



### MAIN NEWS

## 'Super Over' campaign concludes with a resounding success

**'Men of the Series' for the recently concluded 'Super Over' campaign have been announced. Launched from 01st August – 30th September, the campaign received overwhelming responses from seafarers onboard.**

An initiative by the HSEQA department, the 'Super Over' campaign was a fun and creative attempt to familiarize all seafarers on board with the Company's Safety Management System (SMS). It comprised of weekly quizzes with varying levels of trickiness inspired by the

different type of cricket overs. Participants were required to answer a questionnaire sent weekly to all vessels, within 24 hours.

The SMS, a crucial aspect to the International Safety Management Code, provides all the important policies, practices and procedures that are to be followed in order to ensure safe operations at sea. At Executive, ensuring the safety of our crew, vessel and the environment is of utmost priority. As such, we are constantly striving to educate and empower our seafarers, regardless of their ranks, with safety values.

This novel approach in doing so received compliments from many vessels. In an e-mail, the

Master of vessel Astrid Captain Hari Balakrishnan, wrote, "It was a refreshing approach in using cricket terminology to conduct this campaign on company manuals. The format was interesting and knowledgeable too. It instilled a sense of competition amongst the officers, motivating them to refer to the manuals to acquire the right information. Future campaigns on complex modules can be taken upon in a light-hearted manner to involve more participation."

In view of the high response rate, the HSEQA team will be issuing Certificates of Appreciation to participating seafarers. In future, winners will also be invited to be involved in the department's continual efforts of strengthening SMS. A small token of appreciation was also announced for the top 3 winners where they were awarded USD \$200, \$150 and \$100 respectively.

*Continued on Page 6*

### SAFETY MOMENT OF THE MONTH

## Anchor falls to bottom of dry dock

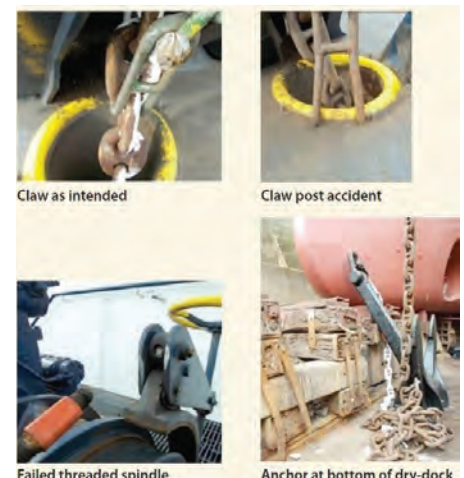
*\*\* The monthly safety moment is collected from various sources associated with the Maritime industry for educational purpose and is not necessarily an actual incident from the ESM fleet. \*\**

**While in dry dock, the vessel's anchors were lowered and ranged on the dock for inspection and painting. Once the work was completed and the vessel was ready to undock, ship's staff commenced preparation for retrieval of both anchors. Brakes were applied, guillotines were dropped across the links, and devil's claws were engaged.**

After disengaging the clutch, the brake on the port anchor was given another turn to ensure tightness. The threaded spindle failed, and the brake friction band instantly released. At that point, the full weight of the anchor fell on the devils' claw and dropped guillotine. The weight of the anchor forced the arms of the claw open. Although the guillotine had been dropped across the cable, it had yet to be secured in place thus, did not effectively stop the anchor cable from

paying out when the claw failed. The chain and anchor ran out, unrestricted, to the dock bottom. Fortunately, no crew were in the vicinity of the dropped anchor. Below are the findings:

- Both linkages housing the failed threaded spindle were seized. Lack of free rotation in the linkages caused a torque to be applied to the spindle when the brake was tightened. This caused metal fatigue within the spindle for some time and finally resulted in complete failure.
- All parts of the windlass were greased regularly. However, as has been identified in other mechanical failures, grease from the greasing nipples had not penetrated every part of the equipment. This has led to the linkages becoming less than adequately lubricated.



#### Lessons learned

- When lifting or lowering anchors in dry dock, ensure crew are cleared off from the area below the anchor at all times.
- Ensure grease points are effective in delivering lubrication.



## Letter of the Month

October was indeed a month of fun and excitement. As teams worked hard to take over vessels at odd ports and time (including a takeover on the Diwali day!), they infused the spirit of festivities and fun to their work. Our heartfelt appreciation and congratulations to the teams ashore in manning as well as the technical, crew and officers who managed the take overs with great panache.

It is not the first time our newsletter has highlighted a rescue operation at sea by one of our vessels however, the story of MT Platytera's rescue of distressed refugees is uncompromisingly a story of courage, seamanship and compassion for humanity. We applaud the efforts of the team on board led by Captain Sanjeet Verma in coordinating the rescue of a total of 69 refugees at the Ionian Sea on 4th October.

Our Technical department has come up with another interesting topic providing ample functional knowledge on the operation and maintenance of the hose handling crane. I am sure it will be appreciated for its practical tips.

That sugar is a culprit for various health hazards is a well-established knowledge. However, its disastrous impact on our mood is a new finding by scientists and researchers. My humble request is to avoid the high amount of consumption of sugary waters served in packets disguised in the name of juice. It's time that Masters and senior management on board our vessels take a stand on cutting down the unhealthy food and beverages onboard and instead, make room for good health and nutrition. It is better to consume half a glass of real, refreshing juice at a higher cost as opposed to guzzling a few glasses of sugar water to quench your thirst!

