



MAIN NEWS

ESM introduces ‘Super Over’ challenge for seafarers

Executive Ship Management launched a campaign, ‘Super Over’ in a bid to familiarize all seafarers on board vessels with the Company’s Safety Management System (SMS). Akin to the enthralling cricket ‘super over’ made famous by the World Cup, the campaign involves weekly quizzes with different levels of trick questions. The campaign aims to be a fun exercise for the seafarers in ‘playing the overs’ whilst learning and understanding the various safety regulations.

The challenge, open to seafarers of all ranks involves a questionnaire on SMS sent weekly to vessels by the shore based HSEQA team. Participants are required to answer six multiple questions within 24 hours. Inspired by different types of cricket-ball deliveries such as Bouncer,

Yorker, Googly, Flipper, Chinaman, and Doosra, the questions were named and tweaked according to the trickiness of each delivery.

The SMS, implemented by ESM, is an important aspect of the International Safety Management Code. It provides all the important policies, practices and procedures that are to be followed in order to ensure a safe functioning of ships at sea. Hence, it is imperative our seafarers,

regardless of their ranks, are thoroughly familiar with this.

The ‘Super Over’ campaign has received overwhelming responses from seafarers across vessels and concludes on the 30th of September 2019. We encourage all crew to participate in the upcoming weeks ahead and congratulate the HSEQA team for this fun and educational initiative.

We are pleased to announce the ‘Man of the Match’ or the winning entries for the recently concluded four Super Overs:

Super Overs	Man of the Match	Rank	Vessel
1st Week:	Hemant Raheja	Chief Officer	UACC Ras Laffan
2nd Week:	J Prince	Second Officer	Azerbaijan
	Chiran Kumari Reghu	Chief Officer	Lubersac
	Ranjith Vallamalla	Second Officer	Marex Express
3rd Week:	Gaurav Mule	Third Officer	Marlin Amethyst
4th Week:	J Prince	Second Officer	Azerbaijan
	Capt Amitesh Sarkar	Master	Atlantic Guard
	Hemant Raheja	Chief Officer	UACC Ras Laffan

SAFETY MOMENT OF THE MONTH

Crew member slips while transporting provisions

*** 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 transporting a large quantity of provisions from the refrigerator room to the galley. The weight required him to hold the tray with both hands. The metal cover of the refrigerator room door area was slippery because of condensation. As the crew member stepped on it, he slipped and fell. While falling, he used his right hand down to try and break his fall. However, it did not help and he sustained a fracture. He was sent for a medical visit ashore and doctor confirmed the fracture.

Lessons learned

- The adage ‘one hand for the ship and one for yourself’ reminds us to work with care.
- Never carry a load with two hands. When you need to use the stairs, you should keep one hand on the handrail.
- When two hands are required to carry the weight, use other means to ensure safe carrying such as a cart etc.
- Incidents and injuries should be reported immediately after they happen, however insignificant you may think they are at the time.
- Be cautious when in rooms where moisture



is present and chances of the area being slippery is increased.



Letter of the Month

Excitement for the September seems to be palpable in the air – with a respite to the summer heat and the monsoon deluge expected to ease off into a serene autumn. Phew! While we wait for the excitement to unfold, the August issue speaks of activities and excitement that kept all in the organization occupied. Team Executive participated in various sports and tournaments as well as the seminars organized by the industry leaders. While we congratulate our winning team, the professional standing of our marine experts have been acknowledged in the various industry seminars. The on going “Super Over” challenge is a unique smart sport that seems to have caught up with our sailing staff. Thank you all for the enthusiastic participation and congratulations to the respective Man of the Matches. Keep it up!

The two technical articles on Hatch cover securing and Revision of Contour setting depth recommendation provide hands on solutions to our seafarers on topics very pertinent to daily on board operations. They are not only worth reading but, archiving for future reference as well. We very much welcome any comment or query on them from our knowledgeable seafarers on board.

Stress is a perennial topic and concern for a modern day human being, in spite of all the luxury and life style that science and technology has brought in. The human kind may get richer (materially) proportionately with the exploitation of the nature, however, as our health article points out it’s the nature that holds the key to destressing and straightening out the knots in our life. Time to relook!

Similarly, it’s no longer a fancy talk that climate changes are affecting the countries around the globe. Some may like ostriches, refuse to acknowledge what a large number of scientists and environmental groups are pointing out through their research and impartial analysis. This is exactly what our Environmental article has brought to your notice especially in review of the recent happenings to the climate.

We return in October with more news and information, in the meantime, do enjoy this issue and let us know if there is something that we could add or subtract to make this newsletter more meaningful and enjoyable to you all.

