



## MAIN NEWS

### MT Godam honoured with second recognition - AMSA search and rescue awards 2021

ESM-managed vessel MT Godam received a commendation from the Australian Maritime and Safety Authority (AMSA) as part of the Australian Search and Rescue awards 2021 in the non-professional category. Announced on 21st October 2021, the awards presented by the National Search and Rescue (NATSAR) Council recognizes outstanding contributions to search and rescue within the Australian region. ESM was previously recognized with the Outstanding Contribution to Search and Rescue Efforts conducted

in 2020 by the Maritime and Port Authority of Singapore for the same rescue, earlier this year.

Congratulating the recipients, AMSA Executive Director Response, Mr Mark Marrow, said it was a great honour to be able to recognise the brave actions of the recipients. "The actions of these recipients cannot be understated," Mr Marrow said.

ESM managed vessel MT Godam on 04 December 2020 successfully rescued two stranded fishermen in the vicinity of Kirkcaldie Reef in Torres Straits (Australia). The two men were spotted clinging to a timber plank while the vessel was in pilotage.

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## ESM NEWS

### Seventy-one vessel crew changes as borders open

Seventy – one vessel crew changes were conducted in the past month. Fifty-nine vessel crew changes were successfully conducted in foreign ports and the remainder were conducted in Indian ports.

Many countries across the world are opening their borders in the endeavour to live with an endemic COVID-19 virus in the community. As we continue to monitor the global situation, we remain optimistic that this will enable a smoother flow in conducting crew changeovers going forward.

However, it is pertinent to note that some countries continue to have varying restrictions

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## SAFETY MOMENT OF THE MONTH

### Combustion flame injures crew member

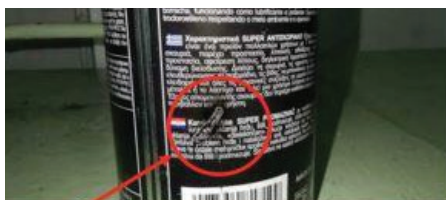
*\*\* The monthly safety moment is collected from various sources associated with the Maritime industry for educational purpose and is not necessarily an actual incident from the ESM fleet. \*\**

An engine room crew member was tasked with repairing a metal safety box. He set up his welding equipment in the workshop and began. As he was working, a hot spark from the arc welding process met a small can of spray lubricant. The spark punctured the pressurized can generating a flame burst that injured the crewmember.

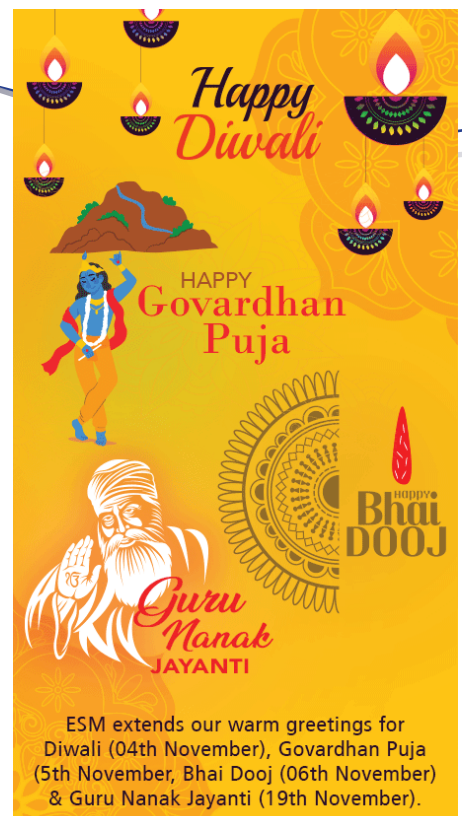
The crew member was able to leave the workshop to seek help. He had burns on his hands, neck, and face. First aid was given, but due to the severity of the injuries he was evacuated to a shore hospital.

#### Lessons Learned

1. Welding is a dangerous business, and the job site should be clear of all combustibles, debris and other non-essential items.
2. Complacency is often a contributing factor in accidents. We must encourage an approach where each task is approached with caution.
3. Supervision and safety leadership are critical. Where improper routines or unsafe practices are noted, intervene, and arrange for appropriate instruction and/or training.



Hole where welding spark initiated a flame burst



ESM extends our warm greetings for Diwali (04th November), Govardhan Puja (5th November), Bhai Dooj (06th November) & Guru Nanak Jayanti (19th November).



## Letter from ESM

**Let me begin with wishing all our readers a Happy Diwali for good health and safety and wellbeing! In addition to our changes in lifestyle, the present COVID situation around has continuously added stress, anxiety and confusion to our lives making it hard for many to cope.**

Mental issues is no longer a buzz word but a serious health concern that we have been addressing through this newsletter and various other in-house forums. It starts with the recognition and being aware of the signs and symptoms mental health or lack of it be it on board or ashore. In another note on mental health, physical exercise and meditation have been proven to be carry immense positive impact on human body. Our health report once again highlight how meditation helps the mind to remain alert thereby making less errors in judgement. Indeed, an interesting finding.

Mentoring the future leaders across the organization is being pursued throughout but with new vigour as our Officers' seminars have focused on. The last seminar of the year just completed highlighting importance of mentoring to achieve safety on board and we are happy to provide an account to our readers.

Regular and timely crew changes is another focus area for the company and hence we continue to update each month the progress made navigating the most treacherous challenges during the COVID pandemic. It's indeed a story by itself how the Manning team bites the bullet daily to ensure safe passages for our crew to and from ships. Till the situation becomes normal, we need to be prepared for new surprises as fall out of the pandemic world over.

The Technical article by Technical Superintendent Mr N. A. Ajith on "Care and Operation" is a lucid narration of a highly technical subject that could be of huge benefits to understand the equipment and its operation easily. Similarly, Capt. Vinod Dubey comes out with his own analysis of the current bulk carrier market as a "Golden Age" looking at the bumper rate achieved lately. Agree or not, indeed an interesting read for those uninitiated to the commercial world of the ships.

