



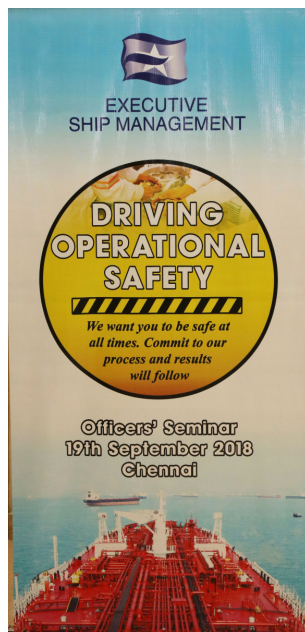
MAIN NEWS

“Company’s Responsibility, Individual’s Accountability”

ESM conducts Officers seminar on operational safety

“Safety doesn’t happen by accident”. Indeed it is a journey fostered by the Company and executed by seafarers onboard for a safe and secure passage at sea. The recently concluded Officers seminar, held in Chennai on the 19th of September’18 successfully brought to fore a multitude of such discussions on onboard safety.

The highly engaging forum, attended by Senior and Junior Officers, examined various pertinent topics such as Upkeep



of LSA/FFA, Machinery failure, Navigational awareness, In house fleet management system – Phoenix, Personnel safety, new environmental regulations as well as industry updates. A stimulating debate on accountability for onboard safety underscored the theme of the event. It was indeed heartening to witness the diverse range of participants, some of whom joined the event after their fruitful attendance

from previous such seminars.

CE Madhan Sreedhar, who also completes a decade at ESM this year, said “The previous seminar gave me an insight on various statistics and logistics of the industry and I look forward to updating myself about the performance of our company and the current market scenario this seminar.” Recently promoted 20 Amit Singh, attended the seminar for the first time, and was keen on receiving detailed reviews on issues such as navigation, cargo handling and inspections.

It was also sought as a platform to exchange views amongst the seafarers, as well as, the onshore and Management team. Capt Mario Jackson Fernandes and CE Anand Logu agreed it was a good opportunity to interact and understand management & owners’ expectations as well as take into account the feedback from Junior Officers.

Continue on Page 9

SAFETY MOMENT OF THE MONTH

42 Ton Port Anchor Slipped into the Sea

*** Note: This monthly safety moment is collected from various sources for educational purpose and is not an actual incident from the ESM fleet.*

The Indian Navy helped a vessel to retrieve its 330 metres long cable chain and port anchor weighing a staggering 42 tonnes that had slipped into the Arabian Sea in the pirate infested waters of the Gulf of Aden.

The vessel was severely disabled since her speed was restricted to five-six knots, making her vulnerable to attacks by pirates in the High Risk Area. It also posed as a navigational hazard to itself and other vessels in the dense commercial shipping corridor. It took more than three days to safely recover the entire cable and the hanging port anchor.

Eventually, the vessel resumed its onward voyage, subsequently through the constricted waters of Red Sea and Suez Canal, managing to avert huge financial losses.

ESM Guidance:

- There have been numerous incidents related to anchoring. Various alerts & guidance has been released by office from time to time which are available in PHOENIX under DMS, few of them have been summarized below. Please go through the below alerts to ensure anchoring related procedures are carried out in a safe manner.



- Safety Alert 01-16: Anchor slipping in high seas.
- Safety 21-15: Anchor Safety
- Navigation Alert 01-17: Loss of anchor
- Technical Circular T-34 gives necessary guidelines regarding “Safeguard against losing anchor”.
- We also have an EPSS module on “Anchoring System & procedures”.
- Under all circumstances, all vessels are required to strictly comply with Section 2 of Bridge Management Manual with respect to anchoring procedures & anchor watches.

Letter of the Month



Dictionaries may well define the meanings of “Responsibility” and “Accountability” but its one’s own appreciation and recognition of the these two words that identifies the personality and qualities of each individual in his or her life. Anyone who does not feel accountable for the responsibilities given to him or her, however big or small the role is, has a long way to go in taking up an important role in life in general.

The junior officers’ seminar held at Chennai this month, among many interesting operational topics, discussed and debated over the accountability and responsibilities of the seafarers towards safety on board. It is heartening to see the level of awareness among our young officers. Indeed we are proud with the way our next generations of officers are shaping up. But what makes us more proud is the way many of our veteran seafarers have taken up the role of mentorship seriously. We are happy to see someone like Capt. Mario, who with immense patience and dexterity articulated to the juniors, the role that the seafarers must play on board, be it in terms of safety or other operational matters. ESM is indeed in good hands with our senior mentors on board like Capt. Mario.

Management of chemical tankers has been our recognized expertise and in this issue we are pleased to bring up an article on the basics of chemical tanker cargo tank coatings by an in-house expert. I am sure it will be appreciated by those interested in chemical tanker operations.

Eagerly waited results of the quarterly best Chief Cook and Stewards of the fleet is out in this issue. Once again, hearty congratulations to the winners who have indeed overcome increasingly tougher competitions ever since we connected the assessment with the overall healthy diet practiced on board. Not going into the details, we must admit that various other parameters propagated (i.e consumption of oil) during the wellness campaign of the year have been the base for the evaluation- not just the performance form provided by the concerned shipmaster. We do hope, not just the Chief Cook but the entire crew – especially the senior management pay attention to the preparation and serving of healthy diet on board. We are both responsible and accountable for our own good health!

