



MAIN NEWS

SIMS Mumbai conducts first virtual simulator-based LNG course

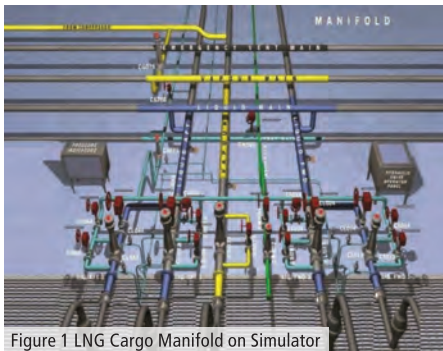


Figure 1 LNG Cargo Manifold on Simulator

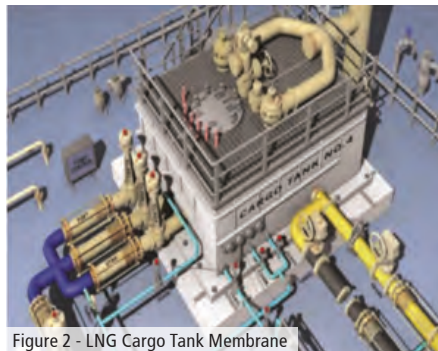


Figure 2 - LNG Cargo Tank Membrane

SIMS Mumbai conducted the first virtual LNG course at management level using its state-of-the-art simulator for LNG cargo operations. Held from 31st August to 05th September for external candidates, the digital course approved by DNV GL as per IMO Model course 1.36 and SIGTTO standards enabled

participants to learn and perform various cargo operations through digital simulations.

The content of the course was developed by experienced SIMS faculty to deliver the course online in a suitable manner. It covered all aspects of LNG vessels including construction, cargo contentment systems, equipment on LNG vessels and their operations, pressure management,

Continued on Page 7

Updates on crew changes in September

A total of 49 vessels has seen successful crew changeovers in the month of September. Till date, a total of 238 crew changes has been conducted. The number continues to increase at a steady pace and several vessels have seen multiple crew changes conducted during the pandemic period.

The company continues in its pursuit to streamline crew change operations across the world in a safe manner. Despite the ongoing endeavor, challenges continue to be encountered due to new and changing requirements and tighter restrictions imposed by the respective government authorities around the world. Some of the difficulties encountered have resulted in momentary delays in crew sign off.

Continued on Page 14

SAFETY MOMENT OF THE MONTH

Crew member injured due to hazard in plain sight

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

A crew member was assigned for maintenance duties on the deck heat exchangers. He was standing on hydraulic lines located some 40cm above deck and using a spanner to make the necessary adjustments. In the meantime, the vessel had loaded and sailing out of the port.

Due to a combination of ship movements and his precarious position, he lost his balance on the hydraulic lines. He hit his back on a deck frame

resulting in injury. He was administered first-aid and eventually brought to a hospital.

Lessons learned

- Slips, trips and falls are leading causes of injuries for shipboard personnel. This is another example of a hazard in plain sight that was still invisible to the crew.
- Always ensure you keep a sure footing while working and use fall prevention even if the height seems small.

Continued on Page 5



ESM extends our warmest greetings for Gandhi Jayanti(2nd Oct), Maha Navami (24th Oct) and Dussehra(25th Oct).



Letter from ESM

As we step into the last quarter of the year, it looks no less uncertain and cloudy than the three last quarters. Nevertheless, looking back at the month of September, we have identified many things to be happy and proud about. We made most of the situation with sheer determination and dedication to continue our journey taking care of all aspects. This newsletter will bring to you those events and moments for all of us celebrate and appreciate the efforts and dedication of the teams who made that happen.

As we try to fathom the extent of disruption brought in by the pandemic, our efforts have been to find opportunities and solutions to make things happen anyway. Our training institute SIMS is a fine example of that indomitable spirit as they continue their business of training using latest technology and innovative thinking. The story of new virtual LNG training proves that spirit of SIMS. In fact, this is in continuation of the entire virtual training of the cadets sitting at home run by the faculty sitting at their respective home too.

We also continue to bring out the Technical and Commercial articles addressing practical issues on board and written by our in-house experts from their personal experiences. I am certain for the seafarers, especially the juniors, these articles are an additional tip on hand for their day to day job.

In our Health corner, we are happy to bring out a report on a stress-based scientific study. Laughter is indeed the best medicine specially to deal with the stress in our lives- more relevant now as we face the challenges and difficulties surrounding us. Indeed, no matter what, when and where put on a smile on your face and see the difference!

We have also announced the quarterly award winners of chief cooks and stewards from the entire fleet. Hearty congratulations to all for the efforts and hard work put in for winning this continuously stiffer competition every quarter.

We are also very happy to announce the next competition to encourage creativity and innovative thinking among our seafarers. I am sure, apart from opportunity to win the awards and recognition of hidden talents, we will see a lot of fun, laughter and camaraderie on board while preparing the entries. Wish you all the best!

Finally, October is the beginning of the festival season. We wish all our readers Happy Navaratri, Durga puja and Dussehra while remembering the greatness of Gandhi on his 151st birthday on 02nd October 2020.

Stay safe, stay alert and have a smile on your face till we meet again next with our next issue...

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To contribute or be featured in the website, do write to us at communications@executiveship.com

TECHNICAL NEWS

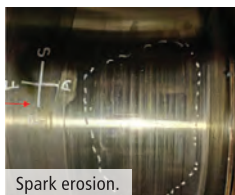
Main Engine's Bearing damaged by Spark Erosion

Mr Bhooshan Gupte, Assistant Fleet Manager

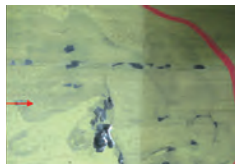
At a routine docking of a vessel during CSM survey checks of the Main Engine bearings and journals, varying severity of spark erosion related damages were noted. Maker's service engineer renewed the affected bearings and polished the journals to recommended values.

Upon investigation, the following was found:

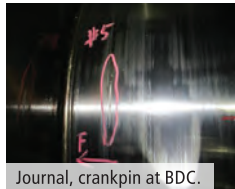
1. Main bearings and journals were found with damages due to spark erosion
2. As per records the shaft earthing current readings at various times were beyond maker's recommended max. value of 50 mV.
3. The vessel being referred to here, was fitted with the shaft earthing device. However, necessary maintenance of the equipment and renewal of the spares had been missed out.



Spark erosion.

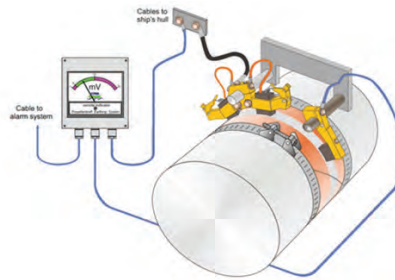


A piece of metal spalling off.



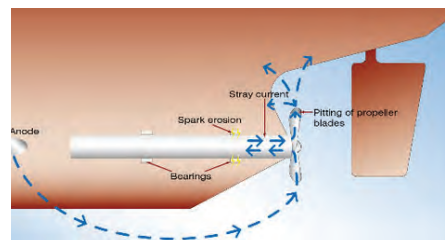
Journal, crankpin at BDC.

high enough to break the oil's dielectric constant. During such an event, the shaft would discharge its accumulated electrical charge through the high current flow causing the sparking. The flow of the current is so high that it is likely to damage the bearing surface by gouging out the localised material from a particular location. If these events continue for a considerable amount of time, it may lead to overheating of Main Engine bearings due to improper lubrication resulting from cavities caused by spark erosion. It may also lead to formation of oil mist, emergency shutdown of the engine or in extreme cases - crankcase explosion.