The impact of global warming has hit closer to home now when we talk about icebergs falling apart from Antarctica that dot the seas and oceans with ships sailing en route. Apart from a warning to all humankind to prepare for the eventualities, our environment article is indeed a special message for seafarers. Its not going to be smooth sailing all along!

Nevertheless, the spirit this month was high with the festival of lights. We are happy to include some visuals of how employees ashore and onboard lit up their work places and brightened the day for all around them.

Wishing you a belated Diwali,

Remain safe and be happy,

Sikha Singh

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## TECHNICAL NEWS

# Proper Operation & Maintenance Of Hose Handling Crane

## Introduction:

On a tanker ship, the Hose handling crane, as the name suggests, is mainly for the purpose of handling cargo hose and heavy items on deck, as required. It is an integral part of cargo gear required for commercial ship's operations and basis for ship's suitability at various terminals, especially offshore or at SPM terminals. Its maloperation can cause serious disruption to cargo operations and may lead to extended delays in port, damage to property or even loss of life.

In that context, it should be emphasized that no matter how experienced ship's staff are, one should be fully aware of and always follow maker's instructions, especially when faced with erratic behaviour of the machinery. Extended usage with any abnormal operating condition can lead to further damage leading to breakdown of machinery during critical operations.

Below incident suitably illustrates the issues raised above and should be kept firmly in mind.

## Description:

The VLCC was fitted with two HHC2018.5 type (Hydraulic) Hose Handling Cranes of SWL 20 T x 18.5 M/R, manufactured by TSUJI HEAVY INDUSTRIES CO. LTD. Due to the size of the vessel, she mostly loaded at SBM. At SBM her Hose Handling Cranes are used for connecting and disconnecting cargo hoses. Hence the cranes are checked for normal operation before every port.

At one such load port, while disconnecting cargo hoses, Port Crane was observed to be producing abnormal sound and the jib movement had become sluggish. Hose disconnection was necessary in order to cast off the vessel, avoid hose damage and pollution. Extra hands had to be summoned on deck immediately, and disconnection of hoses was completed safely.

After vessel had sailed off from SBM, the operating blocks of crane were dismantled to investigate the reasons of sluggish movement of the Jib. Upon close inspection of the Luffing operating block, it was observed that the orifice in the spool had got dislocated from its place disturbing the oil flow required to power the safe



operation of the crane. The threads of the seating area securing the orifice in the spool were found to be slightly damaged. The spool piece was renewed with new spare, orifice was tightened in its place in new spool piece and the operating blocks were re-assembled. Thereafter the crane was tried out and found working satisfactorily.

## Probable reasons:

- 1) The crane has a Limit Free Valve Lever having rest (by-pass) and normal positions. While hoisting (un –parking) the Jib, it is to be kept in by-pass position and in normal position when the JIB is raised above 35 deg. If it is kept in normal position, while un-parking the crane, it produces a heavy jerking movement. It came to light that the crane operators onboard were unaware of the Maker's instructions regarding this lever's position, while un-parking the crane. The heavy jerking could have supplemented the dislocation of the orifice and also the wear and tear of seating area threads.
- 2) As change of management for the ship was effected just a few months back, records of any maintenance carried out on the crane valve block by earlier management's crew could not be located. Operators had continued operating the crane without following maker's (correct) procedure. All maintenance so far had been based on the checks carried out during regular operation of the crane.
- 3) The vessel was built in 2004. The operating

valve block was expected to be as old as the ship itself. Hence dislocation of orifice could have occurred due to wear and tear brought about by age.

4) Though the recent analysis report of quality of oil in use was found to be normal, improper sampling could have taken place and there was no record of running hours of this oil. Oil change was advised by makers at regular intervals.

## Lessons Learnt from the incident:

Though the Loading Master was unhappy, he did not make a formal protest. However, this could have easily led to an expensive off-hire or a formal complaint to Charterers for delays in operation. Hence it is important to maintain Hose Handling Crane(s) in a fully operational condition at all times.

All deck machinery including cargo cranes and associated auxiliaries are continuously subjected to harsh weather and corrosive environment. Hence their inspection and maintenance should be performed as per the maker's instructions and positively included in the Planned Maintenance System (PMS) of the ship.

The operation of such equipment should be carried out by thoroughly trained seamen onboard.

Training should be carried out by senior officers and should be documented onboard.

## ENVIRONMENTAL NEWS

## The challenges of icebergs in shipping

On 30th September 2019, an iceberg, the D28 broke away from East Antarctica's Amery Ice Shelf. The iceberg weighs 315 billion-tonnes and spans 1,636 square kilometers. The Amery Ice Shelf is the third largest ice shelf in Antarctica. Scientists were caught by surprise as they previously anticipated another section of the Shelf to fall off between 2000 and 2015. Many were concerned this event was caused by climate change. This has since been ruled out, including its impact on sealevels. This occurrence is a natural calving process that takes place every 60 years or so to help ice shelves maintain their equilibrium.

While the D28 is not an environmental concern, it is possible to expect that climate change in future may lead to more shelving. Hence, monitoring movements of such icebergs is imperative. An iceberg of that size can survive for several years before breaking apart. As they drift a long way, they may end up in the vicinity of world shipping lanes especially in the Antarctic and Southern Ocean, posing a potential hazard to vessels.

Ships are a major source of transportation in this region. According to the International Maritime Organization, the Antarctic and Southern Oceans are viewed as sensitive waters. Utilizing these trade lanes present seafarers with multiple barriers such as unstable weather, strong winds, high waves, sub-zero temperatures, increased risk of being beset in ice as well as icebergs. To counter

these, ships require special construction and operating conditions including ice strengthening. In addition, crew needs specialized training to minimise the risk of accidents as well as to adjust to working in such demanding temperatures as low as -45°C.

