



## MAIN NEWS

### Onboard safety campaign on Human Element launched

A new safety campaign with a primary focus on the Human Element aspect has been launched for seafarers onboard. The campaign, which will be held for a period of three months from 01st September to 30th November 2020, aims at further enhancing crew understanding of the Human Element in several shipboard operations.

The Human Element such as complacency, incorrect practices, lack of situational awareness, capability, attitude (hazardous thoughts) have been identified as a contributing factor in many incidents. Hence, it is imperative to cultivate crew awareness. The HSEQA campaign will

highlight the involvement of the Human Element in different areas of the vessel such as the Engine Room, Deck and Saloon on a weekly basis. The topics include Fuel Management issues, Bunker spills and pipeline leaks in the Engine Room, Defensive Navigation and Safe Speed as well as leaks on Deck, personal hygiene, garbage collection, stowage and disposal in the Saloon.

Additionally, other topics that will be covered include personnel injury as well as the usage of social media. Several case studies based on real and recent notable incidences in the maritime industry where the Human Element has been identified as a key have been incorporated to further aid in a more holistic learning process.

Weekly training sessions have been planned and Officers, Engineers and Ratings that have

*Continued on Page 5*

### Updates on crew changes in August

A record 73 vessels under the fleet had successful crew changeovers during the month of August in ports spreading across the globe. Till date, a total of 189 crew changes has been conducted and the number continues to increase at a steady pace. Several vessels have had more than one crew change conducted onboard as the company makes avail of every opportunity to bring its seafarers home in a safe manner.

However, some crew changes specifically in the United States of America (U.S.A.) have faced challenges due to expired visas of seafarers and the inability to renew due to closure of the American Embassy in India since March this year. The company is presently working to line up crew replacements with a valid, existing visa for such situations. In addition to working closely with their group company, Executive Shipping Services in Houston, Texas, the company has also made an appeal to the Directorate General of Shipping, India, to allow crew to join a vessel sailing in the

*Continued on Page 7*

## SAFETY MOMENT OF THE MONTH

### Overcoming hazards in plain view

*\*\* 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 discharging, deck crew on an oil tanker noticed a small leak coming from the manifold reducer. The shore installation was advised, and discharging was immediately stopped. The manifold reducer was removed and replaced with another. Crew members carried out a pressure test and discharging was recommenced.

The investigation found that there was a small groove in the manifold reducer which had caused the leak. It was concluded that the reducer was installed without proper inspection before using. By storing the various reducers on a metal rack, the reducers were exposed to continuous metal-to-metal contact, thus accelerating rust and

associated damage. A wood backing plate or rubber gaskets would reduce these risks.

#### Lessons learned

- Often, repeated operations become so commonplace that certain basic precautions can be overlooked, like in this instance inspecting the reducer for damage before installation and use on the manifold.
- Hazards in plain view! The reducers were stored on a metal rack, but no one thought about improving this arrangement until an incident occurred.
- All reducers should be covered with a thin plastic sheet to avoid concentrated moisture effect. Use plastic sheet if conveniently possible. Otherwise, canvas shall suffice.

Metal-to-metal storage of manifold reducers



Small groove allowed oil leak

- Ensure that all reducers are stowed in a store or a sheltered location
- Every three months, all reducers to be visually inspected by the Chief Officer and Chief Engineer.



## Letter from ESM

Although there has not been any respite to the COVID pandemic situation, it's the new normal that the world has been forced to adapt to. Added to it is the uncertainty of the future. Certain industries are collapsing, and many businesses are being wiped out around us. We are fortunate to be in an industry which continues to remain as the lifeline of global trade and commerce. However, in order to weather the storm, we still require resilience and innovative thinking in solving our problems and finding solutions for the industry during this challenging time.

That is well reflected in the new outlook that ESM deploys to navigate and to maintain superior standards of safety, various operational requirements and welfare of all on board and at ashore. The number of crew changes conducted in the month of August and related information has been reported in our front-page news once again. It's a matter of great pleasure that the crew changes have been carried out from all around the globe and ESM crew department is tirelessly working for the sign offs in the remaining few vessels. We greatly appreciate the patience and the dedication of the sailing staff during this difficult time, when apart from delayed crew changes even the supply and logistics are sometimes affected due to challenging circumstances at some ports.

Once again, HSEQA department has taken the initiative to launch another campaign on aspects of the Human elements in order to ensure safety and wellbeing of the seafarers on board. The three-month long campaign will test, train and motivate towards the organisation's goal of zero accidents at sea.

In addition to our regular technical, health and environment related articles, we do hope our new series of articles on Commercial aspect of the ship's role will be interesting for all. Though much ignored or neglected, this is a critical aspect which determines the viability of a ship as a business. We always welcome any feedback or query from our seafarers who may like to enhance their knowledge on the topics we cover in the newsletter.

We have immense pleasure in displaying the pictures of the award winners of the previous Create. Innovate competition receiving their prizes on board. Those who have signed off will receive their certificates from the respective field offices. Some of the ideas will be worked on by the R&D team at SIMS in order to develop meaningful products for practical use onboard.