To avoid spark erosion, shaft earthing is the most appropriate method. All the likely troubles can be avoided, and the cathodic protection can be extended to the propeller, if the shaft is properly earthed using the shaft slip-ring.

Reasons for Spark Erosion occurrence on vessels not fitted with Shaft Earthing Device

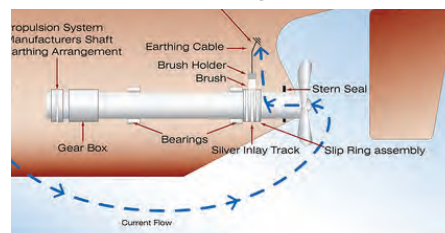


Working Principle of Shaft earthing device:

The vessel's propeller shaft is insulated from the ship's hull due to its location. [the shaft is floating at higher revolutions and has no physical contact with the bearings/ hull. In addition, oil is a poor conductor of electricity]

- 1) When the shaft is rotating/ turning it accumulates static charges on its surfaces. These charges need to be earthed or grounded.
- 2) During the ship's construction, different metals are used for propeller, hull, bedplate, crankshaft, bearings, etc. The current from the cathodic protection system is generally present in these parts, which eventually creates conducive situation for spark erosion. When engine is stopped or its revolutions are reduced, the shaft slows down to rotate/ turning, and comes closer to the bearing surface (boundary lubrication) and eventually rests on the bearing. While the shaft slows down and comes closer to the shaft, the static potential developed at the shaft may be

Neutralising the current flow on vessels fitted with Shaft Earthing Device



Some of the main reasons which may result in spark erosion related problems are:

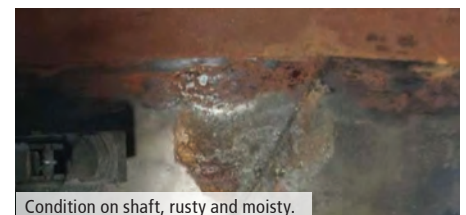
1. The Shaft Earthing Arrangement is not working or improperly fitted.

2. The Cathodic Protection Current System setting is wrong.
3. Slip-rings and brushes in the earthing device are worn-out.
4. The contact between shaft and earth device is not clean.
5. In case of high shaft potential above 50mV, the defect needs to be identified and rectified at the earliest.
6. The effect of spark erosion will be minimum, if the potential difference is below 50 mV.

Lessons Learned:

From above we can see how important it is for the Shaft Earthing Device to function properly

1. In view of the breakdown experienced and to avoid re-occurrence, it has been identified as a potential machinery damage risk and its maintenance included in the company's planned maintenance schedule under the equipment head "Shaft Earthing device" with the monthly and six-monthly job routines associated with the shaft earthing equipment.
2. All the engineers during their watch-routine should check the mV meter reading and upon observance of abnormal high readings initiate immediate corrective action.
3. The routine tasks include cleaning of the contact surfaces of the brushes and the rings and the good electrical contact between them should be ensured.
4. A pre-docking inspection of the shaft earthing device should be carried out prior every scheduled dry-docking of the vessel to assess the condition of the slip-rings and the earthing brushes, as part of preventive maintenance. If the slip-rings have thinned down below the maker's recommended limit, then the slip-rings shall be renewed during the vessel's dry docking.



Condition on shaft, rusty and moisty.



Condition on back of silver band, rusty.

COMMERCIAL NEWS

Reviewing the risk of switching Bill of Lading

Capt. Vinod Dubey, Assistant Manager, Adhart

The cargo is loaded and Bill of Lading (BL) is signed. After sailing, Charterers send a request of "switching BL". Although there may be perfectly legitimate reasons behind a request for switching bills of lading, e.g. a change in the consignee's logistic plans to change discharge port, questions should always cross your mind – Why switch BL? Is it a risk to my owners, and will P&I cover this risk?

In this article, we address key points to review to minimise the risks connected with agreeing to switched BL.

What does it mean by switching BL?

Traditionally, a BL is signed by Master and issued to the shipper after loading. The shipper transfers the BL to the consignee to present same at discharge port to the carrier for delivery of the cargo. By switching BL means the new BL will be presented at the discharge port, which is not the same as what was issued at the loading port.

There are three **key commercial risks** with switched BL, which needs to be understood by Vessel/ Ship-owner:

The first is **"Increased risk of mis-delivery claims"**. If new BLs are issued before the original set is cancelled and returned, there may be multiple consignees waving their Original BL at the jetty for the same cargo. This increases the risk of mis-delivery and a shortage claim equal to the full value of the cargo.

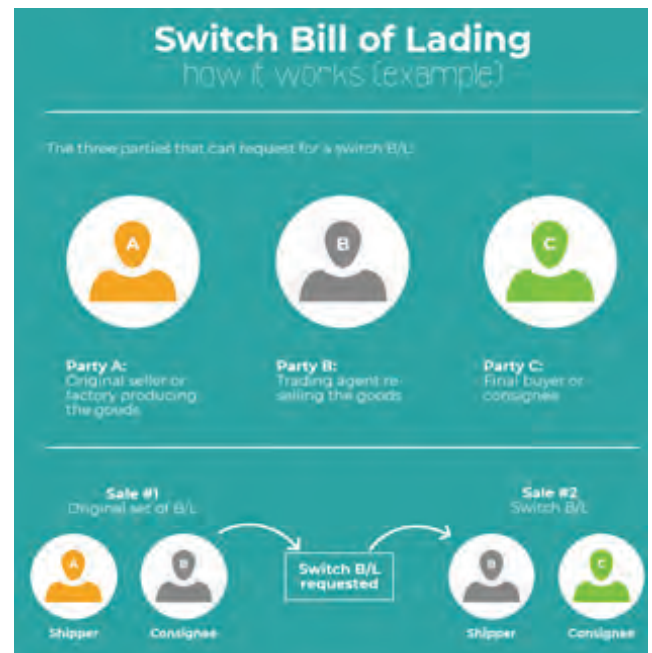
The second risk is of **"Potential illegality"**. When new BL is issued, a dishonest shipper may change the information with fraudulent intentions, e.g. changing the port of loading to conceal the cargo origin and eventually to save on taxes, issuing ante or post-dated switch BL with intention to draw on a Letter of Credit with

certain parameters set for when a cargo should be shipped. Hence, blindly acquiescing with charterer's illegitimate request may land unwary owners into a serious risk of unknowingly becoming party to the requestor's crime.

The third risk is of **"Prejudiced P&I cover"**. Although there is no express rule automatically depriving an owner of P&I cover because BLs have been switched, cover for cargo claims may be lost, if the switch BL issued is ante-dated, post-dated or contains incorrect description/ quantity of the cargo, etc.

Having said the above, the request of switching BL is not rare and to maintain commercial relations, all vessel / Ship-owner can do is to follow certain precautions as listed below to **minimise the risk prior** agreeing to switching BL:

- The owner shall ask requestor to issue a Letter of Indemnity to cover all risks of switching BL and the LOI may be added with a bank guarantee.
- The owner should ask for the reason for switch BL and review to see if the purpose appears legitimate.
- The requestor should demonstrate that he is the lawful holder of the complete set (usually three originals) of the original bills of lading.
- The complete set of the original BL must be returned for cancellation to the vessel's Owners, who should await the courier's delivery of the original BLs in their office



before the new ones can be issued.