Depending on its size, shape and location, icebergs can be dangerous to shipping. Large icebergs can inflict the most damage on a ship. However, they are usually easy to detect on a ship's radar and therefore can be avoided. The smaller the iceberg, the harder it is for ships to detect and avoid. Inconspicuous icebergs and smoothed icebergs are more difficult to spot thus causing significant damage.

In 1912, the sinking of the Titanic in 1912 led to the introduction of the SOLAS Convention, an international maritime treaty setting minimum safety standards in the construction, equipment and operation of merchant ships. Maritime countries also stepped up efforts to monitor icebergs. Today, captains sailing in the southern hemisphere can rely on programmes such as the European Space Agency's Polar view for real-time iceberg detection via satellite imagery.

Other organizations such as the International Ice Patrol provide similar information using airplanes and radars to monitor icebergs floating into major shipping lanes. The U.S. National Ice Center monitor icebergs near Antarctica with satellite data. However, it only tracks icebergs larger than 500-square meters. Vessels too are equipped with sonar technology to assist in detection. In

2014, the International Maritime Organization introduced the Polar Code, providing a mandatory framework for safe navigation and environmental protection for ships operating in polar waters.

With dedicated monitoring teams issuing daily reports, satellite data and ship radars offering detailed information as well as codes, the risk of smashing into huge chunks of ice might seem slim. However, icebergs still continue to present safe navigational challenges and accidents attributed mainly to the human element. In a similar incident to the Titanic, in 23 November 2007, while sailing in the icy waters of the Antarctic Ocean, cruise ship MV Explorer struck an iceberg. All passengers and crew members were rescued however, the ship sank.

At present, in search of natural resources or perhaps tourism, ships are spending more time in these ice-berg infested waters. With the Polar Code as a reference, maritime companies are more equipped to manage sailing in the icy regions. However, as climate change gradually occurs, it is likely that more icebergs will be present in the polar regions. This will thus have an impact on the safe navigation of vessels in polar waters.

Hence, it is necessary that the maritime industry understand the gravity of climate change while taking steps to counter it. At the same time, rise up collectively to address the challenges a subzero environment undergoing harsh changes will inevitably present in the future ahead.



## MIND YOUR BODY

**‘Sugar rush’ worsens moods**

**A study conducted by researchers from the University of Warwick, Humboldt University of Berlin and Lancaster University have found that the ‘sugar rush’, does not help to improve moods or provide a boost. In fact, doing so can make us feel worse. As the idea that sugar can improve moods has been influential in popular culture, the findings of this study have revealed different, once again making us reflect on our own sugar consumption habits.**

Consuming a product with high sugar content for example, a sugary soft drink can result in one experiencing a ‘sugar rush’. One experiences a sudden and brief burst of energy after the consumption of a food or drink with high sugar content. It is said to boost moods, cause twitchiness, spasms and hyper-excitability that lasts for up to 40 minutes. There is a much belief in ‘sugar rushes’ among the general public especially pertaining to small children. However, scientists have been skeptical about the actual effects of sugar on hyperactivity.

A study conducted by researchers from the University of Warwick, Humboldt University of Berlin and Lancaster University has found the opposite. Sugar does not improve moods. In fact it can make people less alert and more tired after consuming it. The study investigated the effect of sugar on different moods such as anger, alertness, depression and fatigue.

This was done using data collected from 31 published studies which examined a total of almost 1300 adults. The study also considered how factors such as quantity and type of sugar consumed might affect mood as well as whether engaging in demanding mental and physical activities made any difference. It was found overall that sugar consumption had no effect on mood regardless of the amount consumed or whether people engaged in demanding activities after taking it.

Additionally, people who consumed sugars such as carbohydrates, felt more tired and less alert in comparison to those who did not as the body requires more energy to digest sugary foods. Furthermore eating sugar reduces the activity of orexin cells which help to regulate wakefulness, arousal and appetite.

Advertisements ranging from juices to soft drinks often imply that the drinks help to boost moods and combat fatigue. Such claims can easily influence consumers thus resulting in over reliance on said drinks to ‘perk them up’ whenever they’re in need of an energy boost.

Since the 1980s, medical conditions such as obesity, diabetes as well as metabolic syndrome (a cluster of conditions occurring together that increase your risk of heart disease, stroke and Type 2 diabetes) have increased. According to statistics from the World Health Organization, 1.9 billion people of the world’s adult population

are obese and over 422 million people worldwide have diabetes.

While these conditions cannot be entirely attributed to sugar, it is easily understood that our reliance on sugar-based products have contributed to this significantly. In a diet and nutrition survey conducted by researchers in UK, it was found that sugar makes up 13.5 per cent of 4 to 10-year-olds’, and 14.1 per cent of the teenagers’ daily calorie intake respectively. This is almost three times the recommended amount of 25 grams or 100 calories. Adults fared slightly better with sugar accounting for 11.2 per cent of their daily intake. The main culprits for all ages were soft drinks, sugary cereal, sweets and chocolate. In the recent years, healthcare experts have been encouraging consumers to steer clear of sugar-based food and drinks.

Due to the demands of the seafaring profession, it is necessary to ensure access to a nutritious and healthy supply of food and drinks onboard. Hence, Masters are advised to reduce orders of soft drinks and sweetened beverages. While it is certainly not easy to curb one’s reliance on such drinks, seafarers and other individuals can simply start small. This can be done by replacing artificial fruit juice orders onboard with natural fruit juice or by flavouring water with fruits such as lemons and oranges. On an individual level, one should make it a point to drink more water as experts have advised that replacing one sugary drink with water can indeed go a long way.