Personal data protection and security is not a lip service for the organization. ESM became the proud recipient of the Data Protection Trustmark (DPTM) under the Infocomm Media Development Authority of Singapore (IMDA). Our report gives the details of the certification voluntarily undertaken by ESM.

Last but not least is our crew on board who regularly make us proud with their professionalism and dedication in their work. Recognition of the crew of MT Godam is one such heart-warming story we celebrate and congratulate our heroes once again! Well done!

Finally let me sign off for the month wishing all our readers a Happy Diwali, Happy Govardhan Puja and Happy Bhai Dooj to all seafaring brothers on board.

Till December, remain safe and remain happy ...

Sikha Singh

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## TECHNICAL NEWS

# Care and operation of windlass

By Mr N. A. Ajith, Technical Superintendent

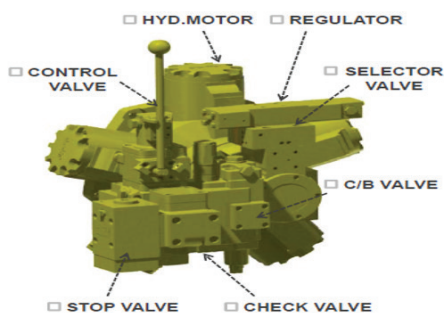
**Windlass is an indispensable machinery on board. The system is powered by either electric or hydraulic motor or a combination of both. This machinery assists ship's crew in anchoring the vessel as well as promptly leaving the harbour after completion of bunkering, storing or waiting for berth or voyage orders at anchorage.**

## 1. Technical Operation of the Windlass:

When an operator uses the control lever to operate the windlass, the high-pressure oil from the Hydraulic pump (in case of hydraulic system) goes first into the control valve. From control valve, this high-pressure (HP) oil goes to the hydraulic motor, which in turn rotates the shaft in the intended direction. The HP oil after doing work becomes low pressure and goes back to tank.

Ever wondered how such a heavy anchor, when lifted by the Windlass does not slip back rapidly when the operator moves the control lever to the neutral position? This is achieved with the help of a series of valves that are incorporated into the system like the counterbalance valve, relief valve, check valve, etc. Let us go through their functions briefly here:

**Counterbalance valve** - Commonly known as 'Brake valve', the main function of this valve is to act as a brake for suspended loads and controls the outward movement of the anchor and chain. This valve helps with the controlled rotation of the motor at the same speed as that of the working oil rate.



**Check valve** – Prevents accidental reversing of the Hydraulic Motor.

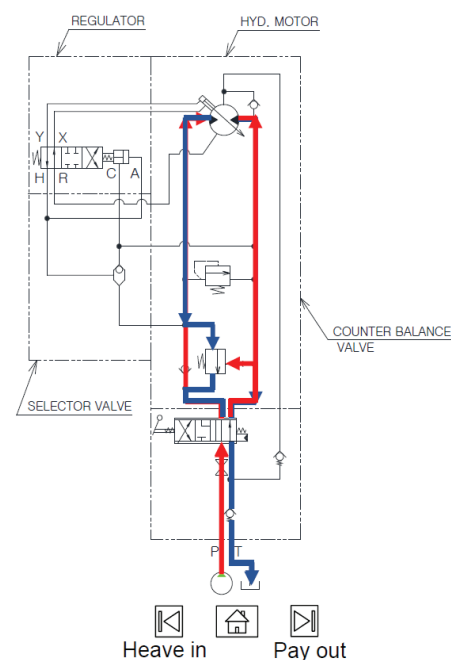
**Relief valve** - Prevent excessive or sudden load or pressure surge.

**Rotary Valve or the directional valve** - Directs the oil in respective cylinders to achieve the desired direction of the hydraulic motor. This valve rotates together with the shaft.

**Hydraulic motor** - Comprises of various piston & cylinder arrangements in a circular pattern to achieve rotation of the crankshaft through the pressurised hydraulic oil pushing the pistons.

**Regulator** - Determines the speed of the Hydraulic Motor with respect to the actual load. When the load is light, the speed is more and vice versa.

The diagrammatic actual flow arrangement/ components are as below.



## 2. A common problem which frequently occurs and its likely causes:

**The Problem** - During heaving as soon as the control lever is put to neutral, the anchor chain starts to pay out. Why?

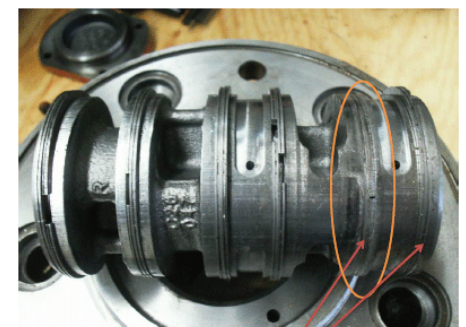
When the control lever is in neutral position, the control valve stops the flow of HP oil. This in turn causes the counterbalance valve to create the force required to hold the anchor in place. All windlass makers allow for a certain amount of slippage. For example, in Flutek windlass with control lever at neutral position, the anchor chain can pay out to as much as 700 to 800 mm/min, depending on the weight/ length of the anchor chain already paid out into the water. It is

therefore very important to tighten the brakes as soon as lever is put to neutral position.

**The likely causes** – Some causes are listed below of which first two are most likely reasons causing the anchor chain to slip:

1. Over-Slip condition
2. Cavitation in motor
3. Particles inside hydraulic oil

**OVER-SLIP condition** – This happens due to the gravitational load of anchor and chain acting downwards which tends to rotate the hydraulic motor in the opposite direction. Once the anchor is up and control lever at neutral, ship's staff must tighten the windlass brake. Else, there is always a load on the motor to rotate in the opposite direction. If left unattended, the slow slippage of anchor eventually will cause the piston rings of the rotary valve to seize. Once these ring seize, the correct flow of oil to the right piston is stopped and there is no more HP hydraulic oil to lock hydraulic motor. With the load of the dropping anchor, the hydraulic motor will start to rotate in the opposite direction at high speeds causing more damage to several parts of the windlass. Below is a picture of a stuck piston ring on this rotary valve.