- The new BL (both – face and reverse) must be on the same format, contain the same clauses as the original one and cargo details must be identical and must be scrutinised for any deviating facts or conditions.
- Generally, on new BL, information such as the date / place of shipment, the quantity, any special instructions of the shippers such as temperature requirements, etc. must be same as old BL, while information such as the names of the shipper, consignee or notify party, the shipper's description of the goods, the freight and the port of discharge, etc. can be changed.
- The signature field should state the new and correct date/ place of issuance of the new BL instead of copying the old date.

To conclude, the risk connected to Switched BL should not be taken lightly, and each request must be assessed very carefully and thoroughly.



SAFETY MOMENT OF THE MONTH

Continued from Page 1

- Routine jobs can contribute to a sense of control resulting in complacency.
- Practicing on-site risk assessment to identify all potential hazards at the work site and to implement necessary precautions to complete the job safely.
- Maintaining situational awareness while performing any task, to assess the situation, the risks involved and seeking assistance from fellow crew members for carrying out tasks.



ENVIRONMENTAL NEWS

Rising temperatures found to be more deadly than infectious diseases

A study published by the National Bureau of Economic Research has found that mortality rates from rising global temperatures will eclipse the current number of deaths from infectious diseases such as HIV/Aids, Malaria, Dengue, and Yellow Fever if emissions are not reduced.

The ongoing COVID-19 pandemic has changed the world with its rapid transmission, tragic death tolls and lockdowns that are leading to economic hardship across countries. While the immediate danger to public health will eventually take a turn for the better, in a few decades, a new crisis will emerge, climate change. This will result in rising temperatures that will have severe implications on the planet. A new study by researchers from the University of Chicago and Rutgers University has found that rising temperatures are set to cause devastation. Mortality rates from these temperatures will eclipse the present number of deaths from infectious diseases if emissions are not reduced.

The research utilized a global dataset of death and temperature records to see how they were related. Direct and indirect causes death by environmental factors such as heatstroke and surges in heart attacks during a heatwave were gathered.

It was found that countries that occupy the hotter parts of the world will struggle to adapt to unbearable climate conditions with mortality rates at 200 or more per 100,000 people. In contrast, colder countries will see a drop in mortality rates as fewer people will perish due to extreme cold. In a high emissions scenario, global mortality rates will be raised to match the current death toll from infectious diseases

such as HIV/Aids, Malaria, Dengue etc. at 73 per 100,000 people.

The study also noted that similar to the case of COVID-19, people with pre-existing or underlying problems such as heart or lung issues may be more vulnerable to climate changes such as heat caused by rising temperatures etc.

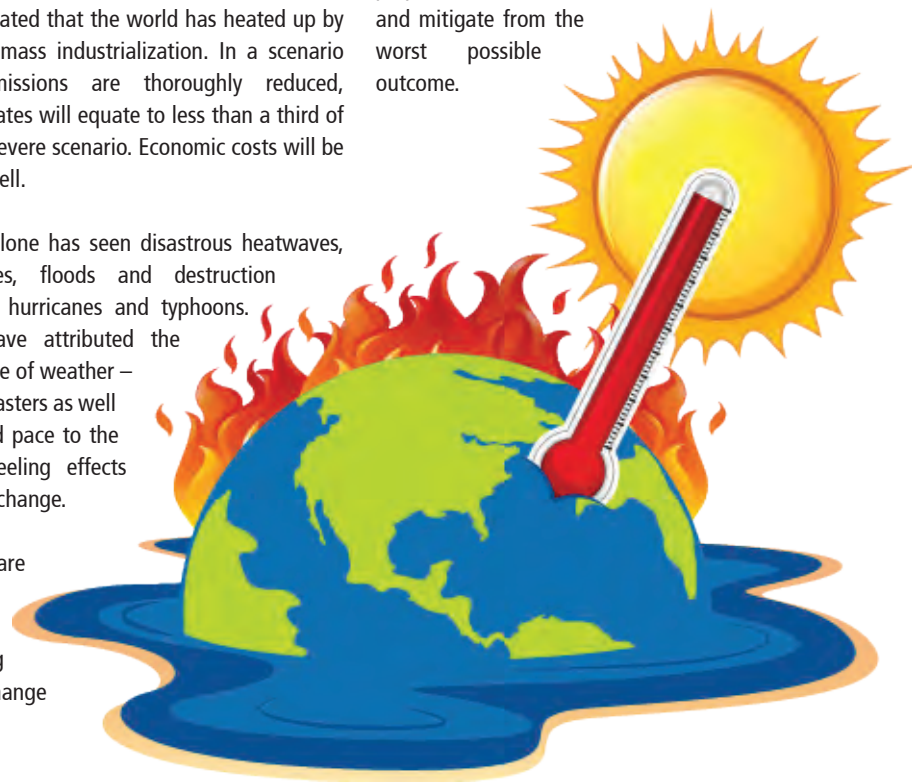
Countries will undergo a severe economic loss from the climate crisis, deaths as well as the cost of adaptation. Researchers estimated the cost to be a 3.2% of global economic output by the end of the century if emissions are not lowered and each ton of planet warming carbon dioxide will cost USD\$ 36.60 in damage then. In a worst case scenario, emissions would grow without restraint causing the average global temperature to surpass an increase of 3°C in 2100. Scientists have estimated that the world has heated up by 1°C since mass industrialization. In a scenario where emissions are thoroughly reduced, mortality rates will equate to less than a third of the more severe scenario. Economic costs will be lower as well.

The year alone has seen disastrous heatwaves, forest fires, floods and destruction caused by hurricanes and typhoons. Experts have attributed the recent wave of weather – related disasters as well as its rapid pace to the present, reeling effects of climate change.

Scientists are always providing harrowing climate change

effect estimates for the future. As a result, it is natural to always focus on the present especially when there is a crisis like the COVID-19 pandemic at hand. However, climate change effects being felt mainly in the future should not make it any less of an issue now. The best way to avoid on worst possible climate outcomes is to accelerate efforts for change. We have often learnt from history to never allow some of the worst times to repeat itself.

Health experts had warned for years that a pandemic is inevitable. However, the warning was not heeded and as a result, the unprecedented pandemic took the entire world by complete surprise. It is not too late, with lessons from this event, we can approach looming crises with more awareness on the consequences of inaction and preparedness to save lives and mitigate from the worst possible outcome.



MIND YOUR BODY

Laughter acts as a stress buffer

It has often been said that “Laughter is the best medicine”. Laughter can trigger healthy physical and emotional changes in the body by boosting the mood, diminishing pain and strengthening the immune system. Reinforcing this, especially in relation to dealing with stress, a new study from the University of Basel has found that people who frequently laugh or even smile in their everyday lives are better equipped to deal with stressful events from our daily lives such as at work or at home.

Stress is a common part in most of our daily lives. Often, it is short-term or chronic and if dealt with negatively, may result in emotional and physical health problems. Positive affect or the extent to which an individual experiences positive emotion such as joy, interest and alertness has been associated with alleviating mental and physiological stress responses or making individual’s more resilient to stress. Earlier studies that the researchers referred to found that positive affect can be increased as individuals incorporate more events or habits that bring pleasure into their lives.

As laughter is a common physiological operationalization of the positive affect

researchers from the University of Basel wanted to examine the relationship between stressful events and laughter in terms of perceived stress in everyday life.