## MAIN NEWS

## ‘Super Over’ campaign concludes with a resounding success - Continued from Page 1

Our heartiest congratulations to the HSEQA department for the successful run of their campaign. Additionally, we would like to thank the Masters and Chief Engineers for expressly encouraging crew participation and for submitting their entries. We would also like to thank all participating seafarers for their enthusiasm.

We are pleased to announce the names of the seafarers declared as ‘Men of the Series’.

We would additionally like to show our appreciation for the seafarers who were declared as ‘Men of the Matches’.



1st Prize - 20  
Ranjith Vallamalla



2nd Prize -  
20 J. Prince



3rd Prize -  
CO Hemant Raheja

### Men of the Series

No.	Name of Seafarer	Vessel	Rank (Based on scores)
1.	20 Ranjith Vallamalla	Marex Express	1
2.	20 J Prince	Azerbaijan	2
3.	CO Hemant Raheja	UACC Ras Laffan	3
4.	MST Delzad D Irani	FS Endeavor	4
5.	CO Lee Hong Jae	Atlantic Guard	5
6.	MST Amit Harit	LR2 Eternity	6
7.	CO Chiran Reghu Kumari	Lubersac	6
8.	MST Jitender Kumar	Atlantic Eagle	8
9.	MST Hari Balakrishnan	Astrid	9
10.	MST Prashant Kumar	Arago	10
11.	20 Gurjyot Singh Goli	LR2 Eternity	10

### Men of the Matches

No.	Name of Seafarer	Vessel	Week(s)
1.	CO Hemanth Raheja	UACC Ras Laffan	1, 4, 6, 7, 9
2.	20 Ranjith Vallamalla	Marex Express	2, 6, 9
3.	CO Chiran Kumari Reghu	Lubersac	2
4.	20 J Prince	Azerbaijan	2, 4, 6, 8
5.	30 Gaurav Mule	Marlin Amethyst	3
6.	CO Lee Hong Jae	Atlantic Guard	4, 6, 8
7.	30 J. Singh	LR2 Pioneer	5
8.	20 Vijay Singh Khainal	Victoire	5
9.	20 Manpreet Singh	Aframax Rio	6
10.	MST Prashant Kumar	Arago	6
11.	CO Parmar Ajay	Atlantic Aquarius	6
12.	MST Jitender Kumar	Atlantic Eagle	6
13.	Cadet Sachin Sanjeev	Claxton Bay	6
14.	CE Munish Patiyal	Houyoshi Express II	6
15.	20 Sunil Kumar	Kanala	6
16.	MST Deepak Sharma	Kikyo	6
17.	MST Amit Harit	LR2 Eternity	6
18.	CO Prateek Saxena	LR2 Eternity	6
19.	30 Jobandeep Singh	LR2 Pioneer	6
20.	DC Rudra Mehra	Palanca Singapore	6
21.	MST Chetan Verma	Victoire	6
22.	CO Vikram Singh Chaudhury	Yamabuki	6

# Diwali Celebrations



Vessel Androkli  
Cards and decorations were made out of recycled charts and calendars.



