on Earth, ice shelves are the least known habitat environments. While current theories suggest that life becomes scarce as we move further away from sunlight and open water, the new study indeed tells a different story. However, the researchers express concerns that with climate change, collapse of ice shelves and change in the sub ice shelf conditions, these organisms could be the first species to go extinct, making an urgent call for further study and protection of their ecosystem.

ESM NEWS

SIMS invites Applications for Girl Cadets

Samundra Institute of Maritime Studies (SIMS), Lonavala, invites applications for its Pre Sea training courses for girl cadets. Applications for the Diploma in Nautical Science (DNS) August'22 as well as Graduate Marine Engineering

(GME) October'22 batches are open and ongoing.

Interested candidates can find more details on www.samundra.com as well as apply online on the website.

ESM NEWS

Ice Navigation extraordinaire: A Captain's account

By Capt. Delzad Irani, MT Alhani

We all have heard stories of how difficult Ice Navigation during peak winters in Polar region is. Well, I was fortunate to experience this first-hand as a Captain and put my skills and judgement to test onboard MT ALHANI. It's surely one of those things that you will talk about with your family, children and other colleagues for a long time to come. Here is my account...

The shimmer of the moonlight on the ice surface is the first indication of approaching ice and that's when the thrill and chills begin. The sense of "here it comes" creeps into you and we start looking out for leads in the water. Ice Navigation is a specialised area of navigation involving the use of good seamanship skills to determine and assess the situation as ice is a "Severe Hazard" for the safety of navigation. Besides the ship dealing with extreme weather condition, the crew members onboard have to experience the extreme cold climate of the polar regions.

The accumulation of ice on the superstructures is a dangerous phenomenon and Master's main responsibility is the safety of his crew, ship, and environment. Removal of ice accumulation from the ship as well as protecting his crew from the elements while working on deck is paramount. Another challenge is blockage of ship's sea chests with ice which could transform a normal working day to an emergency.

MT Alhani was plying in the Baltic Sea area and during one such call to Primorsk, we experienced getting 'Beset in ice'. Speed of vessel varied from 8 knots to 2 Kts depending upon the ice thickness, which kept gradually increasing and at one point was 100 cm. Vessel proceeded until about 600 15' N Latitude without the assistance of ice breaker and just 6 NM before the berth,

the ice thickness was at its peak of about 1 metre when the vessel got beset (surrounded so closely by ice that eventually it was unable to move or manoeuvre under its own power or steer using its steering gear) and the speed dropped from 6 to zero. We knew we would need the assistance of ice breakers who arrived on the scene 4 hrs later after assisting another outgoing vessel who had our berthing pilot onboard. It was a spine-chilling experience as the ice makes such loud sounds when the vessel is in contact with the thick ice. We are humbled by the powers of mother nature which can be overwhelming, and her fury and forces have to be gracefully accepted – whether during heavy or freezing weather – with good and advance preparation to stay safe.

A few general precautions for the crew and vessel that needs to be taken while entering such conditions include –

- Sufficient winter clothing to be provided to all crew members (winter suits, gloves, winter boots, winter caps, winter socks)
- Restricted working time on deck and keep crew member's exposure to the severe cold on deck to minimum
- Keep drinking hot fluids (tea, coffee, hot soup, hot chocolate, warm water, etc.)
- Take precaution against various line freezing, e.g. draining and blowing through various pipelines, using heating coils and fan heaters where fitted, adding Anti-freeze liquid where required, Canvas covers to be put on all equipment on exposed weather decks like Winches, PV valves, Pilot ladders, Crane motor, Tank cleaning machines to prevent getting covered with thick ice
- Steam to be injected for keeping sea chest clear. Engine room blowers to be stopped and kept running to a minimum as per requirement
- All vents around accommodation should be kept clear of ice
- Sufficient number of shovels, crowbars, pick axes (if not available, fire axes would also suffice), sand and salt bags, grease pot, etc.



to be kept at various sheltered location on deck to clear ice accumulation

- Salt or sand to be sprinkled on walkways on deck to keep them free of ice

A popular POLAR belief / joke in Finland is that they have developed more advanced tools than small talk to break the ice!