Till then, be safe, remain engaged and happy – always,

Sikha Singh

Editorial Team

Editorial Director
Sikha Singh

Editorial Assistant
Sara Cherian
Varsha Vaswani

Editorial Advisor
Capt. Arun Sundaram

Design & Layout
Nurul Aini Mohd Ikhsan
Nur Mayamin Hippy

To contribute or be featured in the website, do write to us at crew14@executiveship.com or crew9@executiveship.com

TECHNICAL NEWS

Hatch Cover Securing for Hold Cleaning at Sea



Hatch cover rolled out of the trackway



Wheel is not fully aligned

Most of the makers of hatch covers, mandate maximum allowed heel at 3° on both sides (port or STBD) and maximum trim at 2°. Does this mean that hatch covers cannot be operated at sea when the rolling is more than 3° and pitching more than 2°? Unfortunately, the answer to above is 'YES'.

On the other hand, Charterers may ask the crew to clean all cargo holds onboard within 4-5 days. There could be a situation where previous cargo carried could be a dirty one, e.g. pet coke, bauxite, iron ore, coal etc., and next cargo planned is of sensitive nature. Getting a rolling of over 3° is a very normal condition at sea and hence do we need to clean holds with hatch cover closed? Rather, is this practical to carry out chemical cleaning, with chemical fumes being present inside the hold, of the cargo hold surfaces with hatch covers closed?

If we have a long voyage, then probably crew can wait till we get a favourable weather. What happens when we do not have the luxury of a long voyage being available? We shall discuss this below with the aim of identifying the most optimum situation / set of measures where hatch covers can be opened at sea for the sole purpose of preparing holds for next sensitive cargo.

Vulnerable situations when risk factor is maximum

- When hatch cover wheels are on the trackways and not locked i.e. during opening and closing operations.

- When rolling wheels are not exactly straddling the whole trackway and instead rolling over the edge. Operating wheels should align squarely with the track way.
- When hatch covers are deformed, causing uneven load on the wheels, meaning higher share of load on a particular set of wheels.
- When locking arrangements are fragile or have large operating clearances. They may break off while under load or locking pins would come off making the hatch cover pontoon free to move.
- When operating chains are worn out, weak, prone to breakage and improperly adjusted for tightness.
- When the hatch operation has a history of abnormal sounds / vibrations which have been ignored.
- When vessel does not have a pair of hydraulic jacks of enough power to lift the pontoons and realign, in case the wheels come off the trackway for some reason.
- When vessel has not factored in the future adverse weather conditions while deciding to open the hatch covers at sea, for hold cleaning purpose.

Preventive measures to avoid incidents when hatch covers are operated at sea

1. Most critical part of the operation is when the wheels are on trackways and not locked. Hatch cover opening and closing operation must not be carried out when vessel is rolling higher than 3° or pitching more than 2°. If required, Master to change the course on hand steering under his personal

supervision. Once the hatch cover pontoons are locked after having been opened, they can withstand rolling of over 7-10 ° on either side.

2. A beam swell of more than 2m must be avoided and operations must be ceased if the vessel consistently faces a beam swell of more than 2 m.
3. Hatch covers must be closed before crew finishes their work for the day.
4. For gearless vessels, pair of hydraulic jacks must be available of enough capacity to realign the pontoons in case wheels fall off the trackway for some reason.
5. Locking arrangements must be free of corrosion and locking pins and respective slots must be snug fit and not be having extra clearance due to corrosion.
6. Lashings must be taken under personal supervision of Master, in case hatch covers cannot be closed, for some unavoidable reason, before crew knocks off for the day. (Risk assessment must be carried out and office approval for the same must be obtained.)
7. To factor in the weather updates for the day prior deciding to operate hatch covers.
8. Never to ignore instances of abnormal sounds / vibrations when operating hatch covers. To take preventive measures immediately without any delays.
9. Never to ignore serious corrosion, cracks or distortions in the covers and supports/coamings.
10. Full compliance with ESM work permit, WP 15A, and seeking office approval.

ESM NEWS

ESM revises recommendation on Contour Setting depth – Part 1

***The following is the first part of a two – part Article. The second part will be published in the October 2019 edition of the Executive News Bulletin 2019. ***

ESM has revised the Company's recommendation on Contour Setting depth in ECDIS. The new recommendation, in line with publication NP 232 is as follows:

Safety Contour = Dynamic draft + Minimum Net UKC requirement – Height of tide

Shallow Contour = One Contour less than Safety Contour

Due to the receipt of numerous queries especially with regard to the lack of understanding of tide in this calculation, the HSEQA team has provided an FAQ to assist and clarify any doubts raised.

1. Why Height of Tide is being subtracted from the Safety Contour depth? Why it is not added, as we do for depth calculation?

Let us use an example to understand this.

Say, there is a position "X" on ENC with charted depth of 10 meters. As we move towards shore, there is another position "Y" on ENC with charted depth of 5 meters.