Our communication team spoke to yet another two veterans from our organization who have contributed to making us what we are today. Hearty congratulations and sincere thanks to Kavita Deshpande from Purchase department in Mumbai and Mahinder Chawla from ESS, Houston. The articles combined with their own memories and their respective team speak volumes of their dedicated services and their growth as professionals with the organisation.

We are particularly pleased to bring out the health article on Glaucoma, which probably a decade back did not associate itself to be an auto-immune disease and result in complicated conclusions and treatments. Here’s another interesting environmental article on the tropical forests which keeps us reminded on the implications of the man made onslaught on the earth and the future for the mankind. As the month rolls into the final quarter of the year, we are assured of yet another busy month in terms of new take overs and will keep you all posted.

Till we meet in next issue,
Be safe and remain positive,
Sikha Singh

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TECHNICAL NEWS

Chemical Tanker Cargo Tank Coatings – Let's Revisit The Basics!

A number of sensitive, critical and expensive chemical cargoes are carried on board IMO type 2 Chemical tankers. Hence, it pays to be fully aware of the capabilities, restrictions and care needed for tank coatings on your ship to ensure their continued good health. Through this short article, we wish to create this awareness amongst our seafarers.

What are the various types of coatings encountered? These are essentially:

- Epoxy/Phenolic epoxy coatings
- Zinc coatings
- Marine Line (Advance Polymer Coatings)
- Stainless steel: Although this is not a coating, however it finds a mention here owing to the discussion in the same context.

Our company managed ships have predominantly epoxy/ phenolic epoxy coatings along with stainless steel.

Chugoku, Hempel, International, Jotun and Sigma are amongst the popular Paint Coating manufactures for epoxy and zinc cargo tank coatings.

What do we need to know?

Master and Chief Officer shall be familiar with the "Cargo tank coating resistance Guide" or the "Stainless Steel resistance list".

The planned cargo should be mentioned on the Cargo Tank coating resistance guide. If mentioned on the resistance list, this means the cargo has been tested by the coating manufacturer, found to be resistant to the cargo tank coating and can be safely loaded. Ensure to check for any "Footnotes", which would provide you with details of any restrictions, viz maximum allowable cargo temperature, carriage time, allowable pH/ percentage concentration (mainly acids and alkalis), allowable Free fatty acids/ acceptable moisture and insoluble impurities (for vegetable oil, mentioned in %).

If the cargo notation mentions "NT: Not tested", then the concerned paint makers need to be consulted for the guidance with a Certificate of quality and MSDS (to be procured from charterers). Inform Company in this case. Same regime needs to be implemented if any additives are to be dosed to the cargo (Additionally, the maximum allowable

dosage ratio shall also be recommended by the coating makers).

A "X" or a "No" would mention that the cargo is not compatible with the cargo tank coating resistance guide and therefore cannot be loaded. These codes may vary slightly between various paint manufactures. It should be clearly understood that an inclusion of the cargo on the certificate of fitness is not an indication of coating compatibility, hence this check must be made before accepting the cargo for loading on your ship.

Why do we need to know?

To ensure that the chemical cargo being loaded has been tested by the cargo coating manufacturer and is within the operating specifications. The coatings, if handled well, shall last the lifetime of the vessel and cargo tanks should not require re-coating during vessel's service.

What can happen if we don't follow the correct procedures?

- Irreversible damage may be caused to cargo tank coating.
- Rejection of tank by shipper's cargo surveyor at load port.
- Failure of first foot sample after analysis.
- Contamination of cargo.

All the above will cause huge financial losses to owners in way of off-hires and cargo claims.

Good practices for care of coatings

- Soft-soled shoes must be worn with a disposable shoe cover and any tools, etc. which are required, must be lowered in a sack or bucket to prevent mechanical damage.
- Equipment taken into tanks for mopping, etc. including buckets and scoops, must be of rubber, plastic or other soft material.
- When positioning portable tank washing machines care must be taken to ensure that they do not knock against tank sides or structure.
- Cargo tank inspections need to be diligent. While carrying out inspection of cargo tank coating, keep a lookout for presence of discoloration, blisters and flaking of the coating. Unbroken blisters may contain residues from an earlier cargo.

- If any damage of whatsoever nature to the tank coating is observed, same should be promptly reported to the Company with photographs and with an estimated percentage of coating missing or damaged.

Tank cleaning chemicals?

Always refer to the PDS (Product Data sheet) of the tank cleaning chemical to be ordered, which will provide information on the 'pH' of the tank cleaning chemical and an advice whether it is safe to be used on the particular type of coatings.

As a general rule, it may be assumed that zinc silicate based coatings are resistant over a range from pH 6.0 - 9.0 and epoxy based coatings are in the pH range of 4.5 -14. However, always refer to your cargo tank coating resistance guide for correct information. Always cross-check with your ship's Marine Superintendent prior ordering for tank cleaning chemicals.

Repair of coating?

Any repair on the cargo tank coating must be discussed in detail with the Company. Coating repairs shall not be attempted by ship's staff without consultation with Company. Detailed guidance from the Coating makers is required to ensure coating repairs are carried out strictly as per their recommendations.

Repair is carried out by means of the repair kit only. Usually the repair kit contains two components, which are required to be mixed. Provide emphasis to the pot life, which is usually for 30-60 minutes at a specific temperature. Curing period shall be specifically stated by the manufacturers (which usually is about 24 hours) at a specific temperature and humidity.

Hungry for more information?