I wish all my fellow seafarers all the best with safe sailing and conclude with the quote by the Philosopher, Epictetus "A Ship ought not to be held by one anchor, ice, nor life but by a single hope"...

...Hope of a beautiful and exciting glimpse of sunrise over a frozen sea.





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. 4E	MANISH KUMAR	IKAN PANDAN	8. JE	SUNIL VENKATESWARLU CHINTAL	PRINCESS ALEXIA
2. 4E	GAURAV SADANAND BARBHAI	FRONT SUEZ	9. JE	NAVJOT SINGH DHALLA	PRINCESS MARY
3. 4E	ASHUTOSH KUMAR	BERGE KITA	10. JE	ASHWIN RAJ BOOPATHY	ARAGO
4. 4E	BALAJI K. VIJAYAKUMAR	CHOLA MELODY	11. JO	PRIYANSHU SINGH	REFERENCE POINT
5. 4E	SHIVAM CHAUHAN	FS DILIGENCE	12. JO	JOIET JOY	LAPEROUSE
6. JE	ASHWIN CARLTON SALIS	HIGH JUPITER	13. JO	ANKUR PREET BAJWA	UACC FALCON
7. JE	VIKHYAT KUMAR	PIONEER BAY	14. JO	AVINASH TIWARI	GAZ AMARIS

COURSE SCHEDULE - MAY 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	1 day	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	1 day/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	1 day	6	On Request
MARPOL Refresher Course	1 day	6	On Request
Adv Psc Om -Refresher Course	1 day	6	On Request
Advanced ECDIS Operation	1 day	1	On Request
ERM Refresher course	1 day	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
FRAMO	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** (Mumbai, SG and Chennai)
- **Marine Supdt** (SG and Mumbai)
- **Fleet Manager** (Chennai)

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

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- **Marine Engineering Faculty** (Lonavala)
- **Assistant Personnel Officer** (Chennai and Chandigarh)