In the current study, researchers conducted an observational study for 14 days to examine the relationship between laughter, stressful events, as well as physical and psychological symptoms of stress. Participants answered questions related to the frequency, intensity of laughter, as well as reasons for laughing. The questions also further enquired about any stressful events or stress symptoms experienced.

The result of the study revealed that laughter resulted in an individual having minimal stress symptoms during a potentially stress-inducing situation. To further substantiate this, future studies should further include psychophysiological indicators of stress such as changes in cortisol levels, as well as blood pressure and heart rates.



With much power to heal, laughter is an excellent source to turn to for dealing with stress, enhancing relationships and supporting both emotional and physical health. The first step is to smile more as the abovementioned study has found that even smiling can make a big difference.

ESM NEWS

Festive-Creative Competition for seafarers launched

- Continued from Page 14

Terms and Conditions:

- The competition is open to all sailing staff who are currently onboard ESM-managed vessels.
- Participants may shoot videos using professional or mobile based cameras.
- Personal protective equipment or safety gears must be worn as and when necessary.
- When taking photos/videos, ensure compliance with laws and the safety precautions as set down by company and various authorities.

Videos taken:

- Must not use copyrighted materials.
- On ships, must comply with company’s HSSE procedures, i.e. only intrinsically safe cameras to be used in hazardous area of tanker’s deck.
- MUST comply with the Terminal and/ or port

regulations, especially those with regard to safety.

- Be conscious of your surroundings. Do not endanger yourself or the lives of others.
- Do not act in violation of a country’s laws and regulations.

For submission:

- Video must not be more than 20 seconds.
- Video format must be MP4/MPEG/MOV.
- Usage of free video editing applications are permitted.
- Maximum file size accepted is 5 MB.
- Videos must be submitted via OneDrive with the link e-mailed to Communications@executiveship.com or via WeTransfer.
- E-mail must include name of participant (s) (with the right spelling), seafarer ID, rank/ designation.



MAIN NEWS

SIMS Mumbai conducts first virtual simulator-based LNG course - Continued from Page 1

coolant management, Integrated Automated System, Custody transfer system, Cargo Pumps, LNG as a Fuel, DFDE & ME G1 Engines, Hazards and Emergencies.

Loading and Discharge operations as well as warming up, inerting, gas freeing, gassing up and cooling down operations were simulated realistically during the course. Operations were conducted using both Moss and Membrane vessels. Participants also used Loadicator to plan cargo loading and discharging operations and exercises on cargo calculation were also conducted.

The course serves in further enhancing the knowledge of the candidates concerning safety and efficiency of cargo operations on LNG tankers. It received positive feedbacks from the participants.

"The contents of the course is very useful. The

faculty elaborated on many practical aspects which are very useful in daily vessel operations. He also used his experience and knowledge to aid in our learning. My favourite part of the training was "Friendship with Pump". I have never come across such fundamental learning. Thank you to all staff of SIMS." Electro – Technical Officer Brijesh Mohanbhai Mendapara wrote in his feedback.

In his feedback, Gas Engineer Li Jing Shen wrote, "All the faculty are nice and professional. Information shared was good, in detail and clear and easy English. I understood the concepts very well, and I hope I can visit the training centre in future to learn more."

For Course Bookings or more information, please contact our Training Coordinator at training.sims@samundra.com or WhatsApp /Call +91-9819811366.



Figure 3 - IGTS Main Deck Fully Ref. Cargo Tank

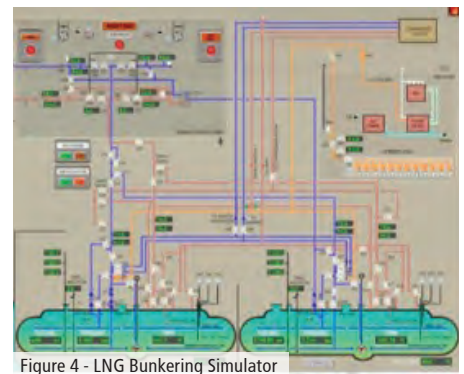


Figure 4 - LNG Bunkering Simulator

ESM NEWS

Upgraded vessel internet system launched

An upgrade to the internet system onboard ESM-managed vessels has been announced. Taking a step further in enhancing its digital connectivity and crew welfare measures, vessels that are currently utilizing the Fleet Broad Band Terminal (FBB) system will soon be using the Very Small Aperture Terminal (VSAT) internet system. The main purpose of the incorporation of this onboard is an increased internet speed and better connectivity at a cost-effective price for all seafarers.

The new internet system further optimizes digital connectivity with a speed of 2048/512 Kbps viz a viz most other companies that offer 400kbps onboard connectivity. As an added feature, the new VSAT internet system will ensure ninety-nine per cent uptime or availability of service due to the integration of a backup system. This ensures seafarers connectivity with their family members, friends, and other loved ones as well as surf the

internet at a more economical cost. Seafarers will now be able to purchase more data onboard as opposed to previous limited data purchase.

However, keeping the health and safety of crew onboard, the usage of this system has few terms and conditions. Crew will have restricted access to non-productive sites onboard and internet connectivity will be limited to three hours daily.

This is to ensure a balance between crew welfare as well as compliance with crew work and rest hours.

ESM has partnered with internet provider, Inmarsat, for 50 of its managed vessels. The upgraded VSAT system is planned to be progressively deployed in the next three to six months in the vessels.





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 - OCTOBER 2020

ONLINE COURSES

| COURSE | NO. OF DAYS | INTAKE | DATES |
|---|-------------|--------|------------|
| BTM Learn | 4 days | 4 | On request |
| Advanced PSCOM E-Learn | 2 days | 5 | On request |
| MARPOL E-Learn | 2 days | 5 | On request |
| ERM E-Learn | 1 day | 5 | On request |
| Resilience Self Learn | 1 day | CBT | On request |
| EDMS Self Learn | 1 day | CBT | On request |
| Jonse E-Learn | 2 days | 3 | On request |
| NCPC E-Learn | 2 days | 5 | On request |
| BBI E-Learn | 1 day | 5 | On request |
| DP Induction E-Learn | 3 days | 2 | On request |
| Bulk Carrier E-Learn | 1 day | 3 | On request |
| Navigation Audit E-Learn | 1 day | 5 | On request |
| Safety Induction Training-Ratings E-Learn | 3 days | 5 | On request |
| INTERNAL AUDITOR E-Learn | 2 days | 5 | On request |
| RCA. E-Learn | 1 day | 5 | On request |
| BWTS E-Learn | 1 day | 5 | On request |
| JRC ECDIS | 1 day | 3 | On request |
| Chart World ECDIS | 1 day | 2 | On request |
| High Voltage. E-Learn | 3 days | 4 | On request |
| COLREGS Refresher Training | 3 days | 10 | On request |
| LVM | 1 day | 3 | On request |
| ATOT E-Learn | 3 days | 5 | On request |
| ATCT E-Learn | 3 days | 5 | On request |
| ME Engine Briefing E-Learn | 0.5/1 day | 3 | On request |
| ASPHALT-B E-Learn | 0.5/1 day | 2 | On request |
| WIND MILL | 0.5 day | 2 | On request |
| MARFLEX | 0.5 day | 2 | On request |
| CCOB | 0.5 day | 2 | On request |
| SHC | 4 days | 2 | On request |

- 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

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*Please note only successful applicants will be contacted



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*Please note only successful applicants will be contacted



SIMS



HAPPY BIRTHDAY!