Now, assume that, Vessel's dynamic draft + Minimum UKC requirement add up to 10 meters.

OOW would like to receive an alarm when vessel reaches 10 meters' depth so that he is warned that beyond this limit, navigational safety is at risk. OOW will set Safety Contour depth in ECDIS

as 10 meters. When vessel reaches position "X", ECDIS will provide an alarm to OOW and OOW will take required action.

This is visible in Figure 1.

Now, let us consider the case, in which the tidal range in that area is 5 meters.

Due to this tide of 5 meters, at high water, the actual depth in these positions will become:

Position "X" - 15 meters (Charted depth of 10m + 5 m tide)

Position "Y" – 10 meters (Charted depth of 5m + 5 m tide)

So, what should the safety contour depth setting in this case be?

If we are going to keep it the same as before (i.e., 10 meters without considering the height of tide), OOW will get an alarm at position X (Charted depth -10 m) which is of no use. This is shown in Figure 2. Because actual depth of water at "X" is now 15 meters.

That is why, we subtract the Height of tide to revise safety contour depth setting as 5 meters i.e. charted depth of 10 m - 5 m tide.

The OOW will now get an alarm at position "Y" (Charted depth of 5m, actual depth due to tide of 10 m). OOW knows that Vessel is safe till

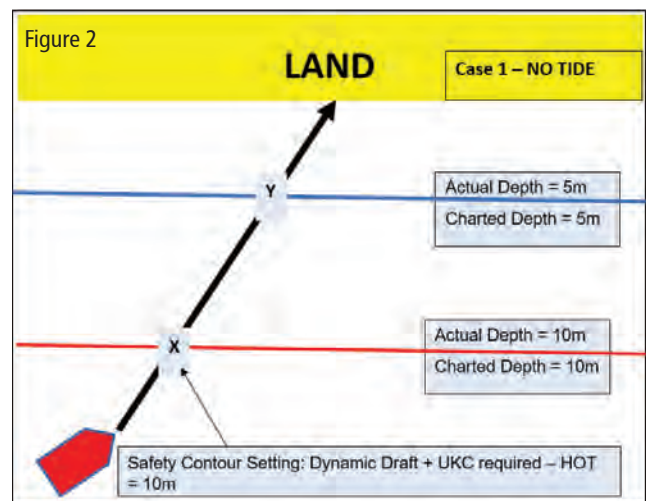
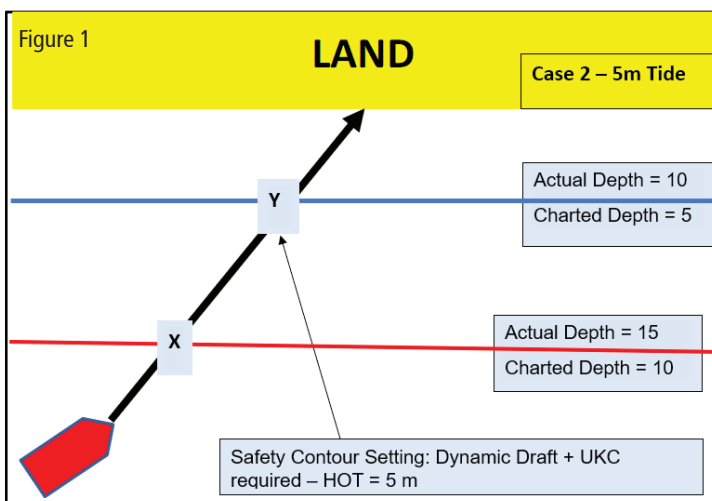
position Y (of course, because of tide) and action is required to be taken when crossing position Y.

In a nutshell, OOW wants an alarm basis actual depth of water, while the ECDIS is to be set basis Charted depth. Hence, to get an alarm at any particular charted depth, OOW needs to subtract the height of tide.

If OOW does not subtract, the alarm will sound much earlier than needed, at 20 mts of actual depth (if we add the height of tide to the setting of safety contour setting, we will get the figure as 15 mts The actual depth at the location will be 15 (charted depth) + 5 (HOT) = 20 mts).

2. If height of tide is not subtracted, Vessel will get the alarm much in advance. What is the problem in erring on safer side?

Yes, you can say, there is no issue in erring on safer side. But then, your primary aim is to receive an alarm to remind you to act & not to ignore. The Safety Contour is one of the most critical safety alarms used in ECDIS. Once this alarm is muted and ignored, there is no more alarm to warn OOW regarding inadequate depth. Hence, it is important to set the depth alarm in such a way that when Safety contour alarm sounds, OOW takes it seriously and knows it's time to act. That is why, to make best use of this alarm, it should not be set to static draft of vessel. It should be adjusted with all dynamic factors such as tide, squat, etc. and to make the error as minimum as possible.