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

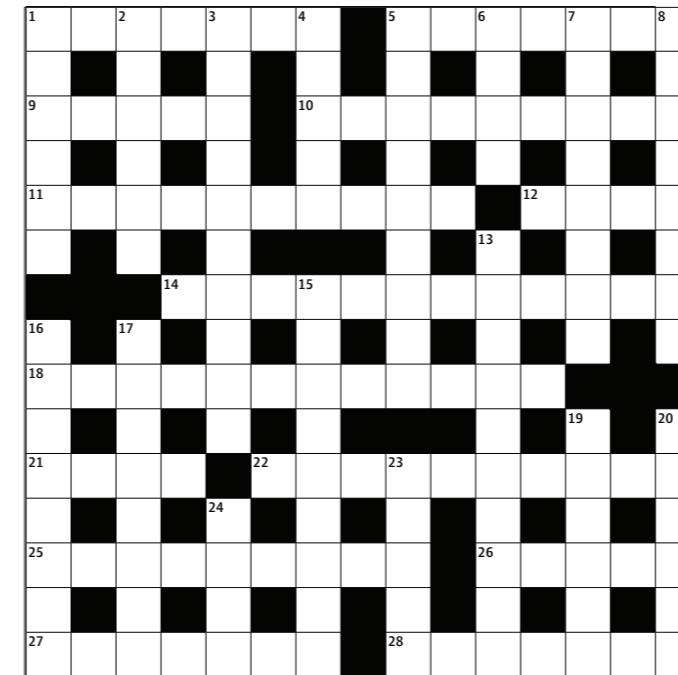
HAPPY BIRTHDAY

CREW BIRTHDAYS

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

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST PRASHANT SINGH	16/05	CRIMSON KNIGHT	CE SARAVANAKUMAR VARADHARAJAN	13/05	ATLANTIC PRINCE
MST PETER MARIAN	08/05	ONE MILLAU	CE ANDREWS SELVIN SELVIN CHINNAPPA	16/05	HIGH JUPITER
MST NEERAJ KAMLESH BAKSHI	17/05	UACC RAS LAFFAN	CE CINE ROY STEPHEN	15/05	LR1 AMBASSADOR
MST SAURABH PURI	11/05	MARLIN AQUAMARINE	CE VIDYESH VINAYAK KAMAT	26/05	PRINCESS NATALIE
MST DEEPAK BALAKRISHNAN	31/05	MAETIGA	CE SANEESH GURUDAS SHETTY	08/05	MARLIN AMETHYST
MST KAUSHAL KUMAR RAI	25/05	MARLIN AMBER	CE DINESH KUMAR RAM MOORTHY	14/05	EVER GOVERN
MST SUJIT KUMAR SINGH	06/05	RED MARAUDER	2E RAVI VADAKKEDATH KRISHNAN NAIR	11/05	PALANCA CADIZ
MST SUMAN SIDHARTHA	21/05	THE DEPUTY	2E VARUN MEKKATUKATIL SIVARAMAN	01/05	LR1 CARRIER
MST ANIRUDDHA KAYAL	02/05	PALANCA CADIZ	2E SANDEEP SINGH	05/05	MITERA
CO MAHESHKUMAR RAMSUNDER SHUKLA	04/05	CARTAGENA	2E JJI GEORGE	17/05	ALJALAA
CO JAMES AGNEL JAMES	17/05	JOSEPH WISDOM	2E VINEETH MOHAN	30/05	APL MINNESOTA
CO RAM PRAVESH	02/05	WILLOWY	2E SHINCE SHAIJU	17/05	PRINCESS MARY
CO SREELAL VENUGOPAL	01/05	UACC SILA	2E NISHIL KACHAPPILLY PAULOSE	19/05	CLAXTON BAY
CO SUDHIR SHARMA	15/05	AEGEAN WAVE	2E SUBHASHISH DASARI	30/05	TOLEDO TRIUMPH
CO CHIRAN REGHU KUMARI	31/05	ASTRID	2E MUHILVANNAN PERUMAL	03/05	MAREX NOA
CO VIKASH KUMAR	03/05	CITY OF TOKYO	2E NITHIN MADHU	20/05	FRONT SUEZ
CO KRISHNA MOHAN KOTTACKAL VIJAYAKUMAR	08/05	FPMC P IDEAL	2E MAHENDRA SURESH SAWANT	04/05	ATLANTIC CANYON
CO RAJ KUMAR PANDEY	03/05	CHOLA UNITY	3E SNEHAL BABUBHAI PATEL	21/05	LIN MIARAK
CO HARKESH RAMJI CHAUHAN	19/05	MARLIN AQUAMARINE	3E BHARATH PUTTUR RAJAPPA	06/05	VERRAZANE
CO JAYANT KUMAR	09/05	CHOLA TREASURE	3E NAVNIT BHARDWAJ	21/05	KOBAI
CO PRABHPUNEET SINGH	24/05	CHEM HELEN	3E DHEERAJ MISHRA	23/05	HOUYOSHI EXPRESS II
CO ASHWANI KUMAR	30/05	MARLIN APATITE	3E SUSANTH KUTTIYAT VEETIL	31/05	MARLIN AZURITE
20 RAHUL GARG	12/05	JAL KAMADHENU	3E ANTONY RINIL GEORGE	10/05	UACC SHAMS