Showing valve ring seizure due to high speed

**CAVITATION** – This phenomenon occurs when a large force is acting towards the windlass in the opposite direction to the payoff direction; especially during rough weather. This sudden upward load causes the hydraulic motor to exert excess pressure on the return line which in turn causes the counter-balance valve to open. At this time the bleed oil goes back to the hydraulic motor which causes motor to have a 'freewheeling phenomenon'. The motor is supposed to be operated by the high-pressure oil and not bleed oil. When speed of freewheeling exceeds the maximum allowed revolution of the

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## TECHNICAL NEWS

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hydraulic motor, CAVITATION occurs. This simply means, the load acting against the motor is turning the shaft. This can also cause the similar seizure of the piston ring on the distributor valve (rotary valve) which in turn puts additional load on the shaft and its components. There are cases where the conn-rod assembly has broken out of the retaining rings and also caused damage to the piston and the cylinder bore (liner).

**METAL PARTICLES** – The presence of metal particles in the hydraulic oil can cause seizures of the components in windlass system causing slippage.

**3. The following precautions should be employed for safe anchoring:**

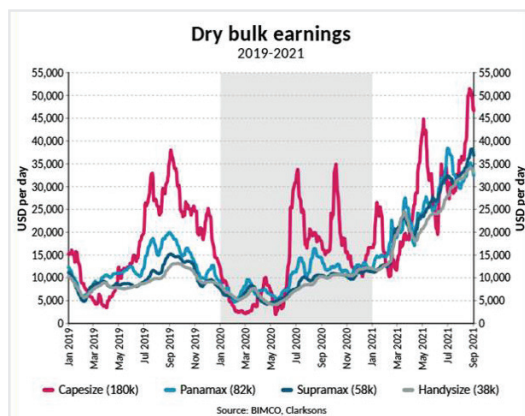
- Follow guidance in Bridge Management Manual for anchoring in deep waters and other guidance on use of anchoring and mooring systems.
- Put on the brake immediately after windlass is not to be used and control lever is at neutral. Be sure to insert the pin and fix the clutch lever after operating the clutch.
- Use correct and clean hydraulic oil and perform regular oil analysis to confirm oil purity. Change filters if required.
- When letting go the anchor by using brake, snub the cable every half shackle to avoid overspeed and chain hunting.
- Use engine to ease the load coming on chain while anchoring and try to maintain anchor chain vertical (up and down). Not

- to anchor during bad weather or stay at anchor during heavy weather.
- Windlasses are typically to lift a maximum weight of anchor and three free hanging shackles only (82.5 Metres). Know the percentage efficiency of the system and prevent overloading the systems on older vessels.
- While walking back the anchor by means of the windlass motor, it is important that the vessel's speed over the ground is less than speed at which anchor is paid out, which is typically 9 metres/ min which is equivalent to 0.3 knots. Higher speed over the ground may cause the motor to render & be damaged.

## COMMERCIAL

## Golden age for the Drybulk sector

By Capt. Vinod Dubey, Assistant Manager, Adhart



**The dry bulk shipping industry continues to enjoy a bumper year, with average earnings outshining profits made in the previous couple of years. In this article, let us try to understand the main causes for this strong market and the outlook for 2022.**

**Driving forces for current strong market**

**1. Reduced Capacity due to pandemic related delays:**

One of the temporary reasons is COVID related restrictions. Various countries, especially China, have enforced quarantine and testing requirements for arriving vessels. Both local and regional outbreaks are impacting stevedores and port workers and in turn leading to sudden port disruption. These reasons are holding ships in port

for longer than usual. On 01 September 2021, 674 dry bulk ships were waiting in China for two days or more. On the same day in pre-pandemic 2019, only 287 dry bulk ships waited this long.

The reduced capacity due to the pandemic related congestion does not seem to be ending soon and will continue to support the dry bulk market.

**2. Surge in demand:**

a) Iron Ore: Strong growth in the Chinese manufacturing sector has rocketed demand. As an example, YTD 65% of Brazilian iron ore has been exported to China. Due to the long distance of Brazil-China trade, capesize bulkers are being engaged for a long time, further increasing the demand.

b) Coal: In China, the economy has resumed a strong growth after the coronavirus recession. However, coal mine output has failed to keep up, leaving the country in the grip of a severe shortage of both coal and electricity. The situation is slightly different. Industrial power demand after the second wave of COVID has pushed the coal demand up, however, the widening price gap between lower domestic prices (controlled by the state government) and high global coal prices has negatively impacted foreign coal imports.

c) Grain: Interestingly, this year, exports from

Brazil and Argentina have declined. However, the strong growth in grain exports is evident with the USA on the driver seat. Bumper harvest in the USA has led to high growth in export volume of US coarse grains followed by US soya bean.

**3. Fleet Growth:**

An estimated fleet to grow by 3% this calendar year is very nominal and does not seem to have much impact on supply demand imbalance. Looking at the potential earnings, Owners are preferring to delay the demolition of the old bulkers. It is evident that the freight markets have a greater impact on demolition than steel prices.

**4. Outlook for 2022:**

The market is expected to stay strong into 2022 until the above mentioned factors such as congestion and pandemic related delays, stimulus driven demand and strong growth in the manufacturing sector starts to fade away.

A drastic increase in second-hand prices (about 40% for about 10 years old bulkers) is another indication of a positive freight market outlook.

The only flip side is recent emission reduction initiatives by the Chinese government to clamp down on the steel and other heavy industries. But, how strictly these measures will be enforced and by when they will start showing impact on drybulk market, only time will tell.

## MIND YOUR BODY

## Meditation can make one less prone to errors

**A new study from the Michigan State University has found that meditation can help one become less error prone.**

**Meditation refers to the practice of deeply focusing one's mind. A practice in various cultures, studies conducted around the world have found that meditation has multiple benefits on an individual's physical and cognitive health. In the recent years, with the increasing amount of stress in society, mindful meditation has become one of the fastest-growing health trends that rose even more so after the pandemic.**

The study conducted by researchers from Michigan State University tested how open monitoring meditation or meditation that focuses awareness on feelings, thoughts or sensations as they unfold in one's mind and body -- altered brain activity in a way that suggests increased error recognition.