Please refer to detailed guidelines in the below sections of Chemical Tanker Operations Manual (CTOM):

- Section 5.16: Tank Coating
- Section 5.24.2: Curing of coating
- Section 9: Tank materials and coating

ENVIRONMENTAL NEWS

Tropical Treetops are Warming, Putting Sensitive Species at Risk

A new study by researchers from Florida State University suggests that canopies above the Earth's forests are especially vulnerable to rising temperatures due to climate change. Using a thermal imaging system with detailed snapshots of the canopies, researchers have found that the canopies of tropical forests in particular, in time, are susceptible to an over forty percent increase in temperatures thereby posing a threat to the survival of canopy dwelling species as well as an inevitable rupture to the eco-system.

The world's largest tropical rainforests are found in South America, Africa and Southeast Asia that barely experience dry season. These are forests are terrestrial eco-systems, relying on the sun's energy to support the growth and metabolism of the various resident organisms. Canopy trees make out the upper layer of a tropical rainforest's habitat zone and are formed by mature tree crowns and other biological organisms such as epiphytes (organisms that grow on the surface of a plant such as mosses), lianas (long, stemmed, woody vines that use trees as a support to grow).

Canopy trees are able to photosynthesize rapidly due to abundant sunlight and hence supports majority of the primary productivity or the rate at which plants and other photosynthetic organisms produce organic compounds in an ecosystem in forests. They are also home to a unique variety of flora and fauna as many rainforest animals evolved solely to choose canopies as their home, never to touch the forest's surface. This is because the canopy layer protects from strong winds and storms, while also intercepting sunlight and precipitation, leading to a relatively sparsely vegetated understory layer.

With the rapid warming of temperatures attributed to climate change over time, various tropical plant species have evolved to survive within a narrow range of equatorial temperatures. This made scientists believe tropical forests to be most vulnerable and sensitive to climate change. To further understand this, researchers from the Florida State University studied and analyzed the effect of canopy temperature increase on the forest's gross primary productivity.

The study, conducted in Panama's Barro Colorado utilized a refined thermal imaging system to capture detailed snapshots of the canopies' thermal profile every five minutes for several months. Precise monitoring showed that the forest temperatures highly fluctuated and were rarely near average temperature.



Furthermore, the high spatial resolution allowed researchers to differentiate between the various forest surfaces. Evergreen canopies, consisting of trees that retained their leaves year round, cooled faster than deciduous canopies whose leaves fell off upon reaching maturity.

Productivity rates were found to increase with warming temperatures however they slowed at temperatures between 28 to 29 Celsius and declined at temperatures exceeding 31 degrees Celsius. Temperatures in the forest canopies of Panama's Barro Colorado Island exceeded maximum air temperatures by as much as 7 degrees Celsius. An overall temperature increase certainly suggests that canopy-dwelling species will eventually be affected. Furthermore, if atmospheres continue to warm, canopy temperatures, as a result of exposure to abundant sunlight will rise at a forty percent higher rate of 1.4 degrees Celsius for every 1 degree increase in air temperature.

Rising temperatures and warming climates are often used by scientists and environmentalists to emphasize the damage climate change is evoking on the environment. While the polar and boreal regions such as melting ice caps, rising sea – levels are often cited, lesser attention is paid to the effect that rising temperatures have on the biodiversity in tropical rainforests. However, these rainforests are also highly vulnerable to climate change and could lead to lowered mortality rates of tropical forest species. Canopy dwelling creatures such as, hummingbirds, bees, great apes, monkeys and parrots etc might have their

habitats inhabitable and forced to leave in search of a new, cooler home thereby changing life cycles of plants, animal hibernation and migratory periods. Furthermore, this can also lead to spread of diseases affecting many creatures, increased desiccation (droughts), changes in rain cycle and increased forest fires.

Due to the incredible diversity, adaptability and overall nature of the tropical rainforest, one cannot attribute a single factor alone to fully understand the impacts that climate change has on a tropical eco-system. With a lack of historic data and ongoing research, the impact remains ambiguous. While the study by Florida State University indicates that rising temperatures certainly does have an impact on the eco-system, more studies and further research has to be conducted in order to fully understand this.

In the meantime, every plant and animal has a role to play in the enabling of an eco-system such as food, predator, pollinator, shelter-giver etc, hence the loss of any species will inevitably result in a domino effect that will rupture a functioning eco-system, moving on to invariably affect mankind.

MIND YOUR BODY

Glaucoma Found to be An Auto-Immune Disease

Researchers from MIT, have found that the body's own immune system may be responsible for destroying retina cells that leads to Glaucoma. The report suggested that treatments to block this autoimmune system may help prevent and treat this disease.