ENVIRONMENTAL NEWS

Arctic warming contributes to drought

A study conducted by the University of Wyoming has found the warming of the Arctic occurring in today's climate could result in a drought. This is based on a precedent set by a similar event over 10,000 years ago. This study highlights the severity of this issue and if unaddressed could lead to negative repercussions on the environment.

The Arctic is warming at twice the rate of the global average and its repercussions are starting to show. In the recent weeks, Iceland, marked its first ever loss of a glacier to climate change. Such glacier losses are one of the many repercussions, as when the Arctic becomes warmer, the climate and precipitation patterns change. In fact, this has previously occurred when an Arctic warming from over 10,000 years ago resulted in a drought.

Based on this, a new research from the University of Wyoming, United States of America has found, similar changes could occur in today's climate. A warming Arctic weakens the temperature difference between the tropics and the poles resulting in less precipitation, weaker cyclones and mid-latitude westerly wind flow which in turn will create droughts. Since the temperature difference between the Arctic and the tropics drives weather, the wider the opposing temperatures, the better the results in increase of precipitation, stronger cyclones and robust wind flow.

To conduct this study, researchers analyzed the changes in tropic – to – pole temperature using geological evidence from three time periods: 100 years ago, 2000 years ago and 10,000 years ago. While they were able to find atmospheric records for the last century, there were fewer records available for the other time periods. However, they were able to find an alternative to substantiate the research using the scientific method, tree rings. Tree rings or growth rings help to date trees to the exact year they were formed. In addition to dating them, they provide data of the study of climate and atmospheric conditions during different periods in history from wood. With the help of this information, the scientists were able to measure temperatures over the past 2,000 years.

Water bodies such as the Lake of the Woods in Wyoming, Little Windy Hill Pond and Rainbow Lake in Beartooth Mountains were examined. Lake deposits, cave deposits and glacier ice were also studied, recording prior temperatures and precipitation. With this, they found in the past, when the temperatures were similar to that of present conditions (warming of the Arctic), places in the mid-latitude regions, dried out. This therefore allows them to predict and anticipate similar changes in the future.

Many events across the globe continue to make the threat of climate change necessary to address. The world in 2019 marked July as the



hottest month on record. Wildfires are raging in the Amazon rainforest and the monsoon season is seeing increasing floods and viral fevers in various regions. The warming of the Arctic due to climate change is an issue that is imperative to address as it stands to have a snowball effect on the climate, affecting the rise of sea levels, loss of marine and Arctic wildlife, increase of severe weather events such as cyclones and more.



MIND YOUR BODY

Twenty minutes of contact with nature can reduce stress



A study from the University of Michigan has found that taking twenty minutes in a day to spend time with nature can significantly lower stress hormone levels. This provides healthcare providers with a basis for further research into understanding how effective spending time with nature is, in different amounts.

It has always been known that nature provides individuals with peace and serenity. Repeated studies have stated, contact with nature or “Nature Pill” reduces stress and improves well-being. However, these studies have not been wholesome or conclusive as they do not answer certain questions such as – what kind of nature is applicable, how often should one do this and for how long? A new study conducted by researchers from the University of Michigan is set on answering these questions, finding that taking twenty minutes in a day to spend time with nature can significantly lower stress hormone levels.

Conducted over an eight-week period, the study utilized urban dwellers as participants who were given a flexible schedule. They were asked to spend time with nature with a duration of up to ten minutes or more for at least three times a week, at any time of the day. The place of their nature experience was left to their own choosing.

There were few restrictions to reduce factors known to influence stress such as avoiding the use of social media, internet, phone calls, conversations and reading, no aerobic exercise and being with nature in daylight.

Building personal flexibility into the experiment allowed researchers to identify the optimal duration of a nature pill in an unpredictable and hectic schedule. With this, researchers measured cortisol (a stress hormone) levels from saliva samples taken before and after this nature exercise, once every two weeks. Four different samples of cortisol change were collected to ensure flexibility caused by day to day differences as well as to allow for researchers to make an estimate of effective duration.

Based on this, it was found that a twenty-minute nature experience was enough to significantly reduce cortisol levels. Furthermore, they found that cortisol levels dropped at their greatest rate if individuals spent more time immersed in a nature experience, 20 to 30 minutes sitting or walking. Additional, de-stressing benefits continued to add up after but at a slower pace.

The results of this study appear to have many advantages. For starters, healthcare users can accurately prescribe or customize nature pills as a stress buster or a preventive measure and treatment for mental disorders. It is also a basis

for further research as it can be utilized to assess how effective nature pills are in comparison with age, gender, seasonality, physical ability and culture influences.

In today’s world, feeling stressed and overwhelmed even at the littlest things is most certainly unavoidable. For some, it can serve as a motivator and for others, it can affect their physical and mental health. Either way, it is important that we find a healthy coping mechanism so that we can help reduce negative feelings as well as manage stress more effectively.