Vessel FS Diligence



Vessel Marlin Magnetic



# Diwali Celebrations



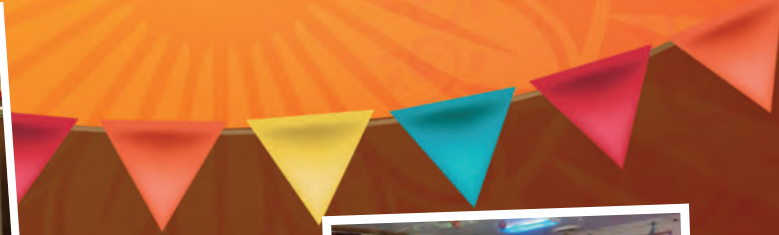
Vessel LR2 Poseidon



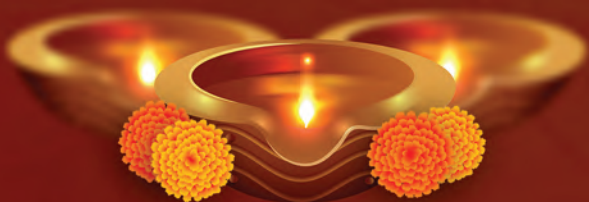
Vessel Princess Mary



Vessel Palanca Maputo



Vessel Victoire



# Diwali Celebrations

Vessel Santos



ESM Singapore



ESM Mumbai





# SAMUNDRA INSTITUTE OF MARITIME STUDIES (SIMS)

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

## COURSE SCHEDULE - NOVEMBER 2019

### SIMS Mumbai Courses

COURSE	NO. OF DAYS	DATES	COURSE	NO. OF DAYS	DATES
Electronic Document Management System	1	On Request	TRANSAS ECDIS	2	On Request
Dynamics of Port State Control and Oil Major Inspections	2	On Request	Chartworld ECDIS	2	On Request
MARPOL	1	4, 11, 18, 25	ECDIS – Totem	2	On Request
Critical Chemical Operation Briefing	0.5	6, 13, 20, 27	"Turkish Strait - Dardanelles and Bosphorous (TSDB)"	2	On Request
Bridge Team Management	5	04-08, 11-15, 18-22, 25-29	ME Engine	2	On Request
BP-Bridge Team Management	5	04-08, 11-15, 18-22, 25-29	Ice Navigation	2	On Request
Maritime Resource Management-S	5	12-16, 26-30	Risk Assessment	0.5	On Request
Enclosed Space Entry-Briefing	0.5(PM)	On Request	Incident Investigation	1	On Request
Navigation Charts Corrections and Passage Planning	2	07-08, 21-22	Furuno ECDIS	2	On Request
Advanced Safety Training on Chemical Tankers-Type 2	3	On Request	ECDIS Simplified	1	On Request
Operation And Maintenance of Framo Cargo Pumping System	3	On Request	DP Basic	5	On Request
"Advanced Training on Chemical Tanker Operations for Ratings (ATCT)"	5	On Request	DP Advanced	4	On Request
"Advanced Training on Oil Tanker Operations for Ratings (ATOT)"	5	On Request	DP Maintenance	5	Every Monday
Integrated Safety Training for Ratings	5	05-09, 11-15, 18-22, 26-30	DP Awareness	2	On Request
Basic Tanker Operation Training	1.5	11-12, 25-26	Marine Electrical Practices (MEP)	5	On Request
Advanced Safety Training on Oil Tankers	3	On Request	Basic H2S (OPITO Approved)	0.5	On Request
Large Vessel Manoeuvring (LVM)	2	On Request	Maritime Crew Resource Management	5	On Request
PMT	1	On Request	TASCO	10	On Request
ANST	1	08, 15, 22	CHEMCO	10	On Request
JONSE	2	5, 12, 19	BTOCT	6	On Request
Familiarization & Safety Training on Chemical Tankers	3	On Request	Maritime Resource Management (MRM)	4	On Request
Advance PSC/OM	0.5	On Request	BTGT	5	On Request
GASCO	10	18	Electronic Chart Display and Information System (ECDIS)	5	On Request
DG-SMS	5	03, 23	ERS-ML	5	On Request
JRC – ECDIS	1	On Request	ERS-OL	3	On Request
JRC – ECDIS (9201-C)	2	On Request	Free Fall Lifeboat (FFLB)	2	On Request

### SIMS Lonavala Courses

COURSE	NO. OF DAYS	DATES
Electronic Chart Display & Information System	5	11 - 15
FFLB	2	05 - 06
EP (SR 6 D)	6	04 - 09 & 18 - 23
EP (JR 12 D)	12	06 - 19
MEMS	2	25 - 26
PEPFE	2	18 - 19
Promotional Assessment	1	04, 11, 18 & 25
ERS (OPE)	3	11 - 13
ERS (MGT)	5	18 - 22
FSCT (3 D)	3	7, 14, 21 & 28

### SIMS Chadigarh - Value Added Courses

COURSE	NO. OF DAYS	DATES
ECDIS - Furuno	2	On Request
ECDIS JRC	1	On Request
Chartworld ECDIS	2	On Request
TRANSAS	2	On Request
ECDIS Simplified	1	On Request
Bridge Team Management	5	On Request
Risk Assessment	2	On Request
Incident Investigation	2	On Request
Port State Control & Oil Major Inspections (PSCOM)	2	On Request
Maritime Resource Management (MRM)	4	On Request

### Sims Kochi - Value Added Courses

COURSE	NO. OF DAYS	DATES	COURSE	NO. OF DAYS	DATES
ECDIS - Furuno	2	On Request	ECDIS Simplified	1	On Request
ECDIS Chartworld	2	On Request	Risk Assessment	2	On Request
ECDIS JRC	1	On Request	Incident Investigation	2	On Request
TRANSAS	2	On Request	Maritime Resource Management (MRM)	4	On Request
Bridge Team Management	5	On Request	Port State Control & Oil Major Inspections (PSCOM)	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).

**For Course Bookings,  
Please Contact:**

Email for all courses:  
[cto@executiveship.com](mailto:cto@executiveship.com)