Glaucoma, an eye disease that damages the retina and optic nerve leading to blindness, affects about 70 million people worldwide. Despite its prevalence, detecting its origins remained a mystery, until now. The study by the MIT researchers, conducted in mice, established the presence of 'T Cells' in their retinas that lead to its subsequent degeneration. These T Cells found in the body, are central to cell mediated immunity, and were observed to attack the retinal

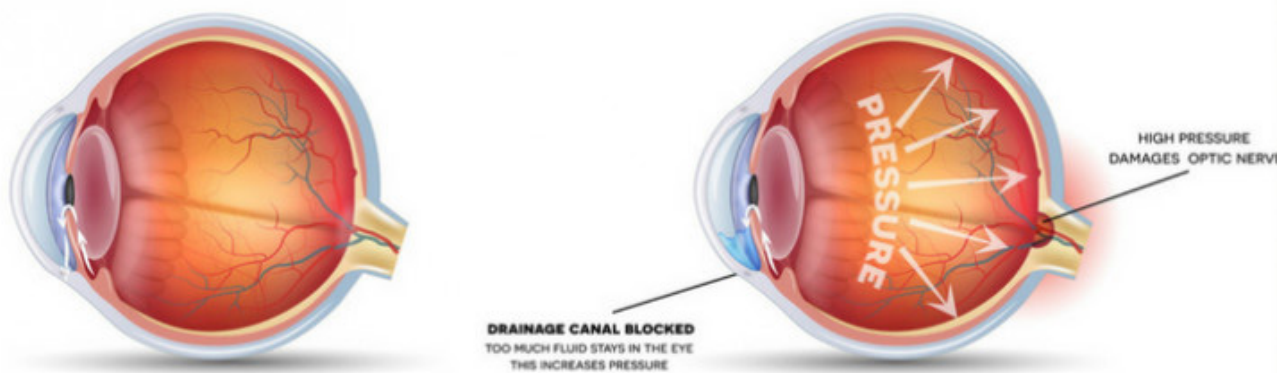
neurons as a result of interactions with bacteria that normally live in the body.

The retina normally blocks the entry of such T Cells with a tight layer of cells called blood-retina barrier, however as the pressure in the eye increases, it was found that these T Cells were able to get through to the retina triggering auto-immunity. Glaucoma usually occurs as people age and are faced with elevated pressure in the eye. However even when they are treated for lowering the pressure, the disease worsens when it gets back to normal. This is because the pressure change has already triggered the progressive T Cells immune response.

The discovery has opened a new avenue of research in developing treatments to block these autoimmune

activities. Detection, prevention and treatment of glaucoma may be made easier as previous treatments could only be conducted way long after the retinal degeneration has occurred.

Researchers are now further studying to determine if other components of the immune system are responsible for the autoimmune process that not only leads to glaucoma but could possibly lead to neurodegenerative disorders. It is presumed that any new learnings from the eye may be applied to brain diseases that help in developing new methods of diagnosis and treatments.



NEW JOINERS

SIMS Cadets Joining the Fleet as Officer

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



- 1. JO Dhakshnamoorthy Jayasankar
- 2. JO Alfred James
- 3. JO Manohar Guru
- 4. JO Shivendra Kumar Chaturvedi
- 5. JO Mayank Mishra
- 6. JO Ajai Sreedhar

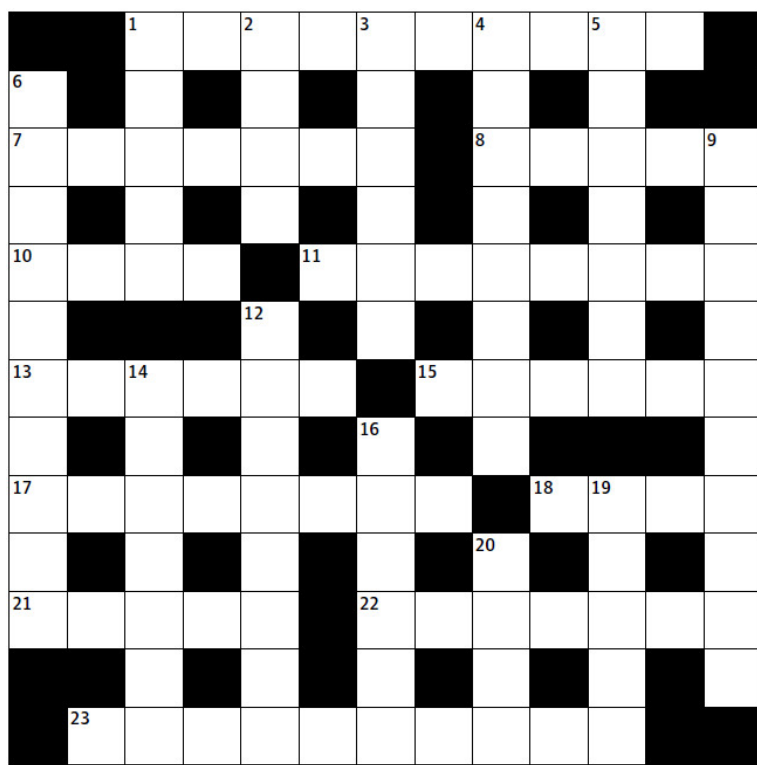
- Renaud Alhani
- Afra Hawthorn
- Palanca Miami
- Marex Express
- Uacc Sila

- 7. JE Ketankumar H Tandel
- 8. JE Divyanshu Pandey
- 9. JE Baldev Chand
- 10. JE Karthik Nayak
- 11. JE Vishnu Sankar Nagarajan
- 12. JE Ajit Devrukhar

- Marex Noa
- Afra Hawthorn
- Shah Deniz
- Gsw Fabulous
- Bougainville
- Marlin Azurite

PUZZLES

CROSSWORD PUZZLE



Down

- 1 Medication (5)
- 2 Brief satirical sketch (4)
- 3 Type of curry (6)
- 4 Multi-media messaging app (8)
- 5 Item of jewellery (7)
- 6 Female opera star (5,5)
- 9 Tenacity (10)
- 12 One of the 13 original US states (8)
- 14 Out-of-sorts feeling (7)
- 16 Nearsightedness (6)
- 19 Hirsute (5)
- 20 Gabrielle Bonheur Chanel (4)