Here are some other ways to cope with stress:

- Eliminate superficial stress reducers such as alcohol, cigarette smoking etc
- Eat a well-balanced diet
- Exercise regularly
- Reduce caffeine intake
- Prioritize: Spend a little time organizing your to-do list to see what is most important.
- Set time aside daily for yourself
- Meditation, yoga or breathing exercises.
- Find your own de-stressor: such as reading a book, going for a walk etc.
- Seek professional help if necessary.



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 - SEPTEMBER 2019

SIMS Mumbai Courses

COURSE	NO. OF DAYS	DATES	COURSE	NO. OF DAYS	DATES
Electronic Document Management System	1	On Request	TRANSAS ECDIS	2	On Request
Dynamics of Port State Control and Oil Major Inspections	2	On Request	Chartworld ECDIS	2	On Request
MARPOL	1	09, 16, 23, 30	ECDIS – Totem	2	On Request
Critical Chemical Operation Briefing	0.5	04, 11, 18, 25	"Turkish Strait - Dardanelles and Bosphorous (TSDB)"	2	On Request
Bridge Team Management	5	03-07, 09-13, 16-20, 23-27	ME Engine	2	On Request
BP-Bridge Team Management	5	03-07, 09-13, 16-20, 23-27	Ice Navigation	2	On Request
Maritime Resource Management-S	5	09-13, 23-27	Risk Assessment	0.5	On Request
Enclosed Space Entry-Briefing	0.5(PM)	On Request	Incident Investigation	1	On Request
Navigation Charts Corrections and Passage Planning	2	12-13,26-37	Furuno ECDIS	2	On Request
Advanced Safety Training on Chemical Tankers-Type 2	3	On Request	ECDIS Simplified	1	On Request
Operation And Maintenance of Framo Cargo Pumping System	3	On Request	DP Basic	5	03, 16
"Advanced Training on Chemical Tanker Operations for Ratings (ATCT)"	5	On Request	DP Advanced	4	09, 23
"Advanced Training on Oil Tanker Operations for Ratings (ATOT)"	5	On Request	DP Maintenance	5	Every Monday
Integrated Safety Training for Ratings	5	09-13, 16-20, 23-28	DP Awareness	2	On Request
Basic Tanker Operation Training	1.5	09-10, 16-17, 23-24	Marine Electrical Practices (MEP)	5	On Request
Advanced Safety Training on Oil Tankers	3	On Request	Basic H2S (OPITO Approved)	0.5	On Request
Large Vessel Manoeuring (LVM)	2	On Request	Maritime Crew Resource Management	5	On Request
PMT	1	On Request	TASCO	10	11
ANST	1	07, 13, 20, 27	CHEMCO	10	03
JONSE	2	03, 10, 17, 24	BTOCT	6	23
Familiarization & Safety Training on Chemical Tankers	3	On Request	Maritime Resource Management (MRM)	4	On Request
Advance PSC/OM	0.5	On Request	BTGT	5	03
GASCO	10	18	Electronic Chart Display and Information System (ECDIS)	5	09
DG-SMS	5	03, 23	ERS-ML	5	16
JRC – ECDIS	1	On Request	ERS-OL	3	23
JRC – ECDIS (9201-C)	2	On Request	Free Fall Lifeboat (FFLB)	2	04

SIMS Lonavala Courses

COURSE	NO. OF DAYS	DATES
Electronic Chart Display & Information System	5	16 - 20
FFLB	2	04 - 05
EP (SR 6 D)	6	09 - 14, 23 - 28
EP (JR 12 D)	12	11 - 24
MEMS	2	16 - 17
PEPFE	2	23 - 24
Promotional Assessment	1	09, 16, 23, 30
ERS (OPE)	3	23 - 25
ERS (MGT)	5	16 - 20
FSCT (3 D)	3	4, 11, 18, 25

SIMS Chadigarh - Value Added Courses

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

Sims Kochi - Value Added Courses

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

The course will be held subject to meeting the minimum quorum

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

**For Course Bookings,
Please Contact:**

Email for all courses:
cto@executiveship.com

HAPPY BIRTHDAY!