Two-hundred participants were recruited to test how open monitoring meditation affected how people detect and respond to errors. Participants, who had never meditated before, were taken through a 20-minute open monitoring meditation exercise while the researchers measured brain activity through electroencephalography, or EEG

(a test that detects electrical activity in your brain). Then, they completed a computerized distraction test.

The EEG can measure brain activity at the millisecond level hence, the team received precise measures of neural activity right after mistakes compared to correct responses. A certain neural signal occurs about half a second after an error called the error positivity, which is linked to conscious error recognition. It was found that the strength of this signal is increased in the meditators. This therefore indicated that one was more alert in recognizing when errors were made.

While the meditators didn't have immediate improvements to actual task performance, the researchers' findings offer a promising window into the potential of sustained meditation by demonstrating what a mere twenty minutes of meditation can do to enhance the brain's ability to detect and pay attention to mistakes. This increases confidence in what mindfulness meditation might really be capable of for performance and daily functioning right there in the moment.

According to the International Maritime Organization (IMO), the Human Element is a key



contributing factor to most of the casualties in the maritime industry. It is estimated that 75% to 96% of marine accidents involve human error thus, especially in fatigue identified as one of the biggest causes for Human Element related accidents. Lifestyle changes concerning diet and getting appropriate rest hours have been identified and advised as measures to combat fatigue.

Improving overall wellbeing, mindful meditation as identified in this study, could thus be another practice towards combatting human element related factors onboard such as fatigue or even making other errors.

## ENVIRONMENTAL NEWS

## Global plastic pollution nears irreversible "tipping point"

**A combined study by researchers from Stockholm University has found that current rates of plastic emissions may trigger the effects the environment will not be able to recover from.**

Plastic is found everywhere, deserts, mountain tops, deep ocean trenches, Arctic snow, etc and plastic pollution has become one of the most pressing environmental issues in the last decade. Made from fossil fuels, it has increased convenience in all aspects tremendously, resulting in a throw-away culture that is now considered a global threat. As of 2016, estimates of global plastic to world's lakes, rivers and oceans ranged from 9 to 23 million metric tons per year, with a similar amount emitted on land. If current scenarios continue, the estimates are projected to double by 2025.

Moreover, this may result in a "tipping point" - defined in the climate system as a threshold that, when exceeded, can lead to significant changes in the state of the environmental system. The threat of plastic pollution is no longer an environmental issue but also a political and economic one. Researchers noted current solutions offered such as recycling and clean-up technologies are inefficient and the problem of plastic needed to be tackled at its root.

Technological solutions are promoted for recycling and removing plastic from the environment. Meanwhile, consumers are led to believe that separating plastic from trash will enable them to be magically recycled. However, recycling of plastic has many limitations and countries with good infrastructures usually export their waste to countries with worse facilities.

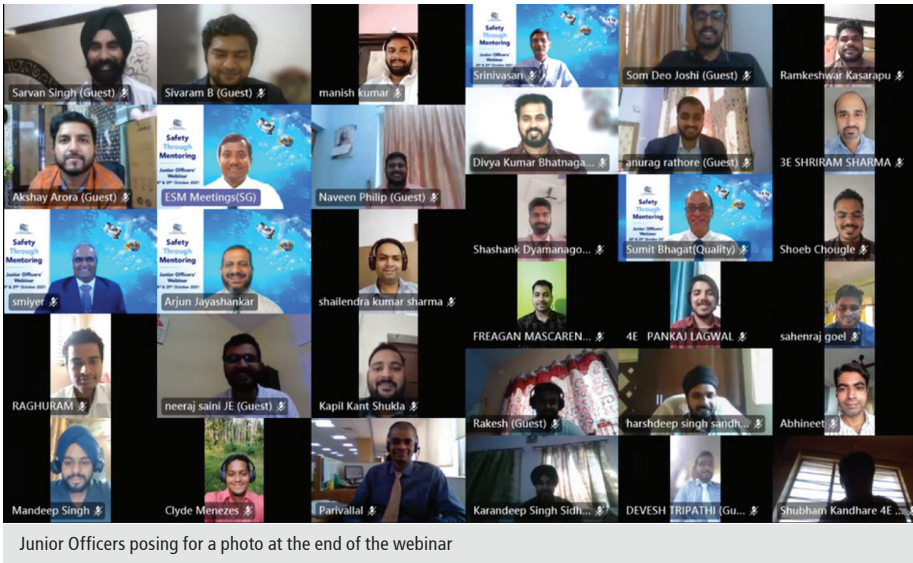
Hence, the problem is resolved "superficially" with little room for accountability. Researchers note, reducing emissions required drastic actions, like capping the production of virgin plastic to increase the value of recycled plastic, and banning export of plastic waste unless it is to a country with better recycling.

Plastic degradation is slow and not effective in stopping accumulation, so exposure to weathered plastic will only increase. Plastic is therefore a "poorly reversible pollutant," both because of its continuous emissions and environmental persistence. The study noted remote environments are particularly under threat as plastic debris cannot be removed by clean-ups, and weathering of large plastic items will inevitably result in the generation of large

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## ESM NEWS

## “Safety Through Mentoring” webinar series wraps up for the year - Continued from Page 13



Junior Officers posing for a photo at the end of the webinar



Capt. Alan Cormack (Regional Marine Manager, Shipping & Maritime, Asia Pacific & Middle East, Shell)



Capt. Dabiru Venkataraman (Head of Fleet Operations, Petredec)

efficiency, and connectivity via Phoenix 3.0, VSAT and more. Mr Singh advised all Officers to have a strong learner's mindset, to always "fail safely" and to embrace a "just culture" onboard.

Capt. Dabiru Venkataraman, Head of Fleet Operations, Petredec and Capt. Alan Cormack, Regional Marine Manager Shipping and Maritime, Asia Pacific and Middle East at Shell, who joined the webinar as speakers, addressed common challenges faced by seafarers, owners and charterers due to the pandemic. Disruptions included delays due to ongoing procedural requirement, increase in port costs, change of practices in terminals, crew relief issues, unavailability of husbandry services to vessels, inability to arrange for physical vetting inspections, risk of COVID positive and false COVID positive cases.