CREW BIRTHDAYS

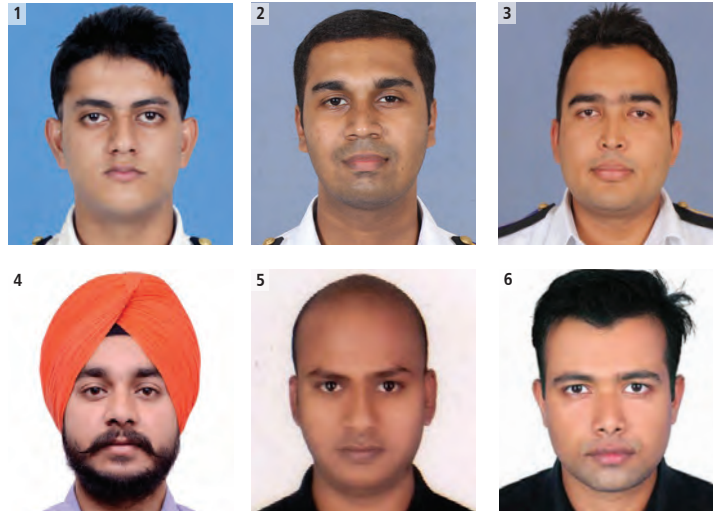
Many Happy Returns to the following on their Birthdays during the month of October 2020!

| NAME | BIRTHDAY | VESSEL | NAME | BIRTHDAY | VESSEL |
|---|----------|-----------------|---------------------------------------|----------|------------------|
| MST ARVIND SHARMA | 08/10 | AZERBAIJAN | JO ROBSON JOHNSON | 23/10 | CRIMSON KNIGHT |
| MST VIVEK TYAGI | 12/10 | MAETIGA | JO AKSHAY SHARMA | 04/10 | UACC HARMONY |
| MST PANKAJ CHHETRI | 14/10 | PRINCESS MARY | CE IRAN LORENZO RENTEGRADO | 03/10 | ROYAL SAMURAI |
| MST ASHWANI KUMAR NARAINDUTT SHARMA | 22/10 | FS SINCERITY | CE NARAYANA PRAKASH | 12/10 | UACC HARMONY |
| MST NITISH BOSE | 22/10 | FS DILIGENCE | CE DEVENDRA SINGH | 02/10 | VELOS AQUARIUS |
| MST SUNIL NEGI | 20/10 | MAREX NOA | CE SHYAM SINGH MAJGAINE | 12/10 | JAL KAMADHENU |
| MST SHARAD SHARMA | 29/10 | RED RUM | CE ANILKUMAR GOVINDAN POTTY | 18/10 | THE BLACKSMITH |
| MST AMIT KUMAR | 30/10 | THE CHIEF | CE SUDIPTA BISWAS | 02/10 | TAMPA TRIUMPH |
| MST RAVI KANT | 04/10 | ARISTODIMOS | CE ASHISH KUMAR MISHRA | 31/10 | ATLANTIC GUARD |
| MST RUPESH CHANDKARAN DHAWAN | 25/10 | VELOS AQUARIUS | CE SANU PAUL VARGHESE | 05/10 | WILLOWY |
| MST CHETAN VERMA | 01/10 | BOUGAINVILLE | CE NISHANT NAYANAM | 20/10 | AFRAMAX RIVIERA |
| CO BAHADUR SINGH BOLA | 19/10 | BAKU | CE MAHESH SARAVANAPERUMAL THIRUPPATHI | 26/10 | PALANCA CADIZ |
| CO RAVI CHANDRA | 21/10 | FS SINCERITY | CE INDERPAL SINGH | 27/10 | ARISTODIMOS |
| CO VIKRAM JAIN | 29/10 | JAL KAMADHENU | 2E VIJAY SHANKER SINGH | 30/10 | UACC SHAMS |
| CO VIKASH GODARA | 15/10 | ADMIRAL | 2E BRUNO RENATO FERNANDES | 19/10 | GLORIOUS KAURI |
| CO VIKRAM AWASTHI | 27/10 | GUNESHLI | 2E PEYUSH BAHADUR | 03/10 | REFERENCE POINT |
| CO RINTU SINHA | 29/10 | KIKYO | 2E DURAIKANNU SIVARAJA A. KODITHEVAR | 08/10 | VICTOIRE |
| CO KAPIL SHARMA | 08/10 | VELOS RUBY | 2E MEHULRAJ SHEKHARAN NADAR | 24/10 | VELOS LEO |
| CO VAARNIBAN KIRUBAKARAN | 26/10 | MOL TRUTH | 2E BABBLU KUNDUMATTATHIL VALSON | 16/10 | FS ENDEAVOR |
| CO SANTOSH KUMAR | 22/10 | GODAM | 2E DILEEP CHANDRAN | 20/10 | BAKU |
| CO SUNIL KUMAR YADAV | 01/10 | FRONT SANTIAGO | 2E AVNISH | 25/10 | RED RUM |
| CO VIKAS THAKUR | 16/10 | ST. GERTRUD | 2E RAHUL MEHTANI | 06/10 | ATLANTIC EAGLE |
| 20 ANUP PRAKASH INGLE | 26/10 | MANDALA | 2E JATINDER SINGH | 13/10 | AFRA LAUREL |
| 20 SAMEER SANJEEV KHANDRE | 03/10 | RED MARAUDER | 2E ATISH MOHAN | 03/10 | EVER GLORY |
| 20 ANKIT SHARMA | 22/10 | UACC SILA | 2E VISHAL SHARMA | 12/10 | MAEA |
| 20 ANVAR NASHEETH KANNANKULAVAN | 13/10 | THE DEPUTY | 3E MANISH SARKAR | 17/10 | YAMABUKI |
| 20 NISHIL ANTONY PANDARAPARAMBIL JOSEPH | 25/10 | EVER GLORY | 3E SUNNY ARYA | 18/10 | THE DIPLOMAT |
| 20 WASIM AKHTAR | 16/10 | RED RUM | 3E RAMAPULLAIAH KAMMARA | 01/10 | MAREX NOA |
| 20 ABBAS GANJUSHAKKAR PUTHARIKKAL HAMSA | 25/10 | THE DEPUTY | 3E KANWALJIT SINGH | 06/10 | MARLIN AZURITE |
| 20 BABU PAREDATH JACOB | 30/10 | NEW BREEZE | 3E SHINE ANANDAN | 08/10 | KAMOME VICTORIA |
| 20 PRABIN BHASURA DAS | 30/10 | CHOLA TREASURE | 3E ROHIT SHARMA | 10/10 | MARLIN APATITE |
| 20 MAYANK SAXENA | 01/10 | UACC HARMONY | 3E GAGANDEEP SINGH | 22/10 | SUMAC |
| 20 LOVEPREET SINGH GAHRA | 05/10 | SAMA | 3E PAWAN KUMAR | 11/10 | SAMRAA ALKHALEEJ |
| 20 SALIM JAVED ARKATE | 07/10 | MARLIN MASTER | 3E ALOK KUMAR | 01/10 | VELOS FORTUNA |
| 20 ORVILLE FURTADO | 07/10 | GANGA K | 3E MANU ARAVIND | 26/10 | PRINCESS MARY |
| 20 JASMEET SINGH | 20/10 | FS ENDEAVOR | 3E SREEHARI KANDATH | 13/10 | BAKU |
| 20 RAHUL SAHU | 26/10 | MARLIN AZURITE | 3E ANKUR KUMAR | 24/10 | VELOS LEO |
| 20 ABHINAV RAJ GURIKKALA V. KAKKIRIKKAN | 06/10 | GLORIOUS KAURI | 3E STABIN MATHEW | 24/10 | FRONT SANTIAGO |
| 20 MANDEEP SINGH | 10/10 | BAKU | 3E ANAND RAMESH KHADE | 10/10 | ONE MILLAU |
| 20 ARSHDEEP SINGH | 15/10 | JUBILANT FUTURE | 3E JOSE MACHOLI BECYAGEN | 16/10 | NEW HORIZON |
| 20 SREENATH TATTARAMBATH NARIPATTIL | 27/10 | VELOS AQUARIUS | 3E PRITHIVIRAJ BALASUBRAMANIAN | 22/10 | EVER GLORY |
| 30 SUDIPT DAS | 16/10 | TAMPA TRIUMPH | 3E MOHIT PRABHAKAR | 30/10 | CHOLA TREASURE |
| 30 GIJO GEORGE | 04/10 | EVER GOLDEN | 3E VIKAS CHAUHAN | 27/10 | ATLANTIC CROWN |
| 30 GAURAV PRADIP MULE | 10/10 | KIKYO | 4E CHAITANYA BURRALA | 06/10 | JAL KAMADHENU |
| 30 SUNIL KUMAR NISHAD | 10/10 | LR1 CARRIER | 4E AVISHEET SINGH | 14/10 | VELOS FORTUNA |
| 30 BABANDEEP SINGH SANDHU | 14/10 | ATLANTIC CANYON | 4E SAI DHANESH BHASKAR MALLAREDDY | 20/10 | CRIMSON MONARCH |
| 30 PRABHJOT SINGH MAAN | 19/10 | GLORIOUS FUJI | 4E SAKSHAM SINGH | 02/10 | MAREX EXPRESS |
| 30 HARISH HARIHARAPUTHRAN | 20/10 | PRINCESS ALEXIA | 4E PRABHJOT SINGH | 18/10 | GLORIOUS KAURI |
| 30 HARKAMALJIT SINGH BAL | 25/10 | MARLIN MAJESTIC | 4E VISHNU SANKAR NAGARAJAN | 20/10 | SANTOS |
| 30 ANSHUMAN THAKUR | 16/10 | WILLOWY | 4E ARPIT GUPTA | 27/10 | JUBILANT FUTURE |
| 30 HAREETH MURALI BINDU | 14/10 | MAEA | 4E SIDDHARTH RAM BINOD SINGH | 15/10 | CITY OF TOKYO |
| 30 ARUN KOLLARATH GEORGE | 19/10 | REFERENCE POINT | 4E VIJAY SHUKLA | 24/10 | THE CHIEF |
| 30 ABHISHEK SONI | 29/10 | VELOS FORTUNA | 4E SWAPNIL DINKAR SAWANT | 31/10 | ARAGO |