20 AMIT DADWAL	08/05	IKAN PANDAN	3E AKHIL VELAPPAN NAIR	25/05	PRINCESS ALEXIA
20 RAKESH RAJENDRAN NAIR	24/05	ATLANTIC GUARD	3E AMANJOT SINGH PABLA	04/05	JACQUES
20 MUNNA IYPE JOSE	15/05	POLARIS BAY	3E ASHRIN SHANON VAS	26/05	MARLIN AMBER
20 VINOD KUMAR KOLAPPAN	08/05	THE JUDGE	3E YATHINDRA RAJENDRANATH KOTIAN	18/05	AFRICAN JACANA
20 SIBY JAMES	21/05	MARLIN AMETRINE	3E ROHIND KUDAMBATTUKUZZHI	20/05	EVER FAST
20 AADHIB ZYED AYYARIL HAMEED	12/05	LIN MIARAK	3E SATISH SOPAN BHOSALE	10/05	LR2 ETERNITY
20 JANARTHANAN NEDUMARAN	21/05	UACC SHAMS	3E RAJNEESH SHARMA	12/05	MAEA
20 SURYA BHAN THAKUR	05/05	FORRES PARK	3E KISHAN KUMAR SHARMA	17/05	EVER FAIR
20 ANKUR SHARMA	30/05	UACC SILA	3E ANKUR KUMAR	05/05	ATLANTIC GUARD
20 TINCE JOSEPH	18/05	THE DEPUTY	3E GOUTHAM ROHITH KARRI	09/05	SANTOS
20 RAVI KUMAR SEEKOTI	05/05	CHOLA UNITY	3E NATHER BASHA NATHER MOHIDEEN	05/05	ATLANTIC CANYON
30 ARAVIND KURUKUNNEL RAJ	21/05	TOLEDO TRIUMPH	3E BALAJI MURUGAN	10/05	FRONT SANTIAGO
30 NARENDRA KUMAR	01/05	LR2 ETERNITY	4E SANDEEP GAUR	13/05	LR1 CARRIER
30 SHUBHAM KUMAR	12/05	ARISTODIMOS	4E KUMAR SARTHAK	15/05	UACC CONSENSUS
30 ABIN ROBERT	05/05	EVER FAR	4E SUMIT ARUNKUMAR NIKUMBH	22/05	SAMRAA ALKHALEJ
30 SAYOOJ POOLAN RATHEESH	17/05	IKAN PANDAN	4E ABHISHEK GANESH KUMAR VERMA	01/05	UACC RAS LAFFAN
JO DANIESH KADAMBANATHU VIJAYAN	02/05	UACC SHAMS	4E RITESH KUMAR	22/05	MEGALI
JO SUSHANT DUGGAL	12/05	THE JUDGE	4E AHAD ARMAAN ANJUM	28/05	JOSEPH WISDOM
JO BISWAS VINOD	21/05	MAETIGA	4E SAURABH JAIN	30/05	FS ENDEAVOR
CE BRAHMAMOY BOSE	11/05	AFRA LAUREL	4E RONNIE CLINTON	06/05	EVER FAVOR
CE JOHN JOSEPH PALLIPARAMBIL	28/05	CRIMSON MAJESTY	4E SARATH SASIDHARAN	08/05	GLORIOUS KAURI
CE ANIL KUMAR	25/05	ATLANTIC CROWN	4E RUPAM KANATHEY	23/05	ALQADISIA
CE ALI CHERIYATH	20/05	CRIMSON KNIGHT	4E CLYDE JOFAN MENEZES	20/05	VICTOIRE
CE SUBRATA BANERJEE	03/05	ATLANTIC CANYON	4E TUSHAR RAJENDRA THOPATE	31/05	PRINCESS VANYA
CE SIVAKUMAR JEYARAJ PERUMAL	22/05	VELOS LEO	JE SAGAR BALASO NALAWADE	05/05	OAKA
CE VIVEK SINGH RAJKUMAR	05/05	ROBERTO	JE HARIDWAR SINGH	06/05	THE JUDGE
CE RAJESHKUMAR GOPALAKRISHNAN	09/05	TAMPA TRIUMPH	JE SURAJ SHASHIKANT GURAV	21/05	PALANCA CADIZ

