



## MAIN NEWS

### SIMS secures second consecutive patent this year



The Samundra Institute of Maritime Studies (SIMS) was awarded its second consecutive patent by the Indian Intellectual Property, Govt. of India on 23rd September 2021 for its cargo tank

washing process. Earlier this year, the institution received its first patent on its innovation of the Pump Performance Analyser for the Centrifugal Pump. The cargo tank washing process is the result of an extensive research and collaboration between the SIMS research and development team and Class NK earlier in 2013 to develop an effective process of cleaning a stainless-steel tank which carried sulphuric acid as cargo.

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## ESM NEWS

### Fifty-six vessel crew changes conducted in September

Fifty-six vessel crew changes were successfully conducted in the month of September 2021. Restrictions have generally eased worldwide as many countries around the globe endeavour to live with an endemic COVID-19. Forty-nine vessel crew changes were successfully conducted in foreign ports and the remainder in Indian ports.

However, as the Delta variant continues to rage, restrictions of varying degrees remain

*Continued on Page 7*

## SAFETY MOMENT OF THE MONTH

### Crew members injured as rescue boat falls

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

While conducting lifeboat testing, crew members launched the rescue boat, maneuvering it close to the ship. Trials lasted for about an hour before the crew brought the boat alongside for recovery. After the hook and painter line were fastened, the crew in the boat started hoisting in the stable manner. However, when the boat reached the boat deck, the winch was stopped. Suddenly, the wire failed, and the boat fell 17 meters, hitting the water upright.

The engine was torn off its foundation, the bottom hull cracked, and the boat slowly drifted alongside the ship's port side. All three crew members were seriously injured.



#### Lessons learned

1. Assessing the viability of a wire rope is not an intuitive process. Some wire rope may appear good but be unsafe while others may appear outwardly poor but still be very good. Special training is needed to properly inspect wire rope.
2. A wire rope inspection checklist should be used for this task and the checklist should have viability criteria listed as a reminder for the person doing the inspection.
3. As per 2006 an amendment to the Safety of Life at Sea Convention (SOLAS) allowed lifeboats which must be maneuvered at abandon ship drills by an assigned crew to be launched without the crew on board, however it requires that each lifeboat shall be launched and maneuvered in the water by its assigned operating crew.
4. As per SOLAS Chapter III, Regulation 20.4, falls used in launching shall be inspected periodically and renewed when necessary due to deterioration or after not more than 5 years, whichever is earlier.
5. The periodic inspection of wire shall be carried out by competent persons.





## Letter from ESM

This newsletter is a good testament of the overall activities and tremendous involvement of teams across the organization that has brought multi-pronged results during the month of September. Kudos to the SIMS team for securing the second consecutive patent this year, fruits of their research & development. This indeed makes SIMS unique in the maritime training sector not only in India but worldwide. The latest patent is on cargo washing process in chemical tankers, immensely critical for a chemical tanker trade.

The news of Capt. Naval Aranke, ESM chemical tanker expert, posted in Houston office being appointed as a new member of the National Chemical Transportation Safety Advisory Committee by US Coast Guard speaks of the depth of chemical knowledge with the organisation. Hearty congratulations to Capt. Aranke and we look forward to his continued guidance to the next generation of ESM seafarers in that field.

The technical article written on Hold cleaning in Bulk carriers is a practical guidance for all who are part of the Bulk carrier fleet but interesting for anyone in the industry. The article on the World scale - the Tanker freight index is an engrossing read for anyone interested in the Commercial aspect of a ship. The health and environment remain our concerns. The two articles in this newsletter remind us to take care of both of ourselves and the environment as the recent research works highlight their importance. ESM's sincerity towards environment is well reflected as the company joins hands in decarbonization programme and makes this an integral part for future operations.

We are once again pleased to announce the results of the second Executive News Bulletin Photography Competition made open to all our seafarers and shore staff. We were overwhelmed at the enthusiasm and amazing creativity of all our participants. We wanted to discover the level of engagement and passion of all in pursuing this unique profession and career and what we discovered was indeed impressive!

Hearty congratulations to all winners and all participants. Please keep your creative mind intact and apply it to your day-to-day life bringing more fun and colour around. A big thank you to our team of judges comprising mariner, non-mariners, the communication and creative teams who manoeuvred through a very difficult task.

We are always eager to receive any feedback, information related to our seafarer's lives on board or ashore. We are happy to share pictures of Ganesh Chaturthi celebration on board Marlin Aquamarine. Thank you to all crew onboard for the initiative. Looking forward to more such reports in future.

October is going to usher in the festive season of the year starting with Gandhi Jayanti, Durga Puja Mahanavami and Dussehra. Our best wishes to all and hoping we enjoy all these festivals and occasions with good health and peace.

Till we meet again, be safe and be happy wherever you are ...

Sikha Singh

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## TECHNICAL NEWS

# Effective Hold Cleaning

By Capt. Swapnil Harne, Marine Superintendent

**Bulk Carriers make up nearly 21% of world's merchant fleet and make a sizeable contribution in sea transportation. To manage this big share of cargo transportation, it is very important to safely carry cargo in a good condition from point of loading to point of discharge. Hence the "Cargo Hold Cleaning and Preparation" is one of the key factors on a Bulk carrier.**

The main aim of this article is to help Master & Ship's officers to understand the requirement of the cargo holds' preparation before loading bulk cargoes. Cargo hold preparation is not just the matter of sweeping and hosing down. There are numbers of factors to be considered, failing of which can lead to substantial claims.

First question a Master must ask is "Whether ship is fully equipped to make its cargo holds ready for highest standard or not?" If the answer to this question is "No", then you may be heading into trouble. It is simply because of trading and commercial pattern, which bulk carriers normally follows.

For example, you have departed from a port after discharging coal cargo and you are being asked by charterers to proceed towards "XYZ" port with possibility of loading coal cargo again. However, it is also possible that charterers may get better profits by employing the vessel for loading grain cargo. At that time, if vessel does not have sufficient equipment and resources, it is certainly not possible for vessel to make it ready for loading grain. Hence, vessel should always make sure that at any given time, they have sufficient equipment available onboard to bring cargo holds to highest standard prior departing discharge port. Charterers, Owners and Managers should be informed well in advance about shortfalls.

Cargo hold preparation for loading next cargo must start at discharge port itself. The moment particular cargo hold discharge gets completed, vessel's crews need to start cleaning the same by removing maximum possible residues in port itself. This will reduce hold cleaning time at sea considerably.

Remember that even if vessel gets a long ballast voyage, it will not be certain as to how many good weather days will she get during the passage. Air blowing is the most effective means for cleaning

in port. Cargo residues can be removed from hold drain channels, hatch coamings and other places which have difficult access.

Thorough sweeping should be carried out while stevedores are in cargo holds. Cargo residue should be removed from underside of cargo holds transverses and frames, sounding or ballast piping support structures, Australian and vertical ladders, etc. Cargo hold bilges should be made free of cargo residue. Collect all cargo residues and keep them ready for removal by stevedores. Once at sea, always target the higher areas first which have difficult access such as upper hoppers, underside of cross decks, etc. This is possible only in good weather days as it requires use of scaffoldings and stage. Upper areas should be followed by bulkhead, lower hoppers and tank top Suitable chemicals to be sprayed using chemical applicator and scrubbed prior hosing down with seawater. Scrubbing of surfaces is important to get rid of stubborn & tough stains. Applied chemical must be left on the surface for a period of 20-30 mins prior hosing down to achieve maximum efficiency. However, it should not be allowed to dry out.

For seawater washing, use of air-water combination gun is most effective which delivers sufficiently long water jet with high pressure to reach highest areas of holds. Seawater washing should be conducted from the top to bottom. Cargo residues contained in hold wash water should be disposed-off in line with MARPOL Annex V or any other local requirements.