NEW JOINERS

ESM welcomes new joiners from SIMS

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



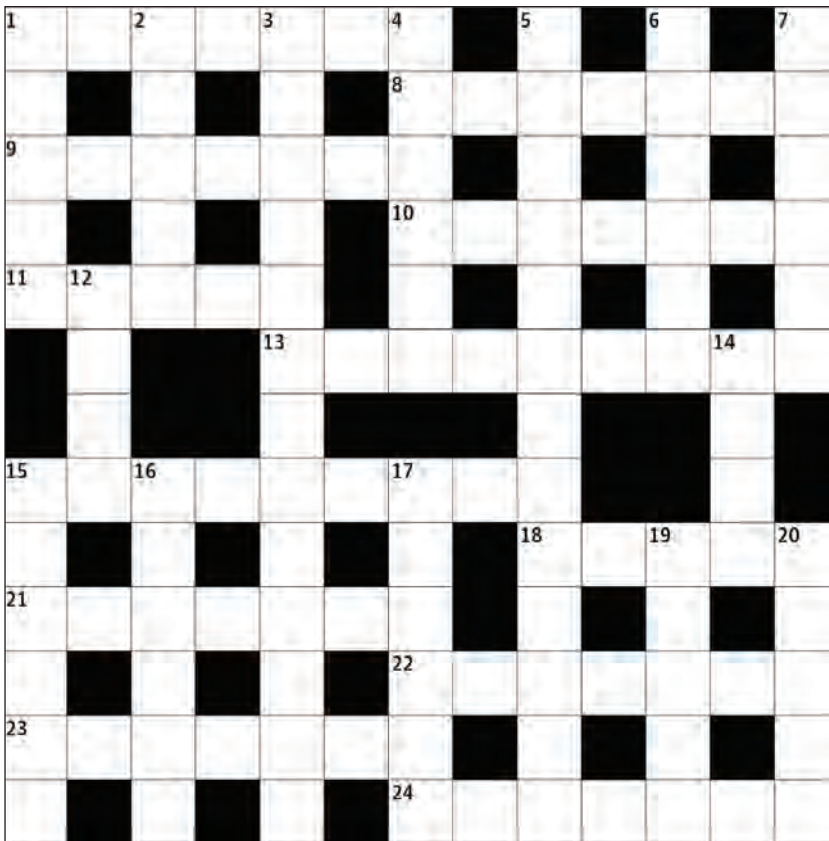
- | | | | | | |
|-------|---------------------|---------------|-------|----------------------------------|----------------|
| 1. JO | PRAKUL GUPTA | VELOS LEO | 4. JE | DEVINDER SINGH | ARIANE MAKARA |
| 2. JE | ABY EASOW VARUGHESE | FS ENDEAVOR | 5. JE | CHANDAN KUMAR | ZARIFA ALIYEVA |
| 3. JE | ABHISHEK KUMAR | MARLIN MYTHIC | 6. JE | AMALKRISHNA KRISHNANIVAS R. NAIR | GODAM |

PUZZLES ANSWERS FOR ISSUE 185

| | | | | | | | | | | | | | | | | | | | | |
|----|---|---|----|---|---|----|---|---|---|----|----|---|----|----|---|---|---|---|----|---|
| 1 | C | A | 2 | S | T | 3 | L | E | | 4 | A | 5 | P | L | 6 | O | M | 7 | B | |
| | O | | U | | A | | | | | | | A | | | P | | | A | | |
| 8 | M | U | L | C | T | | | | 9 | D | I | S | T | E | N | D | | | | |
| | E | | T | | C | | | | | | I | | S | | R | | | G | | |
| 10 | D | R | A | C | H | M | A | | | | 11 | I | N | A | N | E | | | | |
| | Y | | N | | | | | | | | G | | O | | | | | | R | |
| | | | 12 | A | P | 13 | E | N | N | | I | N | E | 14 | S | | | | | |
| 15 | S | | | | | | | | | | S | | | | O | | | P | 16 | A |
| 17 | C | A | 18 | L | L | S | | | | 19 | S | E | 20 | R | I | O | U | S | | |
| | H | | O | | E | | | | | | I | | | A | | I | | L | | |
| 21 | I | N | F | U | N | D | S | | | | 22 | D | E | L | V | E | | | | |
| | S | | T | | C | | | | | | | | | I | | E | | | | |
| 23 | M | A | Y | H | E | M | | | | | 24 | H | O | L | D | U | P | | | |