# HAPPY BIRTHDAY!

## CREW BIRTHDAYS

**Many Happy Returns** to the following on their Birthdays during the month of November 2019!

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL		
MST	MOHAMED ASHREF BUHARI	24/11	VELOS LEO	30	VIJAY KUMAR	23/11	SPRUCE 2
MST	SUNDEEP DUTT	13/11	MARLIN AVENTURINE	30	MAHAVIR SINGH PAL	24/11	PLATYTERA
MST	SANJAY AGARWAL	06/11	LR1 CARRIER	30	NIPUN SHARMA	24/11	GRAN COUVA
MST	GURVINDER ANAND	12/11	KAMOME VICTORIA	30	BABALJEET SINGH	02/11	EVER GOLDEN
MST	AMARESH KUMAR CHAND	10/11	ALQADISIA	30	FRANCIS JENSTAN D SOUZA	11/11	ATLANTIC GUARD
MST	VINAYAK VIKRAM GUPTA	07/11	ANDROKLIS	30	VARUN KARNI	12/11	UACC EAGLE
MST	PAWAN KUMAR	30/11	AZERI GAS	30	BIJITH BALENDRAN GEETHA	22/11	SALAMINIA
MST	SHAWN JETTRO ESHAWARD GOMES	16/11	GRAN COUVA	30	ANEESH MOHANDAS	30/11	MARLIN MILLENNIA
MST	RAJIV KUMAR	01/11	CRIMSON KNIGHT	30	SANJAY RANA	18/11	FS SINCERITY
MST	MOHAMED IMRAN MOHAMED I. S.	22/11	AFRAMAX RIVIERA	30	AMIT KUMAR	21/11	UACC SHAMS
CO	MAYANK PANDE	23/11	AZERBAIJAN	CE	PRAVEEN BAKSHI	12/11	VELOS RUBY
CO	SURYA KANT SINGH	15/11	CARTAGENA	CE	KHUSHWANT SINGH YADAV	15/11	UACC CONSENSUS
CO	BANIBRATA GARAIN	15/11	LR1 CARRIER	CE	MANOSH KUMAR BISWAS	18/11	HIGH JUPITER
CO	MANISH YADAV	03/11	FORRES PARK	CE	SANTOSH KUMAR SETHY	10/11	MITERA
CO	VIKRAM SINGH CHAUDHRY	27/11	YAMABUKI	CE	RAVI KUMAR GARIMELLA	17/11	MOL TRUTH
CO	JERBIN LINAWAN AGUSTIN	28/11	CRIMSON PRINCESS	CE	NARAYANA RAO KANURI	01/11	EVER GOVERN
CO	RICKY SAREEN	22/11	MAEA	CE	MYUNG BO LEE	14/11	ATLANTIC EAGLE
CO	DINESH KUMAR	04/11	SANTOS	CE	KANTEN PILLAI HARIVANANDAN	23/11	EXECUTIVE HONOUR
CO	MANPREET SINGH LOTEY	21/11	AFRAMAX RIVER	2E	ANAND ASHOK MAHAJAN	02/11	EVER GOLDEN
CO	DEEPAK BHOJWANI	29/11	NEW BREEZE	2E	RANA DAS	06/11	MAREX NOA
CO	ANKIT KUMAR	25/11	ATLANTIC EAGLE	2E	VISHAL BHATIA	10/11	CARTAGENA
20	BYRON RAY MAHINAY TACARDON	14/11	BARILOCHE	2E	PANDURANG VASUDEO NAIK	21/11	AFRA HAWTHORN
20	SUSMEET VILAS RAORANE	11/11	FORRES PARK	2E	AISON MENACHERY	24/11	AFRA WILLOW
20	SANEESH GIRIJAVALLABHAN NAIR	01/11	AFRA HAWTHORN	2E	FAZAL MOHAMMED ZIKRIYA PETER	02/11	CHEM HELEN
20	SAROOP LAL GOKULAM	01/11	CLAXTON BAY	2E	RAYMOND MATEO ALEJANDRO	19/11	NAVIOS SOUTHERN STAR
20	SAURABH ASHWINI SHARMA	15/11	CHOLA VIRTUE	2E	JAIBIN JAMES	17/11	AZERBAIJAN
20	JINTO DOMINIC	17/11	RENAUD	2E	YATENDRA JAIN	25/11	MARLIN AMBER
20	ANKUSH SOOD	18/11	ARISTODIMOS	2E	PRAMOD THANARAM CHOWDHARY	05/11	CHOLA VIRTUE
20	VISHNU VIJAYAKUMARAN N. K. KUMARI	27/11	VELOS AQUARIUS	3E	SAFILUDIN	08/11	EXECUTIVE TIDE
20	VISHNU KARANCHERY BABU	14/11	PALANCA CADIZ	3E	HARSHDEV LATHWAL	18/11	PALANCA CADIZ
20	SANDEEP SUNIL	16/11	JOSEPH WISDOM	3E	SUNIL SINGH	08/11	CHOLA VIRTUE
20	MELVIN BABY	23/11	MARLIN AZURITE	3E	JERALD ANTONY ROOSAN	10/11	CLAXTON BAY
20	MUHAMMED IRFAD KUNHU VALAPPIL	30/11	EAGLE EXPRESS	3E	ABHILASH VARGHESE	12/11	KANALA
20	MANPREET SINGH DEAHR	30/11	AFRAMAX RIO	3E	SIMERJEET SINGH	12/11	MAREX EXPRESS
20	RUPINDERJIT SINGH	02/11	FS ENDEAVOR	3E	DAMANJOT SINGH	17/11	MARLIN AMBER
20	GURPARTAP SINGH	10/11	LR1 CARRIER	3E	GURUPRASAD SELVARAJ	19/11	MARLIN SUEZ
20	GURTEJ SINGH	10/11	CRIMSON MONARCH	3E	ANTO AUGUSTHY	30/11	CHEM NICHOLAS
20	VIJAY GOWTHAM BALARAMESHKUMAR	24/11	EVER GLORY	3E	ROMIL RAVINDRA	07/11	PRINCESS MARY
20	ANAND SINGH CHAUHAN	25/11	MARLIN MAJESTIC	3E	PANKAJ CHAUHAN	08/11	ATLANTIC CROWN
20	NEERAJBIR SINGH	25/11	MARLIN MARVEL	3E	GEO SEBASTIAN	24/11	LUBERSAC
30	MARK ADRIAN UY CASTILLO	08/11	GEMINI PIONEER	4E	MONU KUREECHEN ABRAHAM	16/11	PLATYTERA
30	AKASH KUMAR	10/11	MITERA	4E	PRAJEESH PRABHANANDAN	23/11	ALJALAA
30	AVINASH AWASTHI	10/11	PALANCA MAPUTO	4E	RAHID DANGE	19/11	VELOS LEO