Other challenges included new regulations relating to carbon emissions, canal transits especially in Panama, US Coast Guard COC costs and more. With this, Capt. Venkataraman emphasized on the importance of planning ahead of time. At the junior officer's webinar, he relayed words of wisdom to seafarers on conducting themselves.

Speaking about maritime assurance and risk management, Capt. Alan Cormack provided global security updates and notable trends. Recent security issues have emerged in the Singapore Straits, Indonesian and Malaysian waters with armed robberies and thefts at ports and anchorages. In the Indian Ocean and Middle East, threats of limpet mines, Water-Borne

Improvised Explosive Devices (WBBIED) and drones were noted in the Gulf of Aden, Gulf of Oman, and Southern Red Sea. He encouraged proactive reporting of all shipping incidents and complete vigilance when in these areas.

Participants 2E Naresh Goyal, CO Shikhar Singh posed questions on the impact of COVID on day-to-day operations to which Capt. Cormack maintained a positive outlook. He noted that while a lot of COVID-19's impact was negative, people are eventually starting to see the light. He also commended shore teams for their efforts and resilience noting that like seafarers they too had their own share of challenges.

Ms. Sara C. Sandhaas, Communications Manager, spoke about the company's values. Each seafarer is a custodian of his own values and the values of the company they represent, she said providing seafarers with tips for a positive online community and encouraging participation for crew engagement. Focusing on human factors, Capt. Vincent Fernandez, Dean, Nautical and Capt. Vijay Cherukuri, General Manager, HSEQA discussed invisible barriers to situational awareness onboard such as fatigue, distraction, complacency while providing examples from real cases and ways to mitigate situational awareness such as close-loop communications and notably, the Japanese practice of Shisa Kanko or pointing something and calling out the name or object or situation, that helps in remaining focused.

Addressing crew wellbeing and mentoring, Mr. Maneesh Jha, Principal, SIMS Mumbai advised Senior Officers to undertake mentorships

emphasizing that it was indeed different from teaching and training while encouraging open-mindedness from Junior Officers. Further speaking about calmness of mind, Ms Harshali Kotekar, Company Psychologist asked attendees to identify their potential triggers under various circumstances, how they allowed negative situations to affect them, and the necessary steps taken to make peace or rationalise an issue onboard.

Addressing the company's policy of a Just Culture onboard, Capt. Arun Sundaram, Group Director, Executive Group, Mr. Arvind Saxena, Assistant Managing Director and Capt. Sumit Bhagat, Manager and DPA, HSEQA further explained the concept as a system of shared accountability in which they review, understand and improve processes while responding to employee behaviours or incidences in a fair and just manner.

"Human error is inevitable and therefore our policies etc must be monitored to accommodate and rectify errors. A Just culture does not mean no accountability." Capt. Arun clarified, "We have a duty to protect our people, environment and property. Individuals who are responsible have to be made accountable especially if issues were conducted in a malicious manner."

Split sessions led by Capt. Thomas Varghese, General Manager, Vetting and Operations, Mr Jitendra Kumar, Technical Director, Capt. Vijay Bhardwaj, Assistant Manager, Vetting and Operations and Mr R. Srinivasan, Assistant

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## ESM NEWS

## “Safety Through Mentoring” webinar series wraps up for the year - Continued from previous page



(L-R) Capt. Arun Sundaram (Group Director, HSEQA), Mr. A.K Saxena (Assistant Managing Director), Capt. Sumit Bhagat (Manager, HSEQA)

Technical Director, addressed industry-known case studies on navigation, machinery, mooring and environmental safety respectively. In navigation safety, participants explored the case of the propeller fouling with other vessel anchor chain at Chittagong. In machinery safety, they reviewed the grounding of the vessel caused by a blackout and steering failure. In mooring, the teams addressed a mooring accident which resulted in injury to crew and lastly a case on bunker spill amidst good weather in the environment safety discussion.

Guided by facilitators, the sessions explored the “Deadly Dozens” factors such as Teamwork,



(L-R) Mr. Lancy DSouza (Director, HR & Crew), Mr. Maneesh Jha (Principal, SIMS Mumbai), Ms. Harshali Kotekar (Company Psychologist)

Local Practices, Fit for Duty, Distractions, Alerting, Communication, Pressure, Situational Awareness, Capability, Culture and Complacency in causing these incidences. Many of the incidents were attributed to multiple factors from the “Deadly dozen” such as complacency, teamwork, fatigue, communication, distractions, situational awareness. Participants also discussed preventions methods and how mentoring would similarly help under these scenarios.

Providing information on company updates and initiatives, Capt. Sumit Sahni, Assistant Director and Mr. Anil Varghese, General Manager, ESM

Mumbai reiterated the challenges that both the company and seafarers faced. Capt. Sahni and Mr Anil Varghese spoke of the company’s fleet strength, upcoming takeovers, and seafarer promotions for senior and junior officers and more. They also lauded seafarers for their utmost professionalism amidst uncertainties.

CE M. Tahasildar, CE Sohan Pramod and ZO Saurav Ganguly briefly underscored the importance of mentoring onboard via pre-recorded video clips. Featuring a total of 106 attendees in the Senior Officer’s webinar and 125 attendees in the Junior Officer’s webinar, the series wrapped up successfully.

In his feedback, CO Amrit Bajwa praised the panel of speakers, overall series and the topics covered. “One has to endeavour to be an eternal student. The very nature of our shipboard assignments compels us to be a perpetual learner as each ship is completely new and a learning experience.” He noted.

We thank all attendees for their participation.

## ENVIRONMENTAL NEWS

## Global plastic pollution nears irreversible “tipping point” - Continued from Page 5

numbers of micro and nano plastic particles as well as leaching of chemicals intentionally added to the plastic and other chemicals that break off the plastic polymer backbone.

Plastic in the environment is a constantly moving target of increasing complexity and mobility - where it accumulates and what effects it may cause are challenging or impossible to predict.

On top of the environmental damage that plastic pollution can cause on its own by entanglement of animals and toxic effects, it could also act in conjunction with other environmental stressors in remote areas to trigger wide-ranging or even global effects.