CREW BIRTHDAYS

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

NAME		BIRTHDAY VESSEL		NAME		BIRTHDAY VESSEL	
MST	KOHINOOR KUMAR SINHA	10/09	AFRA LAUREL	CE	DEEPAK KUMAR NIDHI	13/09	ST. GERTRUD
MST	REY PRIMAYLON CHAVEZ	29/09	BITUMEN EIKO	CE	MOHAMMAD ZAKI BIN ABDUL MAJID	02/09	EXECUTIVE VALOUR
MST	HARISH KUMAR SHARMA	19/09	AFRAMAX RIVER	CE	GANESH KUMAR JAYAPAL	04/09	ATLANTIC CROWN
MST	ACHYUT PARMESHWAR	07/09	SANTOS	CE	GANESH KUPPUSWAMY	10/09	EVER GENIUS
MST	PINAKI MUKHERJEE	27/09	MARLIN MAGIC	CE	DILEEP MATHILOTE KUMARAN	03/09	PALANCA CADIZ
MST	MANOJ JAIVANT KHORJEKAR	29/09	AMORE MIO	2E	RICARDO SAMACO MORCEN	18/09	NAVIOS SOUTHERN STAR
MST	GOPAKUMAR NAVALORE	13/09	ATLANTIC LEO	2E	PUSHPENDRA SINGH SONGARA	08/09	PALANCA CADIZ
MST	PARAMJIT SINGH SANDHU	14/09	CHEM HELEN	2E	PRADEEP SHYAM KAKU	16/09	MARLIN MAGIC
MST	ARUP CHATTERJEE	21/09	ALHANI	2E	RESHU PANDEY	04/09	LR1 AMBASSADOR
MST	DEEPAK SHARMA	17/09	KIKYO	2E	SANDEEP PANDURANGAIAH MYLAVARAM	07/09	HIGH JUPITER
MST	JITENDRA KUMAR	22/09	PALANCA MAPUTO	2E	SAURABH SURESH KUMAR	08/09	MAEA
CO	JULIUS PEREZ MENDOZA	23/09	BITUMEN EIKO	2E	AVISEK MANDAL	13/09	ALQADISIA
CO	SHANJIBDHAN BAHADUR PRADHAN	17/09	CARTAGENA	2E	BHAGWAN SWAROOP SHARMA	12/09	ZARIFA ALIYEVA
CO	AMIYA KUMAR SINGH	10/09	EAGLE EXPRESS	3E	NAGARAJ KARTHIK KRISHNAN	23/09	UACC SHAMS
CO	NARAYAN BHUVANESH WARDE	20/09	LAPEROUSE	3E	SIVARAMAKRISHNAN MEENAKSHI SUNDARAM	25/09	NEW BREEZE
CO	JITHIN VARALIL	25/09	LR2 PIONEER	3E	ASHWANI CHANDEL	05/09	MARLIN MASTER
CO	HARPRIT SINGH BHARADWAJ	02/09	EVER GENTLE	3E	RAMESH KUMAR KASWAN	25/09	AZERI GAS
CO	SOORAJ CHANDRAN PILLAI	14/09	CHEM NICHOLAS	3E	ARPIT RASTOGI	25/09	PLATYTERA
CO	SHIVTAR SINGH	10/09	MARLIN AZURITE	3E	DEEPAK KUMAR SINGH	01/09	ATLANTIC EAGLE
CO	SHUBHAM PRADHAN	12/09	AFRICAN JACANA	3E	VIKAS TRIVEDI	11/09	ARIAKE
CO	ABIN BABU	24/09	JOSEPH WISDOM	3E	ARASHDEEP SINGH CHAUDHARY	18/09	AZERBAIJAN
CO	AMIT KUMAR SINGH	26/09	UACC SILA	3E	BHUPINDER SINGH	20/09	MARLIN SUEZ
30	SAURAV KUMAR	16/09	KANALA	3E	ARUN JOSEPH	25/09	ALJALAA
30	SAURAV KATOCH	26/09	LR1 CARRIER	3E	SUMIT KUMAR	11/09	PIONEER EXPRESS
30	PIYUSH RAVINDRANATH DUBEY	18/09	EAGLE EXPRESS	4E	NIKHIL KUMAR CHANDAN	14/09	ARIAKE
CE	YOLANDO CABANLIT CARANZO	09/09	NEW HORIZON	4E	KRISHNA BASU VADAKKEVEEDAN RAJAN	11/09	CHEM HELEN
CE	RAJESH YADAV	03/09	EAGLE EXPRESS	4E	MANMEET SINGH	08/09	UACC SILA
CE	VIRENDRA GANGASINGH CHUNDAWAT	19/09	UACC EAGLE	4E	CHRISTOPHER GEORGE BABY	10/09	MOL TRUTH
CE	RAMIL MONTECLARO BOLAY OG	03/09	BITUMEN EIKO	4E	PRASHANT SHIVARADDI BHARMRADDI	13/09	RENAUD
CE	SHAMBHU KUMAR	05/09	MARLIN SUEZ	4E	JAIPREET SINGH	16/09	FORRES PARK
CE	DHIRENDRA SARASWAT	19/09	FS SINCERITY	4E	HARISH NELYARNE	21/09	EVER GENIUS
CE	STEPHEN THOMAS	16/09	KAMOME VICTORIA	4E	PARSHANT SHARMA	28/09	GRAN COUVA
CE	RAJU MEHTA	11/09	ARAGO				