Once chemical and seawater cleaning is completed, removal of loose rust and paint scale to be carried out by use of sharp scrapers, hydro-blaster, etc. Attention should be paid to ladders, platforms, stanchions, beams-girders under cross-deck, beams, large pipes holding brackets, area behind the pipes, booby hatches, hatch coamings, underside of hatch coamings, etc. Once the scraping of loose rust is carried out, paint touch up should be done to protect the metal surface from oxidation.

Next step is to make tank top free of loose rust. This is achieved by use of hydro-blaster or Rustibus. For most of the cargoes, bare metal tank top is good enough. However, for some hospital standard cargoes, tank top needs to be painted or a coat of neutralizing coating (E.g. – OSPHO) needs to be applied to prevent oxidation. Vessel should check this requirement from Charterers/



Operators.

Next step towards hold cleaning is to carry out freshwater rinsing of

cargo holds. Thorough freshwater rinsing is very important as some charterers are very stringent in reference to hold inspection where they check for salt contamination by use of Silver Nitrate test kit, especially for loading of steel or similar sensitive cargoes to prevent onset of rusting.

Last step towards hold cleaning is hold bilge cleaning. Hold bilges must be cleaned thoroughly to remove all previous cargo residues, rust particles and cargo stains, etc. Rose boxes must be cleaned thoroughly. Bilge well suction should be washed with continuous running of seawater to remove all odour. It should be finally rinsed with freshwater. Make sure bilges are clean and dry. All loose material and residues should be removed from holds.

Condition of cleaned holds shall be shared on an ongoing manner with office in the prescribed formats and photographs. This will amply assist ship's staff in getting benefit of experienced mariners having a closer look at the prepared holds to provide necessary guidance to make sure that these are indeed fit to carry the intended cargo or the stipulated cleanliness standards have been closely complied with.

Prior boarding of the holds' Surveyor at loadport, Master and Chief Officer should personally carry out pre-inspection of cargo holds. They must conduct the inspection through the eyes of Surveyor and apply rigorous checks accordingly. Last but not the least – Final presentation of vessel to Surveyor(s) for hold inspection plays a major role in passing the inspection. Main deck needs to be clean and tidy. Ship's staff should be in neat and clean boiler suits. Surveyor should be received by one of the Senior Officers and treated with due courtesy. Master and Chief Officer should accompany Surveyor during holds' inspection. Ship's crew should be kept stand-by with small tools, rags, brooms, mops, etc. to immediately work upon any of Surveyor's recommendations. Access booby hatches and ladders should be clean, rust free, free of residues and well painted.

## COMMERCIAL

# Worldscale: A tanker freight index

By Capt. Vinod Dubey, Assistant Manager, Adhart

**We often hear about a bulk carrier being fixed at a freight rate of USD xx per ton cargo, while a tanker is mainly fixed at certain WS rate (e.g. WS 120 is 120% of WS). It may seem confusing and one may wonder which currency or unit of measurement is this "WS"?**

Worldscale (WS) is not a currency but a market index system for crude oil and refined product tanker chartering. Choosing a system of "Worldscale" over freight in USD per Ton assists in speedy decision - making.

While fixing a tanker, if options of wide loading or discharging ports' ranges are being explored, there will be more number of freight rates to be agreed upon.

Hence, a table was formulated showing "From & To ports" and the freight rate for Worldscale Standard Vessel at WS100. The rates were calculated so that after allowing for port costs, bunker costs, and Canal expenses, the net daily revenue was the same for all voyages.

The particular of a Worldscale Standard Vessel and the data used for getting a standard reference is shown in the picture below:

- Basis of calculation: Rates per tonne for a full cargo for the standard vessel are calculated on the basis of a **round voyage** from loading port/s to discharge port/s and back to the first load port by reference to a vessel of **75,000 DWT** with speed of **14.5 knots** and **bunker consumption of 55 Tonnes / day** and in addition for purposes other than **steaming 100tonnes** per round voyage and **5 tonne / port**. This is referred to as the **standard vessel**.
- The main calculation elements of each rate are:
  - ❖ a) Fixed hire element of USD 12000 /day,
  - ❖ b) Bunker cost based on prices over '6' months ending 31/3 and 30/9,
  - ❖ c) Port time of '4' days for a voyage from one loading port + discharge port + 12 hrs. Each extra port allowed on a voyage and includes lay-time of 72 hrs for the purpose of loading and discharging,
  - ❖ d) Canal transits time @ 24 hrs each transit of Panama canal and 30 hrs for each transit of the Suez.

The aim is to provide the ship-owner with the same net return per day irrespective of voyage performed for the Worldscale Standard Vessel at WS100. Rates in the table are based on round voyage and expressed in dollars per tonne of cargo.

Following are some sample rates from World Scale Table:

From Yokohama to:	US\$/tonne	Miles
Adelaide	10.60	10,574
Aden	12.39	13,038
Chiba	2.90	50

A question may arise that all other vessels will not be of the same specification as a Worldscale Standard Vessel. Hence, can these vessels use the table? The answer is Yes. A bigger sized tanker for a similar voyage will have higher expenses - such as for port costs, bunker costs, and Canal expenses, etc, however, she will be carrying more cargo too. Hence, the net earning per day for the owner will remain almost the same.

That is why WS is called "World tanker nominal freight scale" which means the freight rate in the table is solely used as a standard of reference.

Depending upon the prevailing market, size of vessel, etc. actual price negotiated between shipowner and charterer can range from 1% to 1000% of WS

and is referred to respectively as WS1 to WS1000, for example, if a tanker is fixed for a voyage from Yokohama to Adelaide at WS120, it means owner will get a freight rate of  $1.2 \times \$10.60 = \$ 12.72$  per tonne.

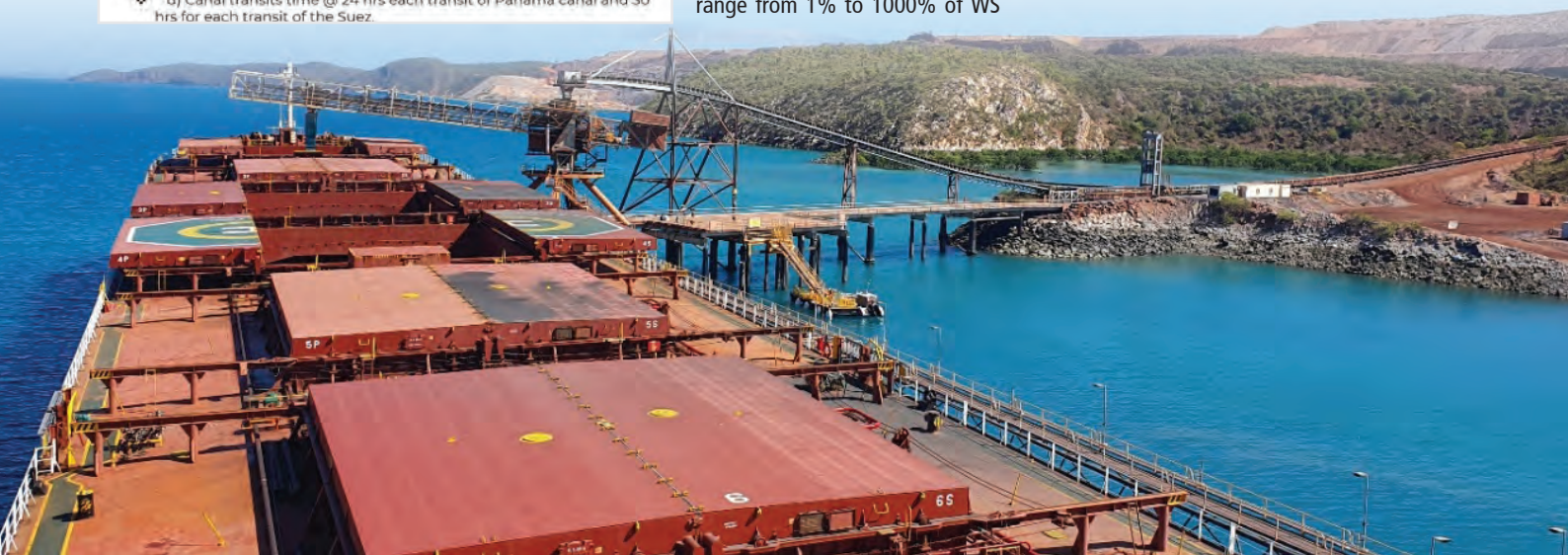
During market fluctuations due to supply demand imbalance (e.g. OPEC cuts, Black Swan events, etc.) the same voyage which was fixed on earlier occasions at WS200 may suddenly drop 10 (ten) times to WS20.