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

PUZZLES

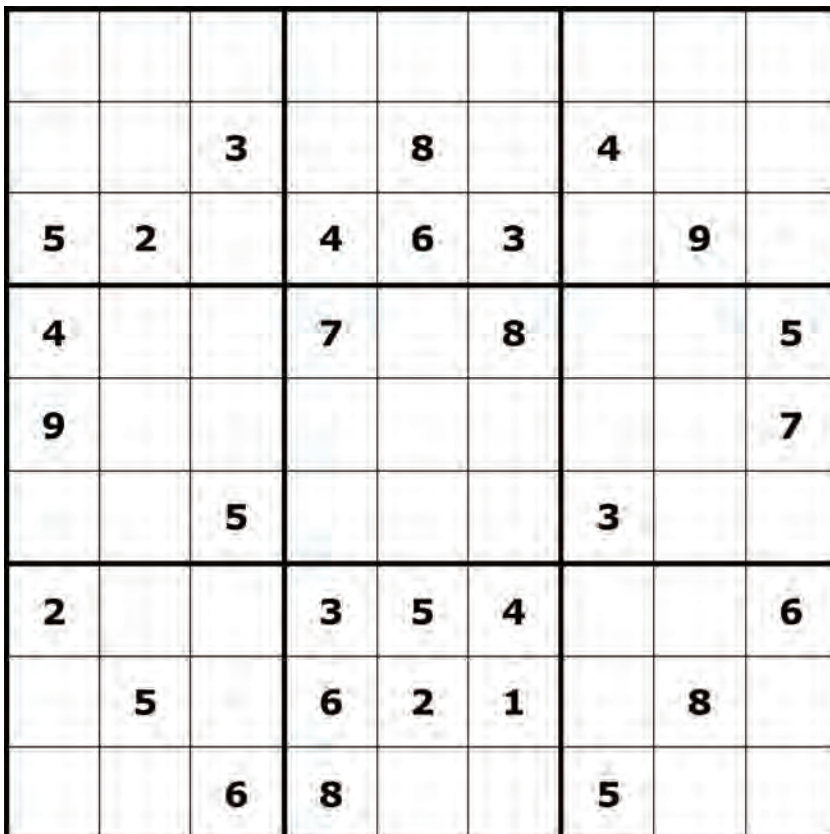


Across

- 1 Form of flood defence (7)
- 8 So-so (7)
- 9 Graceful – refined (7)
- 10 Thrown out (7)
- 11 One-person canoe (5)
- 13 When one is fully grown (9)
- 15 Eleventh-hour (4-5)
- 18 Odds (5)
- 21 Grow coarse (7)
- 22 Turn aside (7)
- 23 Simon Peter or Judas Iscariot, say (7)
- 24 Plant stems growing along the ground (7)

Down

- 1 Tiny spot (5)
- 2 Hard up (5)
- 3 Clear-cut (5,3,5)
- 4 French cake (6)
- 5 State of bliss (7,6)
- 6 Signal for soldiers to return to quarters – it gets under your skin (6)
- 7 Devoted (6)
- 12 Patch (4)
- 14 Transparent (4)
- 15 Lasso (6)
- 16 Daze – shock (6)
- 17 Gentle – offer (6)
- 19 Sidestep (5)
- 20 They come in flights (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.

AWARDS AND ACCOLADES

Executive Incentive Awards for 3rd Quarter 2020

VESSEL

Admiral
Aegean Wave
Aframax Rio
Afra Laurel
Willoway
Aframax River
Aframax Riviera
Alhani
Aljalaa
Alpine Mystery
Alqadisia
Arago
Ariane Makara
Astrid
Atlantic Crown
Atlantic Eagle
Azeri Gas
Bougainville
Cartagena
Chem Helen
Chem Nicholas
Claxton Bay
Crimson Majesty
Crimson Monarch
E Pioneer
Forres Park
Front Suez
FS (Siva) Sincerity
FS Diligence
FS Endeavor
Glorious Fuji
Glorious Kauri
Godam
High Jupiter
Houyoshi Express II
Jal Kamadhenu
Joseph Wisdom
Kamome Victoria
Kanala
Laperouse
LR1 Ambassador
LR1 Carrier
Maetiga
Mandala
Marex Express
Marex Noa
Marlin Amber
Marlin Apatite
Marlin Aquamarine
Marlin Aventurine
Marlin Magnetic
Marlin Majestic
Marlin Master
Marlin Millennia
Marlin Mythic
Mitera
Oaka
Palanca Cadiz
Platytera
Princess Alexia
Princess Mary
Red Eagle
Renaud
Salamina (Nord Optimiser)
Sama
Samraa Alkhaleej
Santos
Spruce 2
St. Gertrud
The Blacksmith
The Chief
The Diplomat
The Judge
UACC Concensus
UACC Eagle
UACC Falcon
UACC Harmony
UACC Ras Laffan
UACC Shams
UACC Sila
Zarifa Aliyeva

DECK SIDE

Menon, Girish Ananthapadmanabhan
Nitin Katoch
Navinchandra Amratlal Solanki
Sorabh Bisht
Ashok Mulji Jungi
Harendra Pal
Lavakush
Lakshmana Kumar Deergashi
-
Soumen Giri
Vipul Kumar Dayarambhai Tandel
Lakshman Kumar Yadav
Amit Gopinath Bhoir
Paramhans Kumar Yadav
Manoj Kumar
Dibya Ranjan Nayak
Manish Kumar
Manoj Kumar
Shanmugam Amirthalingam
Rohit Gupta
Barua Rohit Singh
Amal Antony
Johnson Pauliah
Tejas Tandel
Arockia S. Joyson
Alakkadan, Baiju
Rajib Kumar Jena
Bijendra Singh
Ram Babu
Jagan Thanis
Pawan Kumar
Manoj Kumar Kizhakekara
Laxmana Surada
Rajesh Kumar Gupta
Anil Kumar Meher
Aashay Sanjay Paradkar
Chandan Kumar
Rahul Kumar Manharbhai Tandel
Jasvantlal Naranbhai Tandel
Piyush Kant Singh
Debashish Majhi
Bharatkumar Ramanlal Tandel
Rashmi Ranjan Mohanty
Chinthankumar Tandel
Shakti Singh Rathore
Vikram Singh Shekhawat
Nishant Arvindbhai Tandel
Deepu Rajan
Thomas Bules Anbu
Mohammad Affan
Lakhan Singh
Vinodkumar Babubhai Tandel
Akhil Balu Bammani
Mohammad Tareek
Banshi Lal
Mohammad Shamim
Constan Quintin
Dineshbhai Athembhai Tandel
Salim Kazi
Ashraf Auvaludoruge
Dilipkumar Thakorbhai Tandel
Hawa Singh
Rajendra Bahuguna
Ashish Kumar Panda
Sanjay Kumar Haribhai Tandel
Shani Kumar Singh
Ashish Pravin Baraiya
Mohammad Zaqi Hussain
Jeevan Sai Guntu
Dasu Babu Mailapalli
Ashis Denre
Ashokkumar V. Tandel
Satvinder Kumar
Anil Kumar Ratanji Bhai Tandel
Alok Kumar
Sebastian Pullikapparambil John
Hasmukhlal Nathu Rajput
Jeyakumar Paiva Expathek Paiva
-
Kalpesh
Prakash Mageswari Raveendran