NEW JOINERS

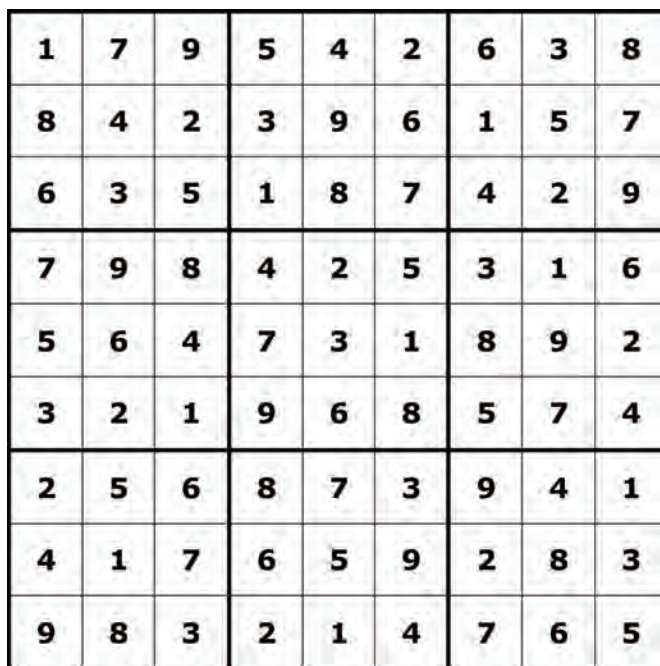
SIMS Cadets Joining the Fleet as Officers

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



- | | | | |
|-----------------------------|---------------|------------------------------|-------------------|
| 1. JO AVINASH RAJ | E PIONEER | 8. 4E KUMAR SATHYA | SANTOS |
| 2. JO RICHARDSON JAMES | AFRA WILLOW | 9. 4E ADHARSH CHALIYAKKARA | FS ENDEAVOR |
| 3. JO ARVIND KUMAR | GS FUTURE | 10. JE NAVEEN KUMAR SAINI | PALANCA SINGAPORE |
| 4. JO PANKAJ DANGI | LAPEROUSE | 11. JE KUMAR SARTHAK | MARLIN MILLENNIA |
| 5. JO ARUN KOLLARATH GEORGE | LAPEROUSE | 12. JE DIVYANSH CHAUHAN | SUMAC |
| 6. JO SWARNADEEP DAS | LUBERSAC | 13. 4E SANTOSH NARAYAN GODHI | ATLANTIC EAGLE |
| 7. 4E SUNIL VINAYAK PATIL | AFRAMAX RIVER | | |

PUZZLES ANSWERS FOR ISSUE 172



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						
		26				

Across

- 1 Agricultural workers (9)
- 8 List of dishes (4)
- 9 Roast lamb condiment (4,5)
- 10 Courage and determination (4)
- 13 Evil presence (5)
- 15 What truants play? (6)
- 16 Black grape variety (6)
- 17 Illegal soft-nosed bullet (6)
- 19 Noun formed from a verb – nudger (anag) (6)
- 20 Eye's centre (5)
- 21 Something made with 16? (4)
- 24 Tenerife's main city (5,4)
- 25 Stretched circle? (4)
- 26 Soft toy (5,4)

Down

- 2 1936 alliance between Germany and Italy (4)
- 3 Nocturnal insect (4)
- 4 Lack of enthusiasm (6)
- 5 Authoritative declaration (6)
- 6 Crude oil (9)
- 7 Great number (9)
- 11 Spar with an imaginary opponent (6-3)
- 12 Body of legal rules based on custom and judicial precedent (6,3)
- 13 Rise (3,2)
- 14 Neither winning, nor losing (5)
- 18 Change into something else (6)
- 19 Adept – given (6)
- 22 Blackleg (4)
- 23 Brass wind instrument (4)

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

SUDOKU OBJECTIVE

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

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

** All answers will be provided next issue.

ESM NEW TAKEOVER

New takeover for the month of August 2019



Container vessel, Tampa Triumph was successfully taken over on August 13, 2019 from Kaohsiung, Taiwan.

Our heartiest congratulations and safe sailing to the Tampa Triumph crew under the leadership of Captain Vinodkumar Ravindran Nair, CO Ivo Kenneth Dsouza, CE Ajit Abraham, 2E Abhilash Vaipur Krishna.