The history of world scale is also interesting. Similar to a bulk carrier, even tankers' freight rates were expressed in dollars per ton prior to World War II. The idea was conceived during World War -II, when the first table was prepared by the USA and British Governments.

The current Worldscale was established in November 1952 by London Tanker Brokers' Panel at the request of British Petroleum and Shell as an average total cost of shipping oil from one port to another by a tankship. A large table was created as a result. The same scale is used today, although it was merged with the American Tanker Rate Schedule (ATRS) in 1969.

Currently, the table includes the average costs of about 320,000 voyages of different combinations of one load and one discharge port to five loads and ten discharge ports with about 80,000 rates. Worldscale is currently produced by Worldscale Association (NYC) Inc. for the Americas and by Worldscale Association (London) Ltd. for the rest of the world.

Rates are revised annually using updated Bunker Prices, Port Costs and Exchange Rates and a new table is published every year.



## MIND YOUR BODY

## Potato-based snacks increase the risk of cardiovascular diseases

A study published in the *Journal of the American Heart Association* has found eating starchy snacks such as those found in white potato, after any meal is associated with an increased mortality risk and cardiovascular disease (CVD)-related death. On the other hand, eating fruits, vegetables or dairy during specific meals reduced the risk of death from cardiovascular diseases, cancer, or other causes.

Shifting consumer trends towards health and wellness in the recent years has made more people interested in foods that benefit their immunity, metabolism, and mental state. While people are increasingly concerned about what they eat, they are also worried about when they eat. Thus, researchers from the Harbin Medical University School of Public Health, China, tried to understand the effects of different foods when consumed at certain meals.

Researchers analyzed the results of 21,503 participants ages 30 and older in the National Health and Nutrition Examination Survey (NHANES) from 2003 to 2014 in the United States of America (USA), assessing dietary

patterns across all meals. Additionally, they used the U.S. Centers for Disease Control and Prevention's National Death Index to note participants who died through December 31, 2015, due to cardiovascular disease, cancer, or any cause.

Participants' dietary patterns were categorized by the type of food eaten at mealtimes and those who did not fit into specific meal patterns were analyzed as a reference group. Higher proportions of fat and protein were noted in the breakfast group. There were two groups for lunch with refined grain, solid fats, cheese, added sugars, cured meat in the first group and fruits in the second group. Participants in the fruit-based lunch group also consumed whole grain, yoghurt, and nuts. Two groups, vegetable and fruit dinners were identified as the main dietary patterns for the evening meal. Participants in the vegetable-based dinner group consumed the darkest vegetables, red and orange vegetables, tomatoes, other vegetables, and legumes.

For snacks, grain snack, starchy snack, fruit snack and dairy snack were identified as the main snack patterns in between meals. Participants

who consumed starchy snacks consumed the most servings of white potatoes. Consuming a snack high in starch after any meal was associated with a 50-52% increased risk of all-cause mortality and a 44-57% increased risk in CVD-related mortality. Lunch with refined grains, cheese, cured meat, was associated with a 44% increased risk of cardiovascular death. On the other hand, a fruit-based lunch was associated with a 34% reduced risk of CVD death. Eating a vegetable-based dinner was associated with a 23% and 31% reduction in CVD and all-cause mortality, respectively.

Hence, the study revealed that considering the amount of a particular food and its intake time is critical for maintaining optimal health. Thus, future nutrition guidelines and intervention strategies should integrate optimal consumption times for food across the day.



## ENVIRONMENTAL NEWS

## Study finds effective catalytic water disinfectant

Scientists from Cardiff University have found that a catalytic water disinfectant created on the spot with hydrogen and air is more effective at killing viruses and bacteria than traditional, commercial methods. This discovery may revolutionise water disinfection technologies while presenting an opportunity to provide clean water to communities that are in need.

The catalytic water disinfectant is made from gold and palladium, which takes in hydrogen and oxygen to form hydrogen peroxide, a common disinfectant produced on an industrial scale. Each year over four million tonnes of hydrogen peroxide are made and later transported to places used and stored. Stabilising chemicals are often added to the solutions during the production process to stop them from degrading. However,

these chemicals also reduce the effectiveness of hydrogen peroxide overall.

Water is also disinfected with the addition of chlorine. However, chlorine reacts naturally with occurring compounds in water to form compounds that can prove toxic and harmful to humans in high doses. The ability to produce hydrogen peroxide at the point of use would overcome both efficacy and safety issues currently associated with commercial methods.

The study tested the disinfection efficacy of commercially available hydrogen peroxide and chlorine compared to the catalytic method in their respective abilities to kill *Escherichia coli* (E. Coli - bacteria found in the environment, foods, and intestines of people and animals) in identical conditions. After that, an analysis was conducted to determine how the bacteria were killed using

each method.

As the catalyst brought the hydrogen and oxygen together to form hydrogen peroxide, it simultaneously produced many highly reactive compounds, known as reactive oxygen species (ROS), responsible for the antibacterial and antiviral effect, not the hydrogen peroxide itself.

The catalyst-based method was 10,000,000 times more potent at killing the bacteria than an equivalent amount of the industrial hydrogen peroxide and over 100,000,000 times more effective than chlorination, under identical conditions. Additionally, the catalyst-based method was more effective at killing the bacteria and viruses in a shorter space than the other two compounds.

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## ENVIRONMENTAL NEWS

## Study finds effective catalytic water disinfectant - Continued from previous page

This study shows potential for revolutionising water disinfection technologies around the world. It also presents the opportunity to rapidly disinfect water over timescales, in which conventional methods have proven ineffective while preventing the formation of hazardous compounds and biofilms that can help bacteria and viruses thrive.

Around 785 million people lack access to water globally, and 2.7 billion people experience water scarcity at least one month a year. In addition to this, inadequate sanitation, an extension of the lack of access to water - a problem for around 2.4 billion people worldwide- can lead to deadly

diarrheal diseases, including cholera and typhoid fever, and other water-borne illnesses.

It is pertinent to note that although the findings of this study are without a doubt revolutionary and novel, the components of gold and palladium are not accessible nor cost-effective. Palladium in fact, is more expensive than gold.

Hence, it is imperative to consider and question the ultimate beneficiaries as well as the feasibility of such solutions. Would it benefit economically richer countries or considerably poor countries where water supply is also a great income inequality?



## ESM NEWS

## Ganesh Chaturthi celebrations onboard Marlin Aquamarine

The crew onboard Marlin Aquamarine celebrated the auspicious occasion of Ganesh Chaturthi on 10th September with a handmade idol of Lord Ganesha. Made from seabed mud, the idol was carved by Bosun Jentilal Somvar Baria.