Across

- 1 Be good enough (4,6)
- 7 Recovered (7)
- 8 Vented (5)
- 10 Be absorbed in thought (4)
- 11 Emerging from an egg (8)
- 13 Realm (6)
- 15 Flock of geese (6)
- 17 Charles II's long-standing mistress (4,4)
- 18 Deliberately avoid (4)
- 21 Foreigner (5)
- 22 Net income (7)
- 23 Libellous (10)

	1	2	3	4	5	6	7	8	9
A			8	6		4	7		
B	7		2				5		4
C									
D	2			9	3	5			6
E		7						3	
F	3			1		8			5
G									
H	9		7				6		2
I			6	7		1	4		

SUDOKU OBJECTIVE

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

- Every row of 9 numbers must include all digits 1 through 9 in any order
- Every column of 9 numbers must include all digits 1 through 9 in any order
- Every 3 by 3 subsection of the 9 by 9 square must include all digits 1 through 9

** All answers will be provided next issue.



SAMUNDRA INSTITUTE OF MARITIME STUDIES (SIMS)

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COURSE SCHEDULE – OCTOBER 2018 TO DECEMBER 2018

SIMS MUMBAI - DG APPROVED COURSES

COURSE	DURATION	DATES
Basic Training for Oil and Chemical Tanker Cargo Operation (BTOCT)	6 days	On Request
Specialized Training for Oil Tanker Course (TASCO)	12 days	01 Oct, 05 Nov, 03 Dec
Specialized Training on Chemical Tanker Operation (CHEMCO)	12 days	15 Oct, 19 Nov, 17 Dec
Specialized Training on Gas Tanker Operation (GASCO)	11 days	22 Oct, 26 Nov, 31 Dec
Ship Manoeuvring Simulator (SMS)	5 days	22 Oct, 26 Nov, 24 Dec

SIMS LONAVALA STATUTORY - DG APPROVED COURSES

COURSE	DURATION	DATES
Electronic Chart Display and Information System (ECDIS)	5 days	08 Oct, 12 Nov, 10 Dec
Engine Room Simulator - ML	5 days	22 Oct, 19 Nov, 03 Dec
Engine Room Simulator - OL	3 days	15 Oct, 26 Nov, 17 Dec
Free Fall Lifeboat (FFLB)	2 days	16 Oct, 05 Nov, 04 Dec

SIMS MUMBAI - OFFSHORE COURSES

COURSE	DURATION	DATES
Basic H2S (OPITO Approved)	½ day	On Request
DP Basic (N.I Approved)	5 days	01 Oct, 15 Oct, 05 Nov, 19 Nov, 03 Dec, 17 Dec
DP Advanced (N.I Approved)	5 days	08 Oct, 22 Oct, 12 Nov, 26 Nov, 10 Dec, 24 Dec
DP Maintenance	5 days	Every Monday

SIMS - VALUE ADDED COURSES

COURSE	DURATION	DATES	COURSE LOCATION
FRAMO Cargo Pumping System (FRAMO)	3 days	01 Oct	Mumbai
ME Engine	2 days	On Request	Mumbai
Turkish Straits Dardanelles & Bosphorus (TSDB)	2 days	On Request	Mumbai
Ice Navigation	2 days	On Request	Mumbai
Large Vessel Manoeuvring (LVM)	2 days	On Request	Mumbai
Advance Safety Training on Chemical Tankers - Type 2 (ASCT - Type 2)	3 days	On Request	Mumbai
Marine Electrical Practice (MEP)	5 days	26 Nov, 17 Dec	Mumbai
Chartworld ECDIS	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
JRC – ECDIS (JAN-7201/9201 JAN-701/901M/701B/901B/2000) 2 days	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
TRANSAS ECDIS (NAVI SAILOR 4000)	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
ECDIS SIMPLIFIED	1 day	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Port State Control & Oil Major Inspections (PSCOM)	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Risk Assessment	1 day	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Incident Investigation	1 day	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Maritime Resource Management (MRM) (All Academy, Swedish Transport Agency Approved)	4 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata
Furuno ECDIS	2 days	On Request	Mumbai / Chandigarh / Kochi / Kolkata

SIMS Advantage

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- SIMS introduces "Interpersonal & Leadership Skill" one day training.
- SIMS offers Navigational Training on full mission bridge simulator for Dover, Messina, Gibraltar, Singapore and Turkish Straits.
- We conduct the "ECDIS SIMPLIFIED" one day course for seafarers, auditors and inspectors.
- We also conduct FURUNO ECDIS Course at SIMS Kolkata

AdvT_41

For Course Bookings, Please Contact:

SIMS Lonavala
Village Takwe Khurd
Mumbai-Pune Highway
(NH4), Lonavala, Dist. Pune,
Maharashtra - 410405
<https://goo.gl/maps/4J9YT2BE1NT2>

SIMS Kolkata
Godrej Genesis, Unit No #503,
5th Floor, Plot #11, Block E.P
& G.P., Salt lake, Sector V,
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<https://goo.gl/maps/4nU1q1CrSuN2>

SIMS Mumbai
5th Floor, Sai Commercial Building, BKS Devshi Marg,
Govandi Station Road, Govandi East Mumbai, PIN- 400088 India
Tel: (91)22 67031571/67993545 Fax: 67993546 Mobile: **9819811366**
Email for Offshore Courses: dp@samundra.com
Email for all other courses: training.sims@samundra.com
<https://goo.gl/maps/AbqJKfk2Mty>