NEW JOINERS

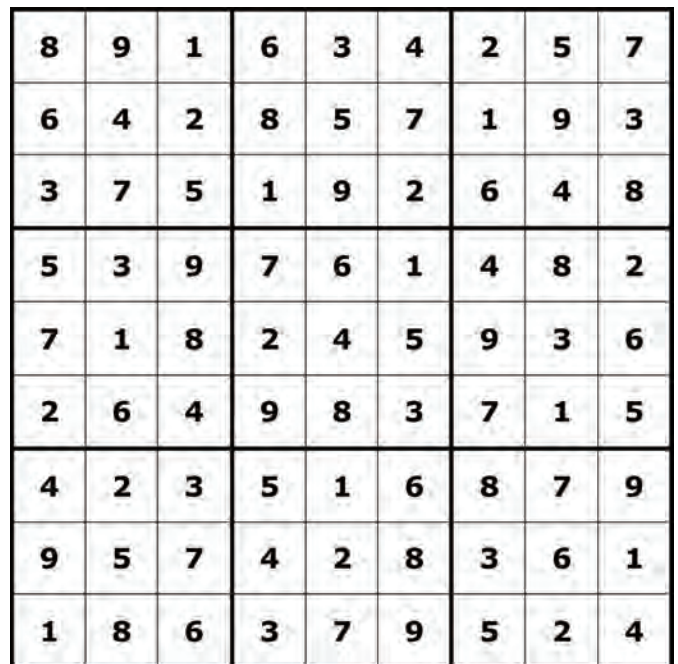
# SIMS Cadets Joining the Fleet as Officers

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

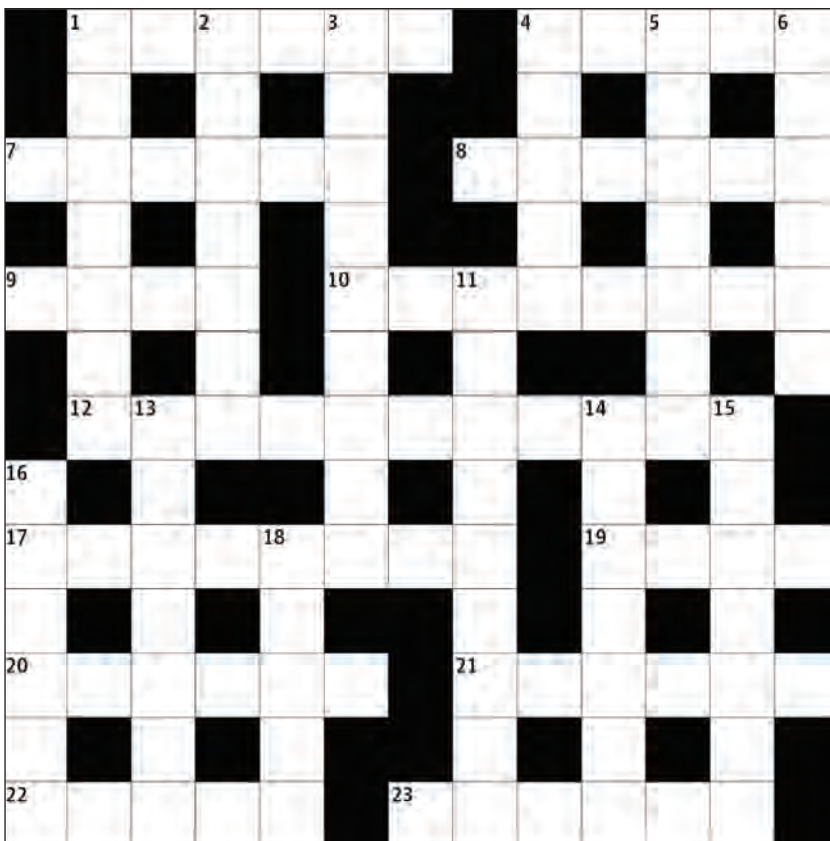


- |                               |                |                            |                |
|-------------------------------|----------------|----------------------------|----------------|
| 1. JO VATSAL BHARATBHAI PATEL | AFRA LAUREL    | 5. JO KAPIL KANT SHUKLA    | LR1 AMBASSADOR |
| 2. JO JOYEL NINAN             | MARLIN MYSTERY | 6. 4E GANESH RAVI KRISHNAN | MARLIN AZURITE |
| 3. JO ABDUL SAMAD             | AZERI GAS      | 7. JE AJAY SINGH RAWAT     | MARLIN APATITE |
| 4. JO KEVAL PRAFULBHAI KAKKAD | ST. GERTRUD    |                            |                |