Congratulations to the crew for their stellar efforts to ensure wonderful Ganesh Chaturthi celebrations onboard. To share your happy moments and more, do write to us at [Communications@executiveship.com](mailto:Communications@executiveship.com) to be featured in the Executive News Bulletin and via our social media platforms.



Bosun Jentilal pictured with idol and decorations



ESM NEWS

## US Coast Guard conducts training demonstrations onboard Red Marauder



The crew onboard ESM-managed Red Marauder received praise for their professionalism and support from the United States Coast Guard (USCG) for the successful filming of their demonstration video of Marine Inspector Performance Support Architecture On-The-Job Training (SOJT).

Chosen as a venue by the Coast Guard to film demonstrations of inspection procedures, a letter of appreciation dated 30th July 2021, thanked the crew for their cooperation to filming optimal

inspection procedures. Successfully coordinating with ESM shore office, three USCG inspectors along with a videography crew boarded the vessel on 18th May and captured expert explanations that will be used to train the next generation of marine inspectors and examiners, thereby ensuring safety of all vessels in U.S waters.

Following all COVID-19 precautions and ensuring continued onboard operations, the crew filmed in areas such as the fixed DCP fire-fighting system room as well as the fire control plan, capacity plan and hazardous area plan.

The crew onboard also received compliments for their hospitality. Well-done to the Red Marauder crew for their support and display of professionalism.

ESM NEWS

## Fifty-six vessel crew changes conducted in September

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imposed in majority of the countries thereby affecting the efficiency and overall speed of conducting crew changeovers.

Crew change continues to remain largely restricted in Singapore, Malaysia, Indonesia, and Taiwan. China, South Korea etc have lengthy,

varying requirements and restrictions for crew changeovers. Australia and New Zealand also remain status quo with limited changes in crew change regulations in these countries. Japan has limited quarantine in the country to three days. The United Arab Emirates has allowed crew changes for Indian nationals. US embassies have

ESM NEWS

## ESM joins hands in Decarbonization Program

Taking a step further in risk management and environmental compliance, ESM has partnered with a maritime data intelligence company for the Decarbonization Program (D4D) project. The project provides predictive intelligence using big data and Artificial Intelligence (AI). The partnership supported by other reputable maritime organizations was officially announced on September 14, 2021.

The Decarbonization Program (D4D) by predictive data intelligence company, Windward will utilize partner - supplemented data to build AI models that will predict the Carbon Emission basis fuel oil consumption in different geographical locations and weather conditions. Their behavior analysis models are already measuring vessels behavior for a variety of needs without requiring any onboard installation.

The maritime transport industry is presently

**ESS General Manager appointed as member of United States N-CTSAC**



**Executive Shipping Services (ESS) Houston General Manager, Capt. Naval Aranke was appointed as committee member of the National Chemical Transportation Safety Advisory Committee (N-CTSAC). Capt. Aranke represents the Marine Handling or Transportation of Chemicals.**

The Committee advises the Secretary and the United States Coast Guard (USCG) on matters concerning the safe and secure marine transportation of hazardous materials. Previous work for the committee includes Vessel Response plans for Chemicals and Facility response plans for Chemicals, Coast Guard policy letter on distinction between Annex I and Annex II cargoes and more.

also began providing bulk dates for seafarers who require a US visa.

The company continues to monitor the global situation while making avail of each crew change opportunity presented to ensure an efficient but most importantly, safe crew changeover.

responsible for 2.5% of global carbon emissions and regulatory bodies such as the International Maritime Organization (IMO) etc. are tightening laws to reduce carbon emissions. Hence future commercial decisions will need to ensure environmental compliance.

ESM continues to partner with cutting-edge technology providers and other opportunities in the industry for growth and development ensuring sustainability in maritime.

# ENB

## Photography Contest



# Winners



30 Ramana Rao Pilla



DC Jishnu Dinesh



BSN Ahamed Kabeer Ibrahim

# ENB

## Photography Contest

# Runners-up



DC Haridas Pillai



CO Pankaj Tyagi



30 Mohit Rana



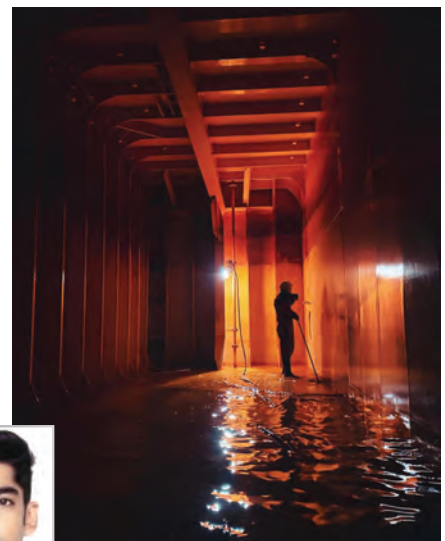
4E Som Deo Joshi



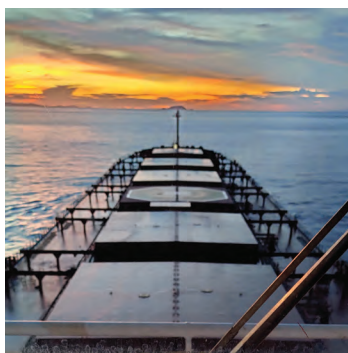
AB Jaswinder Singh Rajput



20 Bibin Varghese



DC Pranay Arora



AB Vagesh



MM Yatin Kumar Solanki



20 Anil Kumar Mahla

MAIN NEWS

## Continued from Page 1

Cargo tanks are made up of stainless steel for the transportation of aggressive acids such as sulphuric acid, phosphoric acid, nitric acid etc. The corrosion effect of sulphuric acid on stainless steel is minimal either at high concentrations (more than 70%) or at low concentrations (less than 20%) as compared to the concentration within the range of 20 percent to 70 percent. Hence, sulphuric acid of more than 80 percent concentration is stored and transported in the chemical tanker.

High temperature and dilution, aggravate the corrosion rate of stainless-steel tanks, particularly during tank cleaning. Thus, the main idea behind the innovation and the collaboration between SIMS R&D and Class NK was to minimise the use of resources such as fresh water, man-hours and within minimum corrosion of tanks.

In conducting this research, the team set up a facility comprising of stainless-steel cargo tank equipped with a plurality of jet ejectors, discharge pump and pH sensor. An extensive series of experiments were conducted where the corrosion rate of different types of stainless steels were studied against various concentrations of sea water and fresh water under different temperature conditions. With the findings of the experiments, SIMS thus developed an effective

process of cleaning of cargo tanks which carried sulphuric acid. The patent was filed on 14th May 2014.

Professor DVB Swamy, former principal, SIMS Lonavala who was closely involved in development wrote, "Delighted to know that our work has received a patent, proving that work with commitment and true involvement does produce wonderful results!"

Reflecting on the team's journey, he added, "At the time, we wanted to generate results of the highest research standards that can withstand peer scrutiny at any level. Hence, our strategy was to create an infrastructure that enables main investigation, beginning from fundamental research work. The idea of Patent evolved in due course. Kudos to the proud Team Members whose genuine contribution realised this intellectual dream."

The patented process will be made available to Executive Group of Companies for implementation accordingly. The SIMS R&D team is constantly on the lookout for projects that add value to shipping and other allied industries.

Our heartiest congratulations to the SIMS team for yet another milestone achieved.