The study laid out several hypothetical examples including exacerbation of climate change

because of disruption of the global carbon pump, and biodiversity loss in the ocean where plastic pollution acts as additional stressor to overfishing, ongoing habitat loss caused by changes in water temperatures, nutrient supply, and chemical exposure. The threat that plastic being emitted today may trigger global-scale, poorly reversible impacts in the future compelling motivation for actions to strongly reduce emissions.

At present, researchers noted that the environment is loaded with increasing amounts of poorly reversible plastic pollution. However, widespread evidence of dire consequences is not visible. Weathering plastic however may trigger an irreversible effect leading to enormous consequences. Hence, plastic emissions must be reduced at soonest.



MAIN NEWS

## Continued from Page 1

Amidst rough conditions with two to three-meter swells and 30 knot winds, the vessel rescued one person while coordinating with the local authorities for the rescue of the second person.

At Executive Ship Management, we are consistently working and striving to ensure safety awareness and preparedness via education, training as well as emergency drills enabling our crew to respond to any crises at sea.

Our heartiest congratulations and sincere appreciation to Captain Rohit Upadhyay, Chief

Officer Santosh Kumar and the crew of the ship Godam for their professionalism at sea and courageous display of seamanship!



**Available for free on iOS and App Store**

Download our in-house Seafarer App, ESM Crew Portal now!



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ESM NEWS

## Seventy-one vessel crew changes as borders open - Continued from Page 1

and requirements owed largely due case surges. China, South Korea etc continue to have lengthy requirements and restrictions for crew changeovers that differ according to their ports. In the Southeast Asian region, Singapore has opened its borders to Indian seafarers within the requirements as set forth by the Maritime

Port Authority of Singapore. However, Malaysia, Thailand, Taiwan, and Hong Kong continue to remain restrictive.

We continue to make avail of each crew change opportunity presented to ensure an efficient but most importantly, safe crew changeover.



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# 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 2021

### ONLINE COURSES

COURSE	NO. OF DAYS	INTAKE	DATES
BTM Learn	4 days	4	On request
Advanced PSCOM E-Learn	2 days	5	On request
MARPOL E-Learn	2 days	5	On request
ERM E-Learn	1 day	5	On request
Resilience Self Learn	1 day	CBT	On request
EDMS Self Learn	1 day	CBT	On request
Jonse E-Learn	2 days	3	On request
NPCPC E-Learn	2 days	5	On request
BBI E-Learn	1 day	5	On request
DP Induction E-Learn	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
COLREGS Refresher Training E-Learn	3 days	10	On request
LVM	2 days	3	On request
ATOT E-Learn	3 days	5	On request
ATCT E-Learn	3 days	5	On request
ASPHALT-B E-Learn	0.5 day	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 day	3	On request
SHC (CL RM)	4 days	3	On request
EP E-Learn	4 days	3	On request
Log Carrier E-Learn	1 day	3	On request
SITR E-Learn	3 days	4	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
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
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 ECIDS 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

- 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)

## Join our team of expert mariners & build your onshore career with us!

We are seeking highly passionate Officers for various onshore positions\*

### Technical Superintendent

- Oil/Chemical (Mumbai)

Interested Officers please send updated resume with detailed sea time experience to [hr@executiveship.com](mailto:hr@executiveship.com) or contact HR department on +91 22 66895555

\*Please note only successful applicants will be contacted



## Our future mariners need you!

Calling all Masters with tanker experience for

- **Nautical Faculty** (Mumbai)
- **Faculty Marine Engineering** (Lonavala)
- **Assistant Personnel Officer** (Chennai)
- **Workshop Instructor** (Fitter) (Lonavala)

Interested applicants apply via [www.samundra.com/career.asp](http://www.samundra.com/career.asp) or email at [careers@samundra.com](mailto:careers@samundra.com) or call 02114-399515/399508

\*Please note only successful applicants will be contacted



SIMS



# HAPPY BIRTHDAY!

## CREW BIRTHDAYS

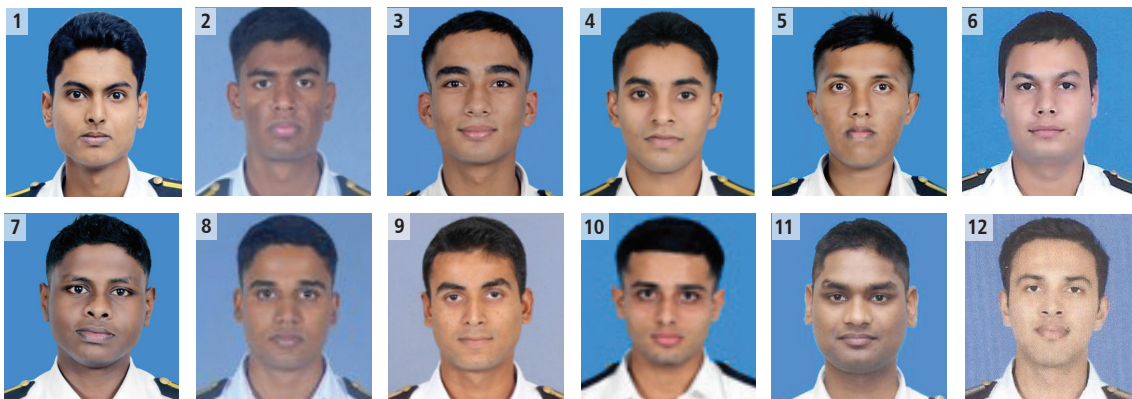
**Many Happy Returns** to the following on their Birthdays during the month of November 2021!