PUZZLES ANSWERS FOR ISSUE 174



**PUZZLES**

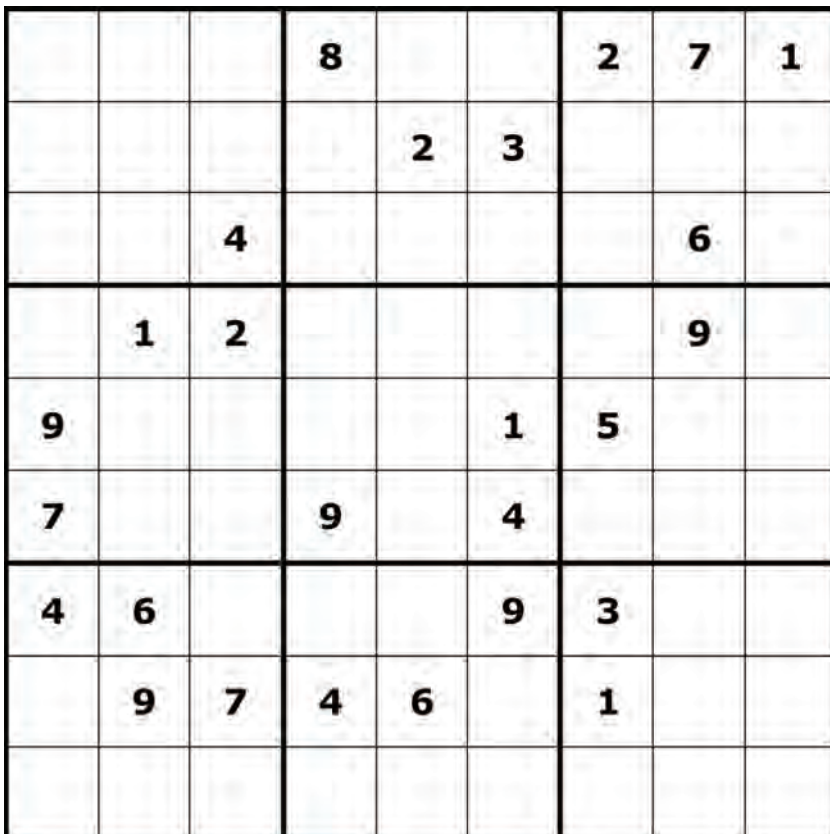


**Across**

- 1 Appraise (6)
- 4 High terrain (5)
- 7 Cream cake (6)
- 8 Small inexpensive eatery (6)
- 9 Bide one's time (4)
- 10 Excessively fond of drink (8)
- 12 Hiding (11)
- 17 Gemstone (8)
- 19 Religious ceremony (4)
- 20 (Of food) necessary and important (6)
- 21 Rue (6)
- 22 Bad-tempered and unfriendly (5)
- 23 With pleasure (6)

**Down**

- 1 Antiquated (7)
- 2 Austere – like Lysander? (7)
- 3 Area where bushes are planted (9)
- 4 Japanese verse form (5)
- 5 Disappointed (3,4)
- 6 Liverpoolian (6)
- 11 Two-sided (9)
- 13 Alfresco (4-3)
- 14 Very angry (7)
- 15 Unsteady on one's feet (7)
- 16 Gives rise to – crusades (6)
- 18 Yuletide greenery (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

\*\* All answers will be provided next issue.

## ESM NEW TAKEOVER

## Takeovers for the month of October 2019

Executive Ship Management in October took over the following vessels - Velos Ruby, VL Nichioh, Princess Alexia and Glorious Fuji successfully.

Oil tanker Velos Ruby was taken over on 30th September 2019 at Qianzhen, Kaohsiung, Taiwan.

VLCC vessel VL Nichioh was taken over on 10th October 2019 at Port of Spain.

Oil tanker Princess Alexia was taken over on 16th October 2019 at Yeosu, South Korea.

Bulk carrier Glorious Fuji was taken over on 28th October 2019 at Davao Port, Philippines.

ESM would like to extend heartiest congratulations and best wishes for safe sailing to the crew of all the vessels. Bon voyage!

Velos Ruby crew under the leadership of Captain Hemdepinder Singh Dhindsa, CO Ramesh Chand Meena, CE Praveen Bakshi, 2E Sanub Chemboth.

VL Nichioh crew under the leadership of Captain Subhash Chander Sharma, CO Prasad Bhanudas Save, CE Girish Gangadharan Nair, 2E Jophie Georgie Thayil.

Princess Alexia crew under the leadership of Captain Adrian Moses, CO Vikash Kumar, CE Swayam Prakash Tiwari, 2E Tirumala Phani Kumar Buddana.

Glorious Fuji crew under the leadership of Captain Vivek Dayal, CO Rathish Babu Rajan Babu, CE Ajay Kumar Singh, 2E Socrates Markandan.



## ESM NEWS

## MT Platytera rescues distressed refugees along Ionian Sea

ESM managed vessel MT Platytera participated in a successful rescue operation at the Ionian Sea on 04th October 2019. Designated as the On-scene Rescue Coordinator, the vessel, together with the assistance of six other nearby vessels, saw the efficacious rescue of 69 survivors.

MT Platytera, whilst not only coordinating the operations, also managed to rescue two men. The boat, S/Y Svetlana reported distress due to rough weather. The rescue attempt and its coordination took immense precision,

effort between all vessels. A total of 69 people consisting of 59 men, 5 women and 5 children were later learnt to be refugees and were handed over to authorities at Port Piraeus. The operations was lauded by the Hellenic Coast Guard, Greece and MT Platytera's crew were awarded a letter of commendation for their role as On-scene Rescue Coordinator.

Our heartiest congratulations to Capt. Sanjeet Kumar Verma, CE Shyam Sreenivasan and the crew of MT Platytera for their exemplary display of seamanship.

## ESM NEWS

## Security advisory for vessels sailing in the African and Asian regions

Incidences of piracy, robbery, criminal boarding and Extended Duration Cargo theft have been reported in the regions of West Africa as well as South and South East Asia during the month of October.

Three separate vessel incidences of piracy and robbery were recorded in the West Africa regions in the month. Vessels transiting the Bab-el-Mandeb have been targeted due to the ongoing Yemen conflict. Increased vigilance has also been advised during daylight hours. The threat of criminal boarding has primarily been noted in the South and South East Asian region however, Extended Duration Cargo Theft (EDCT) is also prevalent across the Malacca Strait and South China Sea.

Masters are advised to remain vigilant while sailing in these regions. Additionally, do monitor weather guidelines due to the number of high pressure conditions such as thunderstorms, monsoons and cyclones dominating the weather patterns in these areas. The advisory information has been provided by Sealine Group's Weekly Intelligence Report. Sealine Group is a provider of maritime security services and anti-piracy operations for the global shipping industry.



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*\*Please note only successful applicants will be contacted*





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