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

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



Scan for download





# 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 2021

### ONLINE COURSES

COURSE	NO. OF DAYS	INTAKE	DATES
BTM Learn	4 days	4	On request
Advanced PSCOM E-Learn	2 days	5	On request
MARPOL E-Learn	2 days	5	On request
ERM E-Learn	1 day	5	On request
Resilience Self Learn	1 day	CBT	On request
EDMS Self Learn	1 day	CBT	On request
Jonse E-Learn	2 days	3	On request
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
DP Maintenance	3 days	2	On request
Bulk Carrier E-Learn	1 day	3	On request
Navigation Audit E-Learn	1 day	5	On request
Safety Induction Training - Ratings E-Learn	3 days	5	On request
Internal Auditor E-Learn	2 days	5	On request
RCA. E-Learn	1 day	5	On request
BWTS E-Learn	1 day	5	On request
Type Specific ECDIS Online (TRANSAS/JRC/CW)	1 day	2	On request
High Voltage. 3D E-Learn	3 days	4	On request
COLREGS Refresher Training E-Learn	3 days	10	On request
LVM	2 days	3	On request
ATOT E-Learn	3 days	5	On request
ATCT E-Learn	3 days	5	On request
ASPHALT-B E-Learn	0.5 day	2	On request
Wind Mill E-Learn	1 day	3	On request
MARFLEX E-Learn	1 day	1	On request
CCOB E-Learn	0.5 day	3	On request
SHC (CL RM)	4 days	3	On request
EP E-Learn	4 days	3	On request
Log Carrier E-Learn	1 day	3	On request
SITR E-Learn	3 days	4	On request
Maritime Risk Management (DNV)	1 day	6	On request
FRAMO E-Learn	2 days	3	On request
PUMPMAN (CL RM)	6 days	4	On request
ME	1 day	2	On request
LVM-B	1 day	2	On request
Crane Operator Course	1 day	4	On request
ECP MARPOL E-Learn	3 days	4	On request
ECP MARPOL E-Learn (Rating)	2 days	4	On request
ISO Awareness Training	1 hr	Unlimited	On request
Polar Water	5 days	2	On request
BTM-Refresher Course	1 day	6	On request
MARPOL Refresher Course	1 day	6	On request
Adv PSC OM - Refresher Course	1 day	6	On request
Advanced ECIDS Operation	1 day	1	On request
ERM Refresher Course	1 day	6	On request
COLREG	2 days	12	On request

- The course will be held subject to meeting the minimum quorum.
- Officers to confirm their attendance to the respective Field Office at least 1 week prior commencement of the course.
- Officers once confirmed for the course shouldn't cancel it except in emergency. Please intimate field office promptly.
- Officers coming for the courses are required to maintain proper dress code (Smart formals with tie).
- 1 Photograph will be required for each course (T-shirt photo not accepted).

**For Course Bookings,  
Please Contact:**

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

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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 2021!

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST TAPAN SARKAR	16/10	CHOLA TREASURE	30 ABHISHEK SONI	29/10	UACC CONSENSUS
MST VIVEK TYAGI	12/10	MAETIGA	30 TOM JOE KUZHIVELY	19/10	THE CHIEF
MST ARVIND KUMAR RAM	10/10	LR2 ETERNITY	JO SAHIL RANA	20/10	LUBERSAC
MST RAJIV VERMA	06/10	ONE MILLAU	CE RAKESH SHAH	15/10	GLORIOUS FUJI
MST PURNENDU KUMAR JAGDEO RAJAN	26/10	THE BLACKSMITH	CE SANU PAUL VARGHESE	05/10	POSEIDON BAY
MST SHARAD SHARMA	29/10	RED RUM	CE CHERIAN CHANACHERIL THOMAS	03/10	PALANCA MIAMI
MST AMIT KUMAR	30/10	THE DIPLOMAT	CE NISHANT NAYANAM	20/10	VELOS RUBY
MST RAVI KANT	04/10	MANDALA	CE MAHESH SARAVANAPERUMAL THIRUPPATHI	26/10	THE BLACKSMITH
CO BAHADUR SINGH BOLA	19/10	AFRAMAX RIVER	2E BRUNO RENATO FERNANDES	19/10	GLORIOUS KAURI
CO SUMIT MOHAN SAXENA	18/10	PRINCESS MARY	2E BALJEET SINGH HEER	25/10	ST. GERTRUD
CO MARK CARLOS CHIKHALIKAR	15/10	IKAN PANDAN	2E JINCE MATHEW	31/10	HOUYOSHI EXPRESS II
CO VIKRAM AWASTHI	27/10	VELOS RUBY	2E DILEEP CHANDRAN	20/10	MAREX NOA
CO KAPIL SHARMA	08/10	LR1 AMBASSADOR	2E RAHUL MEHTANI	06/10	UACC RAS LAFFAN
CO YOGESH RAMCHANDRA MHATRE	18/10	ALITHINI II	2E JATINDER SINGH	13/10	ZARIFA ALIYEVA
CO VAARNIBAN KIRUBAKARAN	26/10	EVER FAIR	2E VISHAL SHARMA	12/10	KOBAI
CO SUNIL KUMAR YADAV	01/10	FS DILIGENCE	3E SHINE ANANDAN	08/10	MARLIN AVENTURINE
20 SAMEER SANJEEV KHANDRE	03/10	KIKYO	3E ALOK KUMAR	01/10	ST. GERTRUD
20 ANVAR NASHEETH KANNANKULAVAN	13/10	THE CHIEF	3E ARVIND LOKHANDE	08/10	WILLOWY
20 VIJAY SINGH KHAINAL	16/10	VICTOIRE	3E ISHAN NAYAR	29/10	KANALA
20 ROHIT POKHARIYAL	29/10	ATLANTIC GUARD	3E SREEHARI KANDATH	13/10	MITERA
20 GAURAV PRADIP MULE	10/10	KIKYO	3E CHAITANYA BURRALA	06/10	JAL KAMADHENU
20 LOVEPREET SINGH GAHRA	05/10	FRONT SANTIAGO	3E BIPIN PAUL PULICKASSERY	11/10	MANDALA
20 SALIM JAVED ARKATE	07/10	MARLIN APATITE	3E AVISHEET SINGH	14/10	UACC RAS LAFFAN
20 MANDEEP SINGH	10/10	JANINE K	3E PRITHIVIRAJ BALASUBRAMANIAN	22/10	MOL TRUTH
20 ARSHDEEP SINGH	15/10	UACC CONSENSUS	3E NIKHIL JOSHI	02/10	CRIMSON KNIGHT
20 SREENATH TATTARAMBATH NARIPATTIL	27/10	ALPINE MYSTERY	3E SHARAD VIJAY GUPTA	10/10	ROBERTO
20 ANKITH KIZHAKKILLAM NEELAMANA	06/10	ATLANTIC CROWN	3E VIKAS CHAUHAN	27/10	JACQUES
20 BABANDEEP SINGH SANDHU	14/10	THE JUDGE	4E SAI DHANESH BHASKAR MALLAREDDY	20/10	TAMPA TRIUMPH
20 PRABHJOT SINGH MAAN	19/10	GANGA K	4E SAKSHAM SINGH	02/10	CARTAGENA
20 KARAN ARORA	04/10	CARTAGENA	4E AKASH MASAND	13/10	IKAN PANDAN
20 ANSHUMAN THAKUR	16/10	SPRUCE 2	4E RAJAT GIRISH PENDHARKAR	25/10	REFERENCE POINT
30 ANJESH CHETAN YADAV	01/10	APL MINNESOTA	4E MOHAMMED ARSHAD	07/10	PRINCESS ALEXIA
30 ABHINAV CHOLAYIL VINODAKRISHNAN	16/10	EVER GENTLE	4E JEEVAN AKSHAY	16/10	MITERA
30 AMAL RAJ	15/10	CHEM HELEN	4E VIJAY SHUKLA	24/10	GRAN COUVA
30 AKSHAY SHARMA	04/10	ATLANTIC CROWN	4E SWAPNIL DINKAR SAWANT	31/10	ASTRID
30 KIRAN KANDATHIL KISHORE	14/10	UACC SHAMS	4E SIMRAN PAL SINGH	22/10	AFRA LAUREL
30 ARUN KOLLARATH GEORGE	19/10	ROBERTO	4E ADITYA KUMAR	22/10	EVER FAST