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST RANJAN DUTTA	09/11	AFRAMAX RIO	JO RICHARD JACKSON	30/11	ARIANE MAKARA
MST GAUTAM PRASAD	01/11	HOUYOSHI EXPRESS II	JO ASHVIN CHAKKALAPARAMBIL BENNAN	27/11	CHOLA VIRTUE
MST PIYUSH K SRIVASTAVA	19/11	GANGA K	CE CHANDRA KANT SHUKLA	08/11	LUBERSAC
MST NITIN SUDAM TANDEL	22/11	MARLIN AMETHYST	CE MANOSH KUMAR BISWAS	18/11	AEGEAN WAVE
MST KUNTAL KUMAR GHOSH	14/11	VELOS AQUARIUS	CE BINOD KUMAR SHARMA	17/11	CLAXTON BAY
MST SHANMUGANAND KUPPAN	26/11	FRONT SANTIAGO	CE SOMANATHA PILLAI ANISH	15/11	TAMPA TRIUMPH
MST AMARESH KUMAR CHAND	10/11	FRONT SUEZ	CE MOHAMMED BURHANUDDIN	23/11	AFRAMAX RIVIERA
MST VINAYAK VIKRAM GUPTA	07/11	VELOS LEO	CE SHAUN GERALD DSOUZA	02/11	REFERENCE POINT
MST HONGJAE LEE	17/11	ATLANTIC PRINCE	CE SOORAJ KUNNUMPURATH MURALEEDHARAN	16/11	MARLIN AVENTURINE
CO VIKAS MATHUR	15/11	ARISTODIMOS	2E MOHITOSH BISWAS	29/11	GODAM
CO CRASLEY JACK VAZ	12/11	ALQADISIA	2E MAHESH GOPAKUMAR PRASANNA	09/11	ARIANE MAKARA
CO MANISH YADAV	03/11	MAETIGA	2E KUNAL RAMESH KOTIAN	08/11	JAL KAMADHENU
CO SUSMEET VILAS RAORANE	11/11	MARLIN AMETHYST	2E VINOTH MEENAKSHISUNDARAM	06/11	VLCC STEPHANIE
CO RICKY SAREEN	22/11	MAEA	2E PRITHIVIRAJ PANDA	06/11	VELOS RUBY
CO DINESH KUMAR	04/11	ASTRID	2E SUNIL SINGH	08/11	IKAN PANDAN
CO ABHINAV DHAWAN	10/11	ONE MILLAU	2E JACOB JOSEPH KURIAN	25/11	AFRAMAX RIO
CO TAMANDEEP SINGH	05/11	EVER FAR	2E ANTO AUGUSTHY	30/11	ALPINE MYSTERY
CO GURJOT SINGH KAWALJEET SINGH CHAWLA	23/11	YAMABUKI	2E ROMIL RAVINDRA	07/11	PRINCESS ALEXIA
20 SUVESH KAUSHIK	30/11	CRIMSON MAJESTY	2E PANKAJ CHAUHAN	08/11	LUBERSAC
20 ELDHO JOHN	02/11	MARLIN AZURITE	2E NIKHIL SURENDRAN	18/11	RED EAGLE
20 DILPREET SINGH	17/11	MARLIN AQUAMARINE	3E SUVAKANTA SAHOO	03/11	UACC CONSENSUS
20 KULDEEP YADAV	10/11	EVER GLORY	3E ROHIT RAWAT	10/11	FS DILIGENCE
20 MIKHAIL FRANCIS GUNRAJ	27/11	ROBERTO	3E VINEET KUMAR	19/11	UACC RAS TANURA
20 BIKRAMJEET SINGH KAHLON	04/11	RENAUD	3E GURUPRASAD SELVARAJ	19/11	PALANCA MIAMI
20 SAURABH ASHWINI SHARMA	15/11	JACQUES	3E MOHIT MISHRA	30/11	MARLIN AMBER
20 JINTO KURIAKOSE	19/11	ARIANE MAKARA	3E GAGANDEEP SINGH	27/11	RED RUM
20 VINEESH MURLIDHARAN NAIR	21/11	AFRA HAWTHORN	3E AMARDEEP SINGH WALIA	09/11	LAPEROUSE
20 JOBY JOSE	28/11	FORRES PARK	3E PRAJEESH PRABHANANDAN	23/11	THE JUDGE
20 PRANAV REMASH	09/11	FS DILIGENCE	3E RAHID DANGE	19/11	CRIMSON MAJESTY
20 VIJAY KUMAR	23/11	UACC HARMONY	4E TRINDERPAL SINGH SANDHU	16/11	HOUYOSHI EXPRESS II
20 NIPUN SHARMA	24/11	HIGH JUPITER	4E MARIO JR. DEL CARMEN DE JESUS	22/11	NAVIOS SOUTHERN STAR
20 RUPINDERJIT SINGH	02/11	CITY OF TOKYO	4E AVIRAJ HARIBHAU KUMBHAR	27/11	VELOS AQUARIUS
20 YADHUKRISHNA EREZHATH BHARATHAN	09/11	ALQADISIA	4E ABHISHEK GULERIA	08/11	ALPINE MYSTERY
20 GURPARTAP SINGH	11/10	OAKA	4E AJAY KUMAR THAKUR	28/11	ATLANTIC EAGLE
20 ALOK KUMAR	29/11	IKAN PANDAN	4E HARDEEP SINGH	05/11	UACC FALCON
30 SHASHANK GAURAV	01/11	MOL TRUTH	4E ARPIT LAWANIYA	15/11	EVER GENTLE
30 FRANCIS JENSTAN D SOUZA	11/11	MARLIN AVENTURINE	4E MAYANK ATTREYA	21/11	SILVER
30 BORIS JOSE SAJI	18/11	KAMOME VICTORIA			

**NEW JOINERS**

# New joiners welcomed onboard ESM vessels

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



- |       |                                 |                 |       |                                |                 |
|-------|---------------------------------|-----------------|-------|--------------------------------|-----------------|
| 1. 30 | MIKHIN SATHEESAN VALIYAPARAMBIL | JOSEPH WISDOM   | 7. JO | ASHVIN CHAKKALAPARAMBIL BENNAN | CHOLA VIRTUE    |
| 2. 30 | BORIS JOSE SAJI                 | KAMOME VICTORIA | 8. JO | HARIKRISHNAN KRISHNANUNNI      | LAPEROUSE       |
| 3. 30 | PRATYUSH UNIYAL                 | KOBAL           | 9. 4E | RAVI KRISHNA                   | JAL KAMADHENU   |
| 4. JO | STANLY MATHEW                   | UACC FALCON     | 10.4E | MANJUNATHA NAGARAJA NALLUR     | UACC RAS TANURA |
| 5. JO | RICHARD JACKSON                 | ARIANE MAKARA   | 11.JE | RAHUL KUMAR RAI                | AFRICAN JACANA  |
| 6. JO | PUNEET JAMWAL                   | FRONT SANTIAGO  | 12.JE | DEVANSHU SHUKLA                | UACC SILA       |