PUZZLES



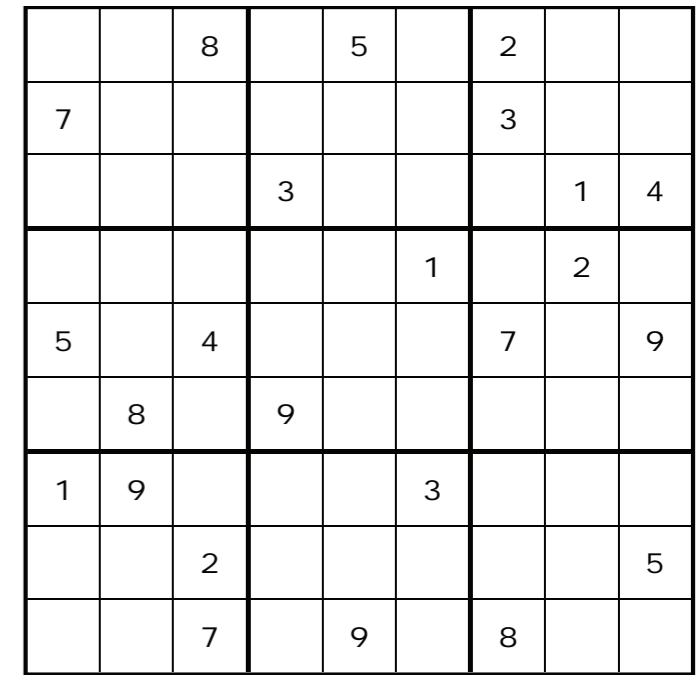
Across

- 1 All the universe except the speed of light is an assimilation process (7)
- 5 Very legitimate request (7)
- 9 Measure uncompleted turn and record (5)
- 10 Dashing lover left out popular oriental cold dish of meat? (9)
- 11 Can south-eastern officer have control of Hollywood? (10)
- 12 State in Brazil covered in Virginia creeper (4)
- 14 Not paying attention – makes amends in bed, squeezing sweetheart's bottom (6-6)
- 18 Bell cracked by a US art critic? (12)
- 21 Cotton on stick (4)
- 22 Where non-western carbon emission leads to revulsion (10)

- 25 Clipper's No 1 record-keeper has day off (9)
- 26 Political leader holds back gentleman, a solid figure (5)
- 27 Fast mover, iconic figure: 'Don't like being rejected!' (7)
- 28 Regard support protecting a chest muscle (7)

Down

- 1 Essentially, newcomer tackles code of silence (6)
- 2 Deep trench lacking a facility for craft (6)
- 3 Cutlery support for mature



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 208



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

** All answers will be provided next issue.

ESM Patna recognized for community service

ESM Patna has been recognized by a local community association, for their efforts in serving the community during the challenging times due to the Covid pandemic.

The Patna field office led by Capt. Niren (Deputy General Manager) undertook the initiative of assisting various grassroots organizations since the beginning of the pandemic by providing oxygen cylinders, oxymeters, PPE kits, masks, face shields etc. SANTOBA (Sainik School Tilaiya Old Boys Association), one such local community association who have been at the forefront of assisting the community during Covid, recognized the efforts of ESM Patna office with a certification of appreciation for their excellent services to the community.

We hope to continue with such outreach initiatives that assist the community in making a difference.



Joke of the month

What is the strongest animal in the sea?

Mussels.



EXECUTIVE News Bulletin

ESM NEWS

Crew Changeover gain pace with 111 vessels in April

The month of April witnessed 111 vessel crew changeovers, a progressive growth of 58% since January and a steady 5% increase month on month.

The Port of Panama, Suez, Gibraltar, UAE, Fujairah, and Singapore were utilized the most owing to their ease of facilitating the crew change process and no visa requirements for seafarers. However, challenges for most other countries such as U.S and European Ports remain, with issues such as expired visas and or delayed/lack of visa appointments for these countries.

In a positive development for seafarers, the Port of Singapore, from 26th of April, has removed all pre departure tests to enter the country for all fully vaccinated travelers and will also grant shore leave/visits for these crews.

The Crewing department at ESM continue to work in mitigating challenges for crew sign on and off, as well as make avail of any opportunity available for a safe changeover.

ESM NEW TAKEOVER

Marlin Lome and Chola Melody join fleet



Oil tanker Marlin Lome was taken over on the 30th of March at Korea while Bulk Carrier Chola Melody was taken over at Kobe, Japan on the 25th of April.

Capt. Bhupendra Singh who has spent over 10 years in ESM fleet of managed ships, commands Marlin Lome, along with SIMS Alumni and CE Gurpreet Singh Ghotra. They are assisted by CO Akshay Singh, and 2E Jatinder Singh, who is also SIMS Alumni (GME batch 05).

While the Chola Melody was smoothly taken over by Capt. Abbas Agar, CE Dheerendra Kumar, CO Shirshir Srivastava, and 2E Sanket Yadav.

Heartiest congratulations to the crew and safe sailing ahead!