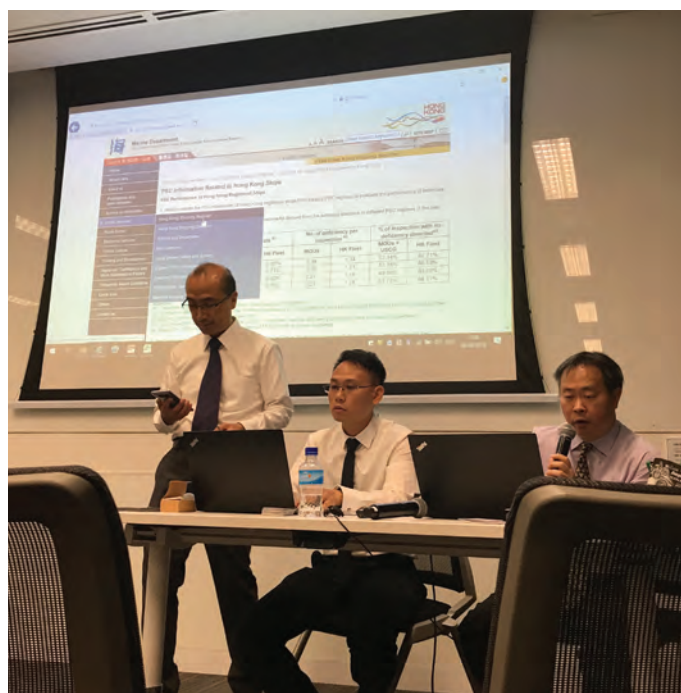
ESM NEWS

Port State Control issues addressed in MARDEP seminar

The Hong Kong Marine Department (MARDEP) seminar held on 08th August 2019 in Singapore, addressed port state control issues as well as the upcoming Concentrated Inspection Campaign for Third Quarter of 2019 to be conducted by Paris and Tokyo MOU. Reiterated at ESM through an earlier circular (P14B PSC) to the vessels, Masters are advised to be vigilant with problems of emergency generators, fire pumps and rescue boats, which remain high causes for vessel detention

MARDEP officials cited four different case studies as other examples for PSC detentions. Many were due to communications issues with agents and the harbour master as well as not having followed exemption's recommendations. Crew are therefore advised to adhere to the minimum expectation of PSC, to maintain LSA/FFA to the best standards.

It was announced that the USA and Australia pre-arrival Port State Control checklist had been revised using varied formatting to highlight matters requiring immediate attention. A section dedicated to the Maritime Labour Convention was also included. Concluding the seminar, MARDEP officials announced more inspections for Hong Kong registered vessels for the following year. Captain Sumit Bhagat, Manager, HSEQA represented ESM at the industry event. It was indeed a great opportunity for ESM to participate in a prominent maritime discussion.



ESM NEWS

Team Executive clinches the runner up spot in Mariners Premier Cricket League



Participating in the Corporate category, Team Executive put up a tough fight in the annual Mariners Premier League 2019 tournament held on 17th and 18th of August in Singapore. The team, consisting of eleven enthusiastic players from the Executive group – namely Executive Ship Management and Arc Marine, won two matches out of the three, achieving second best performing team against seventeen teams from other maritime companies.

The event, organized by the Singapore Mariner's Cricket Club consisted of six over matches with eight players. The first match on 17th August, witnessed Team Executive beating the other side with their superb bowling and sixes scored by players Christopher, Raman and Sumit whilst chasing a target of 59 runs. Executive managed to do so with three balls to spare. The day's event saw former Indian team cricketer Roger Binny as Chief Guest.

On the second day (18th August), Executive achieved second best performing team. Scoring sixes, the duo, Christopher and Raman took the team total to 72. Although the competition was tough, Executive remained composed subsequently winning by a convincing margin thus, qualifying for the next round. However the final match later that day, saw a defeat by a small margin of two runs while chasing a score of 72.

Congratulations team Executive for a well-played performance, team spirit and participation!

Team Executive: Sumit Bhagat (Captain), Christopher Michael (Vice – Captain), Nitin Chaudhary, Raman Gupta, Subramanian Rathinakumar (Wicket-Keeper), Sudeep Ghosh, Manjunatha Nagaraja, Bestin Benny, Kishore Kumar Gunasekaran, VRJS Srinivas.

Onboard emergency preparedness comes under scrutiny at annual MPA seminar

The Transport Safety Investigation Bureau in Singapore, an organization responsible for air and maritime investigations observed onboard safety drills are always reported as a success. Providing feedback to maritime companies, they noted that gaps on emergency preparedness were never mentioned by vessel crew. This was a key aspect of the discussion at the 6th Annual International Safety @ Sea seminar held by the Maritime Port Authority, Singapore on 26th August 2019.

Other aspects of emergency preparedness (mitigation, preparedness, response and recovery) and reactions of emergency (fight, freeze and flight) were also discussed. It was emphasized that good leadership aids individuals in transforming from freeze to fight mode and allocation of duties should be done accordingly. For example, the people who are in flight mode should be given duties that look to be the safest, e.g., preparing lifeboat for abandoning ship.

It was indeed a great opportunity for ESM to join an informative industry discussion.



EXECUTIVE
NEWS BULLETIN