SIMS Chandigarh
CVU-1 Central Plaza,
Sector 105, Mohali Hills,
Banur Landran Road
Greater Mohali
<https://goo.gl/maps/RvwukP914RS2>

SIMS Kochi
ESM Complex, Near Gold Souk,
St. Rita's Road, Ponnuruni,
Vyttila PO, Kochi 682019
<https://goo.gl/maps/YyTjJahBk2>

AWARDS AND ACCOLADES

Executive Incentive Awards for 3rd Quarter 2018



Executive Incentive Awards for Catering Crew: Best Cooks

Executive Incentive Awards for Catering Crew: Best General Stewards

- | | |
|----------------------|--------------------------|
| 1. New Breeze | Yadava Gautam Prasad |
| 2. Afra Oak | Jeyaprakash Jayachandran |
| 3. UACC Ras Tanura | Mahfuj Alam Ansari |
| 4. Marlin Apatite | Sunilsingh P. Bartwal |
| 5. Samraa Alkhaleej | Pukkalla Appanna |
| 6. Aframax River | Rajan Narayana Pillai |
| 7. Atlantic Aquarius | Raju Manna |
| 8. Gran Couva | Nirbhay Kumar |
| 9. Atlantic Eagle | Jiby Joseph |
| 10. UACC Ras Laffan | Mahesha Shetty Kasaragod |

- | | |
|-------------------|--------------------------------|
| 1. E Pioneer | Tandel, Rajan Kumar Ishvarbhai |
| 2. UACC Harmony | Yogendrakumar Kanjibhai Tandel |
| 3. GSW Future | Raju Dummu |
| 4. FS Endeavor | Gautam Kumar Tandel |
| 5. Palanca Maputo | Dev Prabhakar Singh |
| 6. Zarifa Aliyeva | Kaushlender Kumar |
| 7. Adriatic Wave | Sarvesh Kumar |
| 8. Alpine Moment | Lad, Sagar Shashikant |
| 9. Alpine Mystery | Kailash Devchand Solanki |
| 10. Spruce 2 | Tay Sandeyya |

ESM NEWS

Continued From Page 1

The event commenced with Capt Sumit Bhagat, Assistant Manager, HSEQA, ESM Singapore, briefing on the company values and Ms Sikha Singh, Deputy CEO, Executive Group, providing the road map of the growth of the company and the opportunities ahead. Capt Gibin Nair, Nautical Faculty, SIMS Kochi, took up discussions on the upkeep of LSA/FFA as well as mooring safety with the participants. Participant 20 Vikram shared his experience as a 30, on precautions to be taken while charging SCBA bottles and the audience agreed it was the individual's responsibility for maintenance and report defects for rectification.

The debate on accountability for onboard safety sparked strong views from both sides. However it was agreed that the company was responsible in equipping the seafarers with right training and materials for safe practices and the individual seafarer is accountable for follow through. "It is one's individual lookout for his own safety", asserted Capt Mario. Differing from the opinion, 3E Vidhya Sagar Ganesan reasoned it is the company that chooses crew and hence must take responsibility by screening and training them better for safety. A thought that lingered on with everyone however was JE Venkataramanan Raghavan's comment, "Company conducts training, seminars, setting up guidelines, but to follow it, is individual responsibility. A Company is made of individuals."

Mr. AK Sridhar, General Manager ESM Chennai, shared interesting case studies on machinery failures and their preventive actions. In a following session, he also discussed maintaining spares inventory in Phoenix and examined challenges faced onboard, addressing corrective actions. An engaging discussion on case studies for situational awareness was led by Capt Sumit Bhagat, who also cleared doubts and updated new rules for environment management in another session. Doubts were cleared on how data for EU MRV / IMO DCS is collated in Phoenix and importance of entering correct data in Phoenix for accurate reports was reiterated.

In a bid to develop and strengthen onboard team work, senior ranks were encouraged to increase social interaction. Citing growing crew fatigue

during rest hours due to excessive internet usage, especially at mooring stations, as observed by participants, best practices to increase social interactions were shared. CE Madhan suggested conducting indoor games such as TT tournaments for the crew onboard. Capt Sumit Bhagat and Capt Sumit Sahni (GM, ESM India), led the discussion and rallied for the cause. An annual report on manning and statistics on ESM's performance as well as a feedback session was further conducted by Capt Ramesh, Assistant GM, ESM Chennai.

The seminar was attended by about 40 Officers, including 10 Senior Officers. It is reassuring to witness such engaging conversations between all ranks of people from the company and indeed assist Officers such as 3E Vidyasagar Ganesan who "aspire to become a valuable Chief Engineer".



ESM NEWS

Salute the Stalwart of ESM's Quiet Success Story

"Self-belief and hard-work always earns you success" – Unknown

In conversation with two utmost hardworking individuals, Ms Kavita Deshpande and Mr Mahinder Chawla, both of whom are committed to respective job roles, we take a trip back to their early beginnings at ESM and their subsequent journey with the growth of the company.

Ms. Kavita Deshpande

Despite being unwell and having plenty on her plate, Ms Kavita Deshpande joined us for a call, giving us a glimpse of her thirteen years of unwavering dedication at ESM. From Junior Purchaser to Assistant Manager, fresh graduate to negotiating and winning vendors in tough U.S ports, Kavita has worked her way up and added to the growth story of the highly challenging Purchase department.