NEW JOINERS

# New joiners welcomed onboard ESM vessels

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



- |       |                       |                 |       |                     |                |
|-------|-----------------------|-----------------|-------|---------------------|----------------|
| 1. JO | AYUSH NEGI            | GODAM           | 9. JE | ARVIND MAHLA        | KANALA         |
| 2. JE | RAHUL AHLAWAT         | IKAN PANDAN     | 10.JO | SHASHI KUMAR        | ST. GERTRUD    |
| 3. 4E | AKASH MASAND          | IKAN PANDAN     | 11.30 | SIGMOND S. ALMEIDA  | JAL KAMADHENU  |
| 4. JO | PRATEEK SINGH         | PRINCESS ALEXIA | 12.JO | ANSHUL KUMAR        | PRINCESS MARY  |
| 5. JE | AMAN DAS              | CITY OF TOKYO   | 13.JE | VISHESH KUMAR DUBEY | POSEIDON BAY   |
| 6. 30 | GAURAV HITENDRA MANGE | YAMABUKI        | 14.JE | RAJAT SOOD          | ZARIFA ALIYEVA |
| 7. JE | UTKARSH SHARMA        | CARTAGENA       | 15.JO | ROHIT SINGH HADA    | THE DIPLOMAT   |
| 8. JO | MANMEET SINGH         | VICTOIRE        | 16.JE | ROYAL RODRIGUES     | VELOS FORTUNA  |

PUZZLES ANSWERS FOR ISSUE 196

1	M	U	2	N	I	3	C	H		4	S	5	P	I	6	C	E	7	S
	U		I		H			8	S				U		O			T	
9	T	E	Q	U	I	L	A					10	T	U	D	O	R		
	A		A		M			N					O		E			A	
11	T	A	B	L	E			12	C	O	N	V	I	C	T				
	E				R			H						N				A	
		13	G	14	I	L	A	M	O	N	15	S	T	E	R				
16	S			M									P		E			17	F
18	T	E	M	P	19	U	R	A				20	T	U	21	T	O	R	
	I		E		S			N					B		H			I	
22	C	A	N	O	E			23	Z	E	A	L	O	U	S				
	K		S		U			A				C		R				K	
24	S	L	E	E	P	Y			25	S	K	I	N	N	Y				

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

PUZZLES

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

Across

- 1 Edible powdery starch obtained from certain palms (4)
- 3 Suggested (but not expressly stated) (8)
- 9 Reach a stable state (7)
- 10 Filled bread snack (informal) (5)
- 11 Speedy (5)
- 12 \_\_ Mantel, Booker Prize winning author, 2009 and 2012 (6)
- 14 Or (13)
- 17 Skivvy (6)
- 19 Yeast and mushrooms, for example (5)
- 22 Piercing (5)
- 23 Motivated (7)
- 24 First part of a three-day equestrian event – reeds sag (anag) (8)
- 25 Hammer-wielding Norse god of thunder (4)

Down

- 1 He has quite exceptional powers (8)
- 2 Take hold (5)
- 4 Delicious-looking – a time-worn thug (anag) (5-8)
- 5 Categorise (5)
- 6 Select group united by common interests (7)
- 7 Playthings (4)
- 8 Bibliophile (6)
- 13 Container for gas stored under pressure (8)
- 15 (Inflct) suffering (7)
- 16 Really (2,4)
- 18 Small amounts of residue (5)
- 20 Of course (informal) (5)
- 21 Round of applause (4)

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

SUDOKU OBJECTIVE

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

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

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

AWARDS AND ACCOLADES

# Executive Incentive Awards for 4th Quarter 2021

## VESSEL

Aegean Wave  
 Afra Laurel  
 Aframax Rio  
 Aframax Riviera  
 African Jacana  
 Alhani  
 Aljalaa  
 Alpine Mystery  
 Alqadisia  
 Arago  
 Ariane Makara  
 Aristodimos  
 Astrid  
 Atlantic Canyon  
 Atlantic Crown  
 Atlantic Eagle  
 Atlantic Guard  
 Atlantic Prince  
 Gaz Amaris (ex-Azeri)  
 Bougainville  
 Cartagena  
 Chem Helen  
 Chem Nicholas  
 Chola Harmony  
 Chola Virtue  
 City of Tokyo  
 Claxton Bay  
 Crimson Knight  
 Crimson Majesty  
 Crimson Princess  
 Forbes Park  
 Front Santiago  
 Front Suez  
 FS Diligence  
 FS Endeavor  
 Janine K (ex-FS Sincerity)  
 Glorious Fuji  
 Glorious Kauri  
 Godam (ex-Amore)  
 High Jupiter  
 Houyoshi Express II  
 Ikan Pandan  
 Ikan Pulas  
 Jacques  
 Jal Kamadhenu  
 Joseph Wisdom  
 Jubilant Future (BERGE KITA)  
 Kamome Victoria  
 Kanala  
 Kikyoo  
 Kobai  
 Laperouse  
 LR1 Ambassador  
 LR1 Carrier  
 LR2 Eternity  
 Lubersac  
 Maea  
 Maetiga  
 Mandala (ex-Andro)  
 Marex Noa  
 Marlin Amber  
 Marlin Amethyst  
 Marlin Apatite  
 Marlin Aquamarine  
 Marlin Aventurine  
 Marlin Azurite  
 Mitera (ex-PEX)  
 New Grace  
 New Horizon  
 Oaka (ex-Afra Oak)  
 Pac Alnath  
 Pac Dubhe  
 Pac Schara  
 Pac Shaula  
 Pac Suhail  
 Palanca Cadiz  
 Palanca Miami  
 Pioneer Bay  
 Platytera  
 Polaris Bay  
 Poseidon Bay  
 Princess Alexia  
 Princess Mary  
 Red Eagle  
 Red Marauder  
 Red Rum  
 Reference Point  
 Renaud  
 Roberto  
 Royal Samurai  
 Samraa Alkhaleej  
 Santos  
 Schwyz  
 Spruce 2  
 St. Gertrud  
 The Blacksmith  
 The Chief (ex-SPORE)  
 The Deputy  
 The Diplomat  
 The Judge (ex-Mapu)  
 The Sheriff  
 UACC Consensus  
 UACC Eagle  
 UACC Falcon  
 UACC Harmony  
 UACC Ras Laffan  
 UACC Ras Tanura  
 UACC Shams  
 UACC Sila  
 Velos Aquarius  
 Velos Fortuna  
 Velos Leo  
 Velos Ruby  
 Victoire  
 Yamabuki  
 Zarifa Aliyeva