**PUZZLES ANSWERS FOR ISSUE 197**

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

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

PUZZLES

1		2		3		4	5		6		7
					8						
9							10				
11					12						
	13	14					15				
16											17
18				19			20		21		
22					23						
24						25					

**Across**

- 1 Pancake mixture (6)
- 4 More corpulent (6)
- 9 County of north-west Ireland (7)
- 10 Prodded (5)
- 11 Comforted (5)
- 12 Everlasting (7)
- 13 Likely to become successful (2-3-6)
- 18 Restless (7)
- 20 Spring-loaded door lock (5)
- 22 Distributes the cards (5)
- 23 Remote and sparsely populated inland region (7)
- 24 Conversation (informal) (6)
- 25 Substance (6)

**Down**

- 1 Spending proposals (6)
- 2 Tool for grasping and lifting (5)
- 3 Incited (5,2)
- 5 More than enough (5)
- 6 Absorbed mentally (5,2)
- 7 Puzzling question (6)
- 8 Oriental cat (anag) – row (11)
- 14 Having a pleasantly sharp taste (7)
- 15 Military reserves (7)
- 16 Happening without warning (6)
- 17 High tight collar (6)
- 19 Come out (5)
- 21 Distinguishing feature (5)

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

**SUDOKU OBJECTIVE**

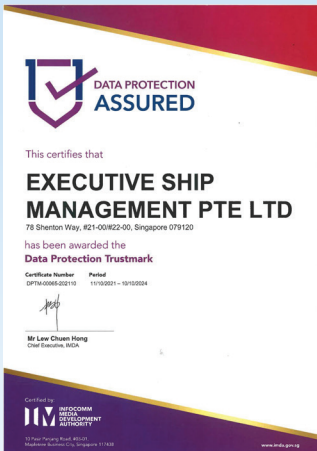
The objective of the game is to fill all the blank squares in a game with the correct numbers. There are three very simple constraints to follow. In a 9 by 9 square Sudoku game:

- 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

## ESM secures Data Protection Trustmark



ESM acquired the Data Protection Trustmark (DPTM) from the Infocomm Media Development Authority of Singapore (IMDA) on 11th October 2021 as part of its measures for responsible data protection management.

Recognizing the importance and the need to protect personal data that the organization collects, uses and discloses for business purposes, the company applied for the certification in line with the

Personal Data Protection Act (PDPA) in Singapore. The process entailed training their employees about data protection practices in the company, appointing a Data Protection Officer (DPO) and setting up safeguards for data management, amongst other measures.

The Data Protection Trustmark (DPTM) is a voluntary enterprise-wide certification for organisations to demonstrate accountable data protection practices. Along with assisting businesses in increasing competitive advantage, the DPTM enables trust and credibility with users such as employees and other stakeholders that measures are in place to ensure that personal data provided is safely stored, well taken care of and in compliance with legal requirements.

An independent assessment body, ISO Cert, audited the company's data protection practices and policies earlier this year under a series of processes. The certification is valid for a period of three years from October 2021 to October 2024.

ESM regularly updates its policies and practices to ensure adequate data protection for all valued stakeholders.

## ESM NEW TAKEOVER

## VLCC Stephanie joins the ESM fleet in October 2021

Oil tanker VLCC Stephanie was successfully taken over by the management on 01st October 2021 while she laid safely afloat at Gibraltar anchorage.

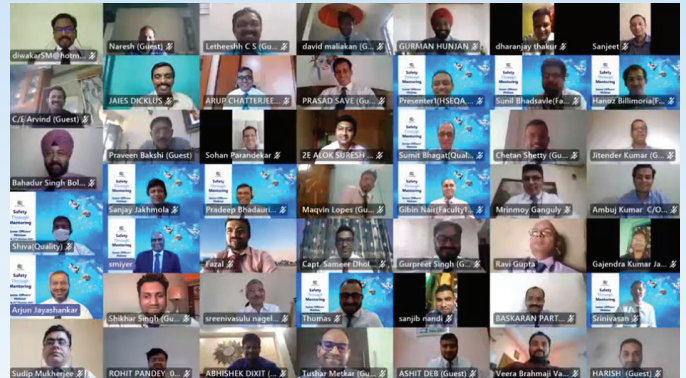


The vessel is managed by Captain Pradeep Kumar, a highly experienced Master with a decade of rank experience, CO Rajesh Kumar Hanumanthu, CE Unnikrishnan Thakke Marath, 2E Vinoth Meenakshisundaram.

Our heartiest congratulations to the crew for their safe and efficient takeover. Wishing the crew onboard VLCC Stephanie a safe sailing journey ahead.

## ESM NEWS

## “Safety Through Mentoring” webinar series wraps up for the year



Senior Officers posing for a photo at the end of the webinar

The final round of the “Safety Through Mentoring” webinar series was held for Senior and Junior Officers between 26 – 29th October 2021. The webinar featured case study discussions, onboard situational role-play and industry updates by both in-house and external speakers, with a focus on human factors in safety, mentoring and crew wellbeing. Previous webinars on the same theme were held in March and July of this year.

Commencing the sessions, Capt. Arjun Jayashankar, MLCR and Head of Crewing, ESM Singapore highlighted the small margins between a hit and miss when ensuring safety onboard. In his opening speech, Mr SP Singh, Managing Director, ESM Singapore reflected on the endeavour of many countries in living with an endemic COVID-19. Noting that many underwent losses and challenging times during the peak pandemic in India, he expressed his condolences. Bringing forth the various initiatives of the company, he also highlighted the technological acceleration,

*Continued on Page 6&7*

### Joke of the month

Why did the toddler toss the butter out the window?

So he could see a butterfly.





**EXECUTIVE**  
**NEWS BULLETIN**