With no inkling of the 'S' in shipping, Kavita joined ESM Mumbai in 2005 as the first Junior Purchaser. She followed her sister, who was working in Administration then. Even though her sister moved on after a successful stint of five years at ESM, Kavita persevered on. Musing on her tenure at ESM, Kavita is filled with nostalgia, "My journey in ESM has been beautifully engaging. It has been enjoyable being 'Purchase Mumbai 1' since Day 1," referring to the email address she has used since 2005. I am thankful for the opportunity I've had to learn plenty from everyone, she adds humbly.

It was not an easy beginning for her, Kavita confesses. With the company being in its formative years, she had a rocky start, feeling overwhelmed at the sudden responsibility of managing purchases for fifty ships. The thought of shipping, talking to vendors, negotiating discounts etc all seemed like daunting at that time.

However, she found a wonderful mentor in her boss, Mr. Krishnadas Nair who constantly encouraged her in spite of her mistakes. "I made plenty of them." Kavita says – "But it did not stop me from taking the initiative to learn and ask questions." She recalls. Having a supportive family unit to fall back on, also helped keep her spirits up and Kavita charged on, gradually familiarizing herself with Purchasing as a whole. She continually credits Mr. Nair as the source behind her persistence, motivation and positive outlook without forgetting the rest of the Purchasing team.

Noting Kavita's disposition, Mr. Krishnadas Nair

reflected, "Joining my team as a fresh entrant, Kavita learnt the ropes pretty fast. She was ever eager to learn new tasks. Over the years, she has learnt many skills and independently handles most of the difficult issues without much assistance. A very good team player, she is always willing to part her knowledge to her subordinates and enthusiastically helps her team whenever there is a requirement."

In time, indeed, her understanding and knowledge of the shipping industry has widened in abundance. On her consistent journey of reaching success as a Purchaser, Kavita maintains a keen eye on the convenience of a port for vendor negotiation. A minimum of three quotations are listed for a single enquiry, for the most cost-effective option for vessels, she explains. Kavita observes a vast difference and evolution in the scope of her job as it has broadened to include the development of strategies, data analysis and templates for improvement as well.

Dealing with ports based in the U.S, Kavita revealed that she had to work as per their local time, which meant many a late nights for her in India. That, was one of her toughest challenges at ESM but soon she realized she was able to keep up with the tasks and perhaps even more. She felt both thrilled and accomplished with a sense of pride with her ability to keep up.

"At the end of the day, we are after all, answerable to owners. We do our best to try and keep everyone happy. For me, there is nothing like the satisfaction of getting a good discount from a port." We cannot agree more.

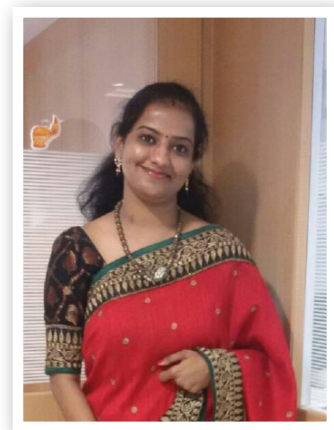
Alongside ESM's exponential growth and transition from a boutique ship management company to a well – recognized, illustrious corporate entity, Kavita has also observed a considerable difference in the change in processes and systems. With the development of a sophisticated in-house technology, Phoenix, both input and retrieval of past and present data especially for purposes of comparison has become a simpler process. Having a smooth, proper system has allowed for user convenience

and easier time management in relation to the closure of many agendas. However, she adds, there is always room for improvement and she constantly works to fill that gap.

Married for the last eight years, Kavita is also proud mother of a beautiful daughter and lauds the support she has received all through. "ESM has been there in our ups and downs at both personal and professional levels."

Concluding this interview, Kavita says, "ESM is a great platform for shipping industry beginners to receive a hands on experience. There are plenty of opportunities for potentials across functional departments."

Speaking to Kavita during the eve of Ganesh Chaturthi, an Indian festival celebrating the Hindu god we learnt that Kavita is a sweet, family – loving, spiritual devotee who was thrilled to be celebrating the wonderful occasion the next day. We are thankful that she took out some time to speak with us and wish her good health and the best in her future endeavors.



"ESM has been there in our ups and downs at both personal and professional levels."

ESM NEWS

Salute the Stalwart of ESM's Quiet Success Story

Mr. Mahinder Chawla

With ongoing grueling vessel visits including an early morning the next day, Mr Mahinder Chawla earnestly kept his late evening tele-engagement with us. In conversation with him, we took a trip back in time - seventeen years of his journey in ESM.

Contributing at various stages of ESM's growing trajectory, Mr Mahinder Chawla has lent his expertise to many assignments from yard deliveries to ship-in-campus at Samundra Institute of Maritime Studies (SIMS), Lonavala.

With an extensive seafaring career spanning around twenty-five years, Mr Mahinder Chawla, present Technical Manager in Executive Shipping Services, Houston, boarded ESM managed vessel, Opal Star as Chief Engineer in the year 2001. After sailing for a few months, he retired his sea boots and joined ESM Delhi in 2002 in the manning department. Shortly after which he was transferred to ESM Singapore as Technical Superintendent.