## DECK SIDE

Vijay Pratap Singh  
 Ashish Kumar Panda  
 Aditya Rahate  
 Ronak Kantilal Tandel  
 Haribhai Gopalbhai Tandel  
 Swapnil Shrikrishna Shinde  
 Crossington Selvam  
 Siva Mohan  
 Surendra Hasmukhraj Tandel  
 Dileesh Mukrikandy Valappil  
 Ashish Thakur  
 Harindar Chandrabhan Yadav  
 Naveen Kumar Rai  
 Amrit De  
 Hanuman Balaji Manjunath  
 Digneshbhai Dineshbhai Tandel  
 Sandeep Kumar Yadav  
 Midhun Puthalath Madathil Manoharan  
 Ramadass Shanmugam  
 Jai Prakash Chidipilli  
 Durlabhbhai Ramjibhai Tandel  
 Mukesh Kumar  
 Dinesh Kumar Pal  
 -  
 Parth Sanjay Shinde  
 Salim Zainuddin Kazi  
 Satyanarayana Raju Vadapalli  
 Musthafa Abdul Hameed  
 Prince Kumar  
 Derick John Ramirez Emeterio  
 Piyush Kumar Laxmabhai Tandel  
 Tanvir Umar Kardekar  
 Prabir Biswas  
 Mandar Bhaskar Mahadik  
 Vagesh  
 Dipak Kumar Basantia  
 Mehul Kumar Ishwarbhai Tandel  
 Chandrakantbhai Valjibhai Tandel  
 Ramsunil Kumar Prasad  
 Ankur Chaudhary  
 Ashutosh Singh  
 Sahayaraj Joseph  
 Goutam Biswas  
 Ramesh Kumar Sharma  
 Vilbur Velly Benny Cardoz  
 Ramchandra Rudhyibhai Tandel  
 Raymond Esber Parrilla  
 Kample Praveen Majevaniya  
 Ajay Yadav  
 Safir Kadir Kawankar  
 Prabose Benchhar  
 Trishulkumar Nathu Kharwa  
 Praful Govind Chauhan  
 Bharatkumar Ramanlal Tandel  
 Mohammad Aseem  
 Kushal Pal Singh  
 Diljith Thekkethalaparambil  
 Ruchit Ramchandra Tandel  
 Jitendrakumar Haribhai Tandel  
 Hiteshkumar Kantilal Bamanian  
 Mahesh Kumar Solanki  
 Dinesh Kumar  
 Issac Scaria  
 Vijay Kumar  
 Ajeet Singh  
 George Varghese  
 Vimlesh Kumar Rai  
 Rodolfo Jr Rosales Cabalan  
 Nestori Benignos Tan  
 Narenkumar Jerambhai Tandel  
 -  
 Nithin Puthiyedath  
 Anmol Kumar Tirkey  
 Anil Chauhan  
 -  
 Jeyakumar Paiva Expathek Paiva  
 Divyakumar Vijayan  
 Shrvan Kumar Rajbhar  
 Lakshmanarao Badi  
 Lanson Ajith Dsouza  
 Sandip Javaharlal Gupta  
 Arun Kumar  
 Neelakanta Rao Pukkalla  
 Deepthy Yesudasana  
 Lakshamana Rao Ganagalla  
 Dhansukhlal Bhagwanji Tandel  
 Sunil Parasnath Gupta  
 Ripan Biswas  
 Vijay Telespore  
 Crisanto Farnacio Gabot  
 Akash Sharma  
 Tensylot Newton Thomas Gama  
 Jayesh Mohan Bamanian  
 Mohammad Istiyak Khan  
 Reinbran Adanza Sososco  
 Ajay Pratap Singh  
 Dilip Bhounik  
 Gyan Bahadur Singh  
 -  
 Manoj Singh  
 Pradeep Kumar  
 Jeevan Sai Guntu  
 Debasis Maji  
 Baskaran Subramanian  
 Mohammad Din  
 Inuthayaraj Lasar Fernando  
 Rakesh Kumar Singh  
 Joseph Kabil Sundararaj  
 Arun Arumugam  
 Vipin Kumar  
 Joselito Sampoello Camacho  
 Manoj Kumar Singh  
 Julio Julian Noronha  
 Rene Jhetro Dago Oc Paliwag  
 Mitesh Bhaidas Solanki  
 Imran Thakur

## ENGINE SIDE

Bibek Kumar  
 Avinash Kumar  
 Vickrant Nath  
 Venkatarao Konada  
 Raj Kumar Yadav  
 Lakha Ahamad Khan  
 Anoop Vidyadharan  
 Dinesh Chandra Shukla  
 Nitesh Rai  
 Edgar Singson Ortiz  
 Sushil Kumar Tiwari  
 Andrew Jose  
 Arumugam Govindasamy  
 Ravi Kumar Chaudhari  
 Shyamkumar Chandubhai Tandel  
 Ajay Chauhan  
 Kailash Chandra Nayak  
 Sureshkumar Thakorabhai Tandel  
 Manoj Prabhakar Janna  
 Mark Randolph Abelarde Banal  
 Pola Rao Dummur  
 Sanjiv Kumar  
 Pushp Raj  
 Rahul Krishnan Kurupraserry  
 Babloo Yadav  
 Gopinadh Ghanta  
 Amol Kashinath Patil  
 Chandrakant Prashant Tiwari  
 Hare Ram Vishwakarma  
 Mark Ryan Viray Sagun  
 Ajay Kumar Yadav  
 -  
 Awaneesh Singh  
 Manoj Kumar Singh  
 Rathsesh Mohan  
 Milton D Couth  
 -  
 Venkata Ramana Murthy Baruva  
 Anikkuttan P. Appukkuttan  
 Jifin Joseph  
 Rajeshkumar Chhotubhai Patel  
 Rajesh Chaube  
 Sunil Kumar  
 Ashok Kumar Sudhanna Adhikari  
 Mohammad Irfan Ansari  
 Anilkumar Kizhake Veettil  
 Francon Corod Dela Cruz  
 Balvantrai Limbbhai Tandel  
 Suresh Chandrabhan Maurya  
 Rafiullah Rahimtullah Khan  
 Sandeep Kumar  
 Krishna Kumar Singh  
 Sushant Kumar Anand  
 Prakash Chandra Senapati  
 Hemalkumar Bhimji Bariya  
 Naveen Kumar Vanikka  
 Mayur Parsotam Chauhan  
 Pawan Kumar Chauhan  
 Ravindra Soma Ghadigaonkar  
 Santu Debnath  
 Sunil Rajareegam  
 Anil Singh  
 Jitendra Singh  
 Binod Ranjan Sala  
 Jitendrabhai Damabhai Tandel  
 Sumer Singh  
 Surendra Kumar Patel  
 Kevinjay Mutia Briones  
 Jan Matther Campita Remoroza  
 Vivek Kumar  
 Abhay Kumar Mishra  
 Awadesh Kumar  
 Rajubhai Thakorabhai Tandel  
 Akash Kumar  
 Nathaniel Jr Acquiatián Sacala  
 Fakir Jafar Sangrar  
 Bipinkumar Ratilal Dhapa  
 Vikash Patiyal  
 Mazhar Ayyub Kondkari  
 Prashant Ramesh Khairnar  
 Somdatt Kashyap  
 Kumara Bojanna  
 Muni Prasad Suiy  
 Deepu Krishna Kumar  
 Ashish Sitaram Pawar  
 Sukheesh Achiyath  
 Kanhaiyalal Shyamal Chauhan  
 Sivan Theivendran  
 Mansingh Narendra Yadav  
 John Paolo Villamayor Santos  
 Ravindrakumar R. Gupta  
 Jitendra Kumar Pandey  
 Krishna Vilas Tupare  
 Kalamuddin Hussain Huna  
 Laxman Gopichand Loniya  
 Micheal Kalai Arasan H. Remigius  
 Gorakh Singh  
 Naveen Kumar Chauhan  
 Ashok Kumar Roy  
 Shiv Kumar  
 Abhinandan Kumar Gupta  
 Baasudev Singh Viswanadha  
 Litto Wilfrad Tholath Vincent  
 Anwesh Kumar Tripathi  
 Dharmesh Karshan Solanki  
 Ram Lakshian Chauhan  
 Arvind Chauhan  
 Soumen Chakraborty  
 Dharmendra Bhimji Bamanian  
 Sanjay Kumar Chauhan  
 Ravi Shankar Gupta  
 Neeraj Kumar Jain  
 Ramil Minoza Babayson  
 Edmon Nabong Silvestre  
 Umesh Kumar Pandey  
 Jai Singh Yadav