ENGINE SIDE

Amit Kumar Maurya
Predeep Kumar Donbosco
Sushant Kumar Anand
Litto Wilfrad Tholath Vincent
Amit Kumar
Shimha Chalam Surada
Nitish Kumar
Vishal Dhirubhai Tandel
Ravi Raj Vishwakarma
Narendra Babu Mylapilli
Abhimanyu Singh
Biju Varghese
Santosh Kumar Yadav
Akib Gani Kanekar
Prashanth Sharma
Krishna Kumar
Mahendra Kumar Tandel
Krishna Kant Pandey
Vishwanathan Sanakararaj
Dharmendra Bamania
Jafar Ekabal Siddique
Chhote Lal Chauhan
Srinivas Bholakahar
Ratheesh Mohan
Arvind Kumar Vind
Ajaykumar Ramesh Solanki
Shibu Das
Srinivasrao Sampangi
Mohammad Sahid Ansari
Rakesh Kumar Sharma
-
Dyanand Chauhan
Divyakant Bhimji Solanki
Bhushan Satish Bairagi
Rajeev Kumar
Tarakeswar Rao Tamada
-
Kapees Chandra Mishra
Jitendrabhai Damabhai Tandel
Rajeshkumar Vallabbhai Tandel
Mahendra Kumar Damodar
Richard Simon D'mello
Ganesh Pukkalla
Sandeep Kumar
Yogendra Yadav
Mahesh. A
Paramveer Yadav
Antony Santiago Louis Newton
Poojesh Kumar
Balaji Gopal
Rameshwar Prajapati
Ashvin Kumar Lallubhai Patel
Madhan Kumar Raj
Shashi Ranjan Kumar Mishra
Cherian Binil Pulichottil
Nimesh Kumar Solanki
Ashok Kumar
Muthumanickam Arumugasamy
Bhaskara Rao Bade
Vakil Bhagwan Chauhan
Dilipkumar Thakorbhai Tandel
Solanki Virchand Raghav
Akir Jafar Sangrar
Jatinkumar Sumantrai Patel
Vikas Rajendrakumar Singh
Raju Kumar Ganagalla
Mohan Soorada
Mohammed Ansari
Ramswarup Ramdin
Ajo Pathalil Joseph
Santu Debnath
Anoop Vidyadharan
Jaykumar R Tandel
Fulbariya Ramesh Chandra Jeeva
Dhanam Agnel Fernando
Harindra Rambachan Yadav
Ravi Shankar Gupta
Apun Kumar
Kalamuddin. H. Hunna
Ajaykumar Ramjeet Yadav
Jayanta Dey

Executive Incentive Awards for Catering Crew: Best Cooks

- | | |
|-----------------------------|---------------------|
| 1. Mahesha Shetty Kasaragod | Azerbaijan |
| 2. Asokkumar Shanmugaraj | FS (Siva) Sincerity |
| 3. Mohammed Naseem Shaikh | The Deputy |
| 4. Pariyarth, Rajagopalan | Marlin Azurite |
| 5. Narendra Kumar Sethi | Alpine Mystery |
| 6. Manoj Kumar | FS Endeavor |
| 7. Shiv Singh Rawat | UACC Harmony |
| 8. Uttam Saha | Atlantic Canyon |
| 9. Soumen Patra | New Grace |
| 10. Ian Ace A. Amedo | |

Executive Incentive Awards for Catering Crew: Best General Stewards

- | | |
|--------------------------------|------------------|
| 1. Dhanajay Mandal | Aframax Rio |
| 2. Satyajit Mandal | Aframax Riviera |
| 3. Vijay Phalke | Azerbaijan |
| 4. Rajnishbhai Tandel | Forres Park |
| 5. Jignesh Prabhubhai Tandel | LR2 Eternity |
| 6. Hetul Navinchandra Talvadia | LR2 Pioneer |
| 7. Ashokkumar Gopalbhai Tandel | Spruce 2 |
| 8. Avijit Maity | Sama |
| 9. Nrisingha Halder | Marlin Master |
| 10. Mark David A. Atayde | Crimson Princess |



WINNING RECIPES



Chief Cook Ian Ace A. Amedo
New Grace

BAKED CHICKEN WITH VEGETABLES

**INGREDIENTS:**

- Whole Chicken
- Potatoes
- Carrots
- Baguio Beans
- Thyme
- Salt And Pepper
- Olive Oil

METHOD:

1. Chop the chicken and slice the carrots, baguio beans and potatoes.
2. Add the sliced vegetables in a bowl of water and salt.
3. Sprinkle salt, pepper and thyme onto the chicken.
4. Put the chicken in the food pan and add the vegetables into the chicken.
5. Bake in the oven for 45 mins.



Festive-CREATIVE

Competition for seafarers launched

A new Festive-Creative competition has been launched for all sailing staff. In celebration of the festive season, the contest will be held for a period of three months from October to December 2020. Participants are encouraged to submit a photo or video compilation not exceeding 20 seconds, showcasing their festive spirit onboard for various festivals in each month.

| Month | Submission date |
|----------|--------------------|
| October | 23rd October 2020 |
| November | 23rd November 2020 |
| December | 27th December 2020 |

The results of the competition will be announced in Executive News Bulletin Issue and winning entries will be shared on Executive Group

social media platforms as well. The campaign is to encourage celebrating the Executive spirit during the festive season. As such only group entries from each vessel will be accepted and each vessel can submit up to two (group) entries per month.

Entries will be judged on the festive spirit on display, crew camaraderie, creativity and originality, quality of the submitted entry. Please also refer below for other terms and conditions.

We request all Masters and Chief Engineers onboard ESM fleet to encourage their crew to participate and submit their entries. Do take note of the terms and conditions as listed below to ensure validity of submission. For any further enquiries in relation to the competition, please e-mail Communications@executiveship.com.

Continued on Page 6

MAIN NEWS

Updates on crew changes in September

- Continued from Page 1

EU missions in many countries have been forced to temporarily close because of the pandemic which has resulted in challenges in Schengen visa procurement for crew members travelling to EU ports. Issuance of visas to other countries have also been delayed. Instead of 3 – 5 working days, the required time for visas has been extended to 6 – 8 working days.

Crew changeover in the United States of America is ongoing, although few challenges have cropped up due to new mandate that crew must leave immediately after signing off and head to the airport for their flight. Since transit is no longer permitted vessels are not allowed to depart from the port until the crew signs off. The challenge remains in aligning the sign off of a crew member to meet a scheduled flight to avoid delay the vessel leaving as per schedule.

Other challenges encountered include lined up crew members testing positive for the virus prior undertaking scheduled travel. The process to line up replacements for signing off crew is daunting and sometimes unsurmountable due to prerequisite of multiple approvals from several stakeholders and medical tests ahead of such travel. In the event there is such a circumstance,

it does result in unavoidable but temporary delays in facilitating the crew change process.

Since late July, India has expanded its "Transport Bubble" with 13 countries. "Transport Bubble" refer to temporary arrangements between two countries aimed at restarting commercial passenger services due to the suspension of regular international flights. This agreement has been established with the following countries, Afghanistan, Bahrain, Bhutan, Canada, France, Iraq, Japan, Maldives, Nigeria, Qatar, United Kingdom, and the United States of America.

As of 30th September, German airline Lufthansa cancelled all flights to India until 20th October temporarily halting its previous "Transport Bubble" agreement between India and Germany. Negotiations on this matter is ongoing between the respective authorities.

No new changes have been announced in other ports worldwide since.

The company commitment
ESM's crew department remains deeply committed to completing all crew

changes onboard as per the contract. We greatly appreciate the patience and consideration displayed by our crew during this period. We urge all our seafarers to be alert and vigilant on taking necessary precautionary measures of health and adhere to the regulations and advisories issued by each port when undergoing crew changeover.

Joke of the month

Why did the bicycle collapse?

It was two tired.





EXECUTIVE
NEWS BULLETIN