"It was one of my best decisions to join ESM." Mr Chawla says, describing his journey to be otherwise smooth sailing. Unlike other seafarers who often spoke of adjustment difficulties in relation to desk-bound jobs, he had a relatively easy acclimatization which he credits to a previous onshore stint as well as the opportunity to spend more time with family. His first challenge in ESM Singapore, he recalls, was to take over a consistent yard delivery of three gas carriers and several chemical tanker vessels.

With the number of vessels gradually expanding in the company, many began calling the draconian US waters resulting in a need for a subsidiary operations office in the country. After its initial set-up, Mr Chawla received a golden opportunity to relocate with his family to the new Houston-based office as a Technical Manager offering support to ESM ships in the US Coast.

Mr. Chawla reveals he does have an erratic schedule, visiting vessels frequently and handling unique situations whilst performing inspections as well as emergency situations. As a result, there are many uncertainties that involve a 'round the clock' commitment. However over time, he

has mastered the art of time management, a necessary skill to cultivate a work-life balance. When in Houston, he makes it a point to take time out for family with post-dinner walks with his wife, Bela and short annual family vacations with a family that consists of two grown-up sons whom, we learn, are professionals in their respective fields. Mr Chawla is indeed an all-rounder.

"A warm, hardworking, grounded, humble man of integrity. He is both tireless and meticulous with any and all responsibilities and always willing to accept any tasks with no complaints," notes Mr S.P Singh, M.D, ESM who has had the opportunity to work alongside Mr Chawla during his days as a Technical Superintendent in Singapore.

With his multiple office transitions and an endless schedule, Mr Chawla summarizes his entire journey in ESM as, 'adventurous.' However, he divulges solemnly, it is really the confidence and trust bestowed upon him that has kept him motivated. "Mr Teeka (CEO, Executive Group), has been my absolute mentor. With my long association with him, it is most appropriate to say he is a philosopher, guide and a true friend." Besides the pool of opportunities offered, Mr Chawla shared his enthusiasm in being part of the "Ship in Campus Project" at SIMS in 2006. Albeit unfamiliar with the process, he was thrilled to be considered and took it up as a challenge, giving the project his best which was eventually completed by a different team. Other fond memories include the hours spent working with his many seniors and colleagues in Singapore, to whom he expresses his gratitude for the support that he continues to receive till today.

Captain Arun Sundaram, present HSEQA Group director, ESM recalls, "I've had the pleasure of working with Mr Chawla till he moved to Houston. He has always been extremely conscientious and serious about his work. A sharp problem-solver and a pillar of strength for ship's staff to have around in crisis, Mr Chawla has smilingly handled scores of ship visits to help troubleshoot machinery problems at odd hours during his time in Houston. A seasoned and veteran marine engineer, he is equally at ease discussing cargo and navigation matters. An extremely down to

earth person, he never fails to put you at ease with his practical advice and guidance."

Having observed a multitude of changes in his time here, Mr Chawla observes, "Today, ESM is well-recognized as a leader and a significant player in the tanker industry. We are well-known for our excellent performance and unmatched service quality. We also have an exceptional training centre and other necessary infrastructure in place with dedicated, experienced and well-trained shore and sea staff. I have no doubt that the company is well-posed for the next level of growth."

Throughout the interview, if there is one thing we learn about Mr Chawla, it is that he is a family man. A happy husband and a proud father, he takes the opportunity to thank his wife, Bela for being an excellent support system behind his success. He also quips that while his professional prowess allows him to resolve serious vessel issues, he remains hopeless at packing his bags without her!

Concluding our interview, Mr Chawla says, "I will always be indebted to ESM and Mr Teeka for what my family and I have achieved till date. I have no doubt in my mind that ESM will be my first and last shore job before I retire."



"I have no doubt in my mind that ESM will be my first and last shore job before I retire."

ESM NEW TAKEOVER & DELIVERY

ESM's Fleet Expands With Five Vessels in September

Five vessels, four chemical tankers and one oil/chemical tanker joined the ESM fleet in the month of September 2018. Both the management teams at ship and onshore were enthusiastically involved in the expansion of the company's fleet. Our heartiest congratulations and safe sailing to all!

Congratulations Captain Sanjeev Kumar, CE Arivazhagan Munisamy, CO Jyoti Prakash, 2E Subrata Laskar and the entire crew for successful takeover of Vessel LR2 Eternity on 7th September 2018 at Yeosu, South Korea.

Congratulations to Captain Kumar Arvind, CE Saju Davis Peedikayil, CO Suraj Ramchandra Jaiswar, 2E Rajaram Subramanian and the entire crew for successful takeover of Vessel MT Platytera on 11th September 2018 at Boston, USA.

Congratulations to Captain Kulbir Sangwan, CE Selvam Kathaleeswaraswamy, CO Santosh Kumar, 2E Ravneet Singh and the entire crew for successful takeover of Vessel LR1 Carrier on 14th September 2018 at Gibraltar Port.

Congratulations to Captain Arvind Kumar Ram, CE Sanjeev Sarna, CO Deepak Sharma, 2E Manish Badoni and the entire crew for successful takeover of Vessel LR1 Ambassador on 14th September 2018 at Freeport, Bahamas.

Congratulations to Captain Danesh Irani, CE Himesh Kizhakkepura Prabhakaran, CO Mohan Ram Khilery, 2E Kailas Nath Saseedharan Pillai and the entire crew for successful takeover of Vessel Palanca Cadiz on 26th September 2018 at Gibraltar Anchorage.





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