# Executive Incentive Awards for Catering Crew: Best Cooks

- |                                 |                   |
|---------------------------------|-------------------|
| 1. Gerald Cajes Pulvera         | Victoire          |
| 2. Antosanojan Antonydhas       | UACC Sila         |
| 3. Praveen Tudavekar            | Atlantic Eagle    |
| 4. Anoop Kamalon                | UACC Ras Laffan   |
| 5. Dev Dutt                     | Red Marauder      |
| 6. Shyamkumar Ramchandra Tandel | FS Endeavor       |
| 7. Pankaj Kumar                 | Marlin Aquamarine |
| 8. Kushal Singh                 | Godam (ex-Amore)  |
| 9. Ratan Biswas                 | Willowly          |
| 10. Jan Mamert Vego Bercero     | New Horizon       |

# Executive Incentive Awards for Catering Crew: Best General Stewards

- |                                  |                     |
|----------------------------------|---------------------|
| 1. Saleem Ismail Khalpe          | UACC Eagle          |
| 2. Umeshkumar Dalpatbhai Tandel  | Marlin Aquamarine   |
| 3. Menas Nathu Solanki           | UACC Ras Laffan     |
| 4. Anish Udayan Arul Xavier      | Forbes Park         |
| 5. Kirankumar Naranbhai Tandel   | UACC Falcon         |
| 6. Dheeresh Mumbhath Vazhavalap  | UACC Shams          |
| 7. Vipul Kumar Kishan Solanki    | Houyoshi Express II |
| 8. Sagar Kokkal                  | Front Santiago      |
| 9. Vinaykumar Durlabhbhai Tandel | Red Marauder        |
| 10. Ramil Libunao Valderia       | Royal Samurai       |



## WINNING RECIPES



Chief Cook  
Shyamkumar R Tandel  
FS Endeavor

## CHICKEN GILAFI KEBAB



### Ingredients

• Chicken mince	300 gm	• Almond	20 gm
• Chopped onions	50 gm	• Chopped mint	10 gm
• Chopped tomatoes	50 gm	• Red chilli powder	5 gm
• Chopped capsicum	50 gm	• Garam masala powder	5gm
• Coriander leaves	30 gm	• Ginger garlic paste	5gm
• Chopped green chilli	20 gm	• Cumin powder	3gm
• Salt	5 gm	• Lemon juice	10ml
• Vegetable oil	20 ml	• Fresh cream	10ml
• Cashew nuts	20 gm	• Kewra water	5ml

### Method

1. In a grinder add chicken mince, onion, salt, red chilli powder, garam masala, ginger garlic paste, cumin powder, lemon juice, coriander leaves, mint leaves, green chillies, fresh cream, kewra water, cashew and almonds
2. Grind all these ingredients well.
3. Skewer the mince on to wooden skewers.
4. Take chopped onion, capsicum and coriander leaves in a flat plate.
5. Wrap these chopped vegetables around the kebabs.
6. Bake them in oven at 180 degree for 8 to 10 minutes.
7. Gilafi kebabs are ready to serve.



Chief Cook  
Antosanojan Antonydhas  
UACC Sila

## GOLDEN FRIED PRAWNS

### Ingredients

• Prawns	500 g	• Turmeric powder	1 tsp
• Onion	1 piece	• Lemon juice	1tsp
• Green Chilli paste	2 chopped	• Refined flour	3/4 cups
• Ginger Garlic paste	1 tsp	• Corn flour	½ cup
• White pepper powder	1 tsp	• Baking powder	½ tsp
• Soya sauce	1 tsp	• Mayonnaise	for serving
• Chilli powder	2 tsp	• Tomato ketchup	for serving

### Method

1. Clean and wash prawns, remove the shell and de-vein the prawns. Dry the prawns in paper towel. In a bowl, mix Ginger garlic paste, lemon juice, soya sauce, white pepper powder and salt to taste.
2. Marinate the prawns and prepare the batter. Apply the prepared mixture to the prawns and refrigerate for 2 hrs to marinate. Mix refined flour, corn flour, baking powder, 3 tbsp. oil, salt and ¾ cup of water whisk to make batter and keep aside for 15 minutes.
3. Deep fry the prawns, heat sufficient oil on medium flame. Then dip the marinated prawns in the batter and deep fry on medium heat. Turn them frequently for 2-3 minutes until they are golden brown.
4. Serve hot. Transfer them on a plate and serve with a sauce of your choice.



ESM NEWS

## SIMS participate as panelist in UK P&I webinar

SIMS Mumbai faculty Capt. Vincent Fernandes, Vice Principal represented the maritime institution as panelist in webinar held by the UK P&I Club on Bridge Watchkeeping. Held on 09th September 2021, the webinar discussed best practices for watchkeepers, changes, and drafting bridge procedures.



Capt. Vincent Fernandes

At the webinar, Capt. Vincent focused on key issue - the misunderstanding and misuse of the Zoom function on ECDIS. His presentation was followed by a question-and-answer session during which he clarified doubts and addressed certain key issues brought up by attendees.

Other industrial experts from various organizations across the maritime industry also addressed topical issues. The session was moderated by Capt. Anuj Velankar, Regional Loss Prevention Director of the UK P&I Club. More than 1200 participants attended the webinar session which received positive feedback about the speakers.

For future webinars and trainings conducted specifically by SIMS, please follow our Facebook Group - [https:// www.facebook.com/groups/ simspostsea](https://www.facebook.com/groups/simspostsea) or contact our Training Coordinator at training. [sims@ samundra.com](mailto:sims@samundra.com) or WhatsApp/Call +91- 9819811366.

ESM NEW TAKEOVER

## Chemical tanker Alithini II taken over in September

Chemical tanker Alithini II was successfully taken over at Japan on 28th September 2021. The vessel is helmed by an experienced crew comprising of Master Kunal Kashyap, Chief Officer Yogesh Ramchandra Mhatre, Chief Engineer Vivek Kumar Rungta and Second Engineer Paras Sharma.



Our heartiest congratulations to the crew and onshore teams for their efforts in ensuring a safe and efficient takeover. Best wishes to all onboard Alithini II, safe sailing and following seas on their voyages ahead!

ESM NEWS

## Winners announced as Executive News Bulletin Photography Contest 2021 wraps up

Winners have been declared for the Executive News Bulletin Photography Contest 2021. Launched in the August 2021 issue of the company's newsletter, the Executive News Bulletin, the contest which ended on September 15, 2021, invited shore and sailing employees to submit entries under the theme of "Pride and Joy of a Seafarer as a Lifeline of Global Trade".

Launched for the second time, the contest saw a high volume of entries from participants. It was heartening to witness the enthusiasm towards the contest especially from vessels with a large quantity of submissions. Winners will receive cash prizes, corporate gifts as well as a Certificate of Recognition, Runners Up will receive corporate gifts and a Certificate of Merit and participants will receive a Certificate of Participation. Certificates will be made available via ESM Mumbai or the participant's respective Zonal office.

As the contest concludes, we thank the Masters and Chief for wholeheartedly encouraging crew participation and submitting their entries on the behalf of the crew while onboard. We would also like to thank other participating seafarers and our onshore staff for their enthusiasm.

Do keep a look out for future contests and campaigns. Our heartiest congratulations to all winners!

Top Three (3) Winners:

	Prize:	Name:	Rank:
1st Prize:	\$300	Ramana Rao Pilla	Third Officer
2nd Prize:	\$250	Jishnu Dinesh	Deck Cadet
3rd Prize:	\$200	Ahamed Kabeer	Bosun

\*Please note that all listed prize winners will be contacted separately.

*Continue on Page 8 for List of Winners and Runners-Up*



### Joke of the month

What kind of shorts do clouds wear?

Thunderpants.





**EXECUTIVE**  
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