We are equally proud of JE Devanshu Shukla, (B. Tech 2014-19), alumni of SIMS for securing top rank in the Indian Maritime University rankings. He recently signed off from MT City of Tokyo after a successful tenure. Well done, Devanshu!

Finally, do enjoy reading the newsletter and remain motivated to keep yourself safe and healthy,

Safe voyage!

Sikha Singh

## Editorial Team

**Editorial Director**  
Sikha Singh

**Editorial Assistant**  
Sara Sandhaas  
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 [communications@executiveship.com](mailto:communications@executiveship.com)

## TECHNICAL NEWS

## Preventing the loss of Bottom Rudder Pintle



Vessel entered dry-dock for its First Special Survey and after sitting on the blocks, an initial inspection of the ship's hull revealed: missing rudder bottom pintle.

## Findings:

- On further investigating about the condition of the rudder and its supporting parts, rubbing marks on after side of the bush was found. It reduced the thickness of the bush on the rubbed side. The bottom pintle stopper plate was also missing.
- Rudder stock was removed and deflection on the rudder stock was measured. Found axial deflection on the rudder stock flange of 0.97 mm and radial deflection on the rudder stock flange of 1.6 mm (refer to Figure 1a).



Figure 1a

- Due to the deflection readings and to align centre of rudder carrier with rudder bottom pintle, the rudder stock flange and rudder flange were machined to nullify the effect of slightly deflected rudder stock. New sized reamer bolts were also fabricated for the new bore sizes.
- See photo below (Figure 2b) of the thrust bearing after removing the carrier, which had lot of metal powder on the surface and the grooves. Rudder carrier had a lot of scoring marks, which were machined to remove all these marks.
- Findings about the pintle nut: The rudder



Figure 2a



Figure 3a



Figure 3b



Figure 3c

- pintle nut was removed and no nut stopper was found on top of the pintle, instead a steel plate was found welded on the sides of the nut. New rudder pintle was fabricated and fitted with a locking plate, as shown in the photo above (Figure 3c).
- Findings about the bottom plate: As per the yard drawing, there should be a bottom plate below the bottom sleeve, of inner hole diameter 230 mm to prevent dropping of the pintle (outer diameter of pintle is 250 mm) in the event, the pintle nut got slack. But, when the measurement of the bottom plate was taken it was found with 265 mm diameter instead of 230 mm. A new bottom plate (of thickness 10mm) was fitted below the bottom sleeve and welded, as shown in the photo below (Figure 4b).

## Conclusion:

Vessel departed dry-dock, suffering a delay of around one week due to this unprecedented

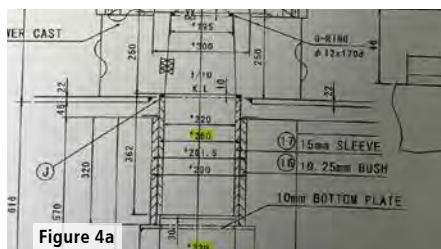


Figure 4a



Figure 4b



Figure 2b

issue of Rudder. Causes & lessons learnt from the incident are as below:

- Lower pintle (tapered part) is force fit in the bottom part of the rudder and held by a nut, which should be locked so that there is no relative movement between the nut and the pintle. This will ensure that pintle remains one with the rudder- it is supposed to rotate with the rudder and give it support. The pintle is then housed in the skeg or hull bore, where bush is provided for lubrication during rotation.
- In case the nut gets slackened or there is any gap between the rudder and pintle taper, water will get inside to cause corrosion and eventually make it loosen further. The nut was welded to the rudder body and not to the pintle. Therefore, the pintle was not locked with the nut. Hence, any abrupt or sudden force on the rudder will also cause the nut to rotate, but not the pintle. With this relative motion between nut and pintle, the nut can get loose w.r.t. pintle. This can continue to happen slowly and allow water to penetrate between the pintle and rudder body. Eventually pintle may slip down. Bottom plate is just a protection and does not help much in providing any support to the rudder or pintle.
- The weight of the rudder is taken by the carrier bearing and two faces of the bearing are provided by either lube oil or grease lubrication. If correct greasing procedure is not followed, then it would result in causing greater load on the rudder carrier.

## Lesson learnt:

- During newbuilding inspection & dry-docking the locking of the lower pintle nut and its securing with pintle should be properly checked.
- Greasing of the carrier bearing should be done regularly. If manual greasing is provided, then there should be a daily routine for greasing and making checks during watches.

## COMMERCIAL NEWS

# The importance of tendering a timely NOR

*\*\*This article is based on information provided by an article from Gard P&I titled "Notice of readiness and commencement of laytime" published earlier on 31 July 2019.\*\**

**The Vessel arrived at 1654 LT on Friday and entered the customary anchorage area. Due to traffic, the Master took some time to find a suitable spot. He dropped anchor at 1718 LT and tendered Notice of Readiness (NOR).**

Imagine the case of a CP where NOR was required to be tendered within office hours on weekdays, i.e. Monday to Friday, 0900 to 1700 LT. Though Master reached at 1654 LT, unknowingly, he waited till dropping anchor and crossed that bar of Friday, 1700 LT. Now, Vessel's laytime will not count till Monday, 0900 LT, when NOR will be accepted. The Master could have easily avoided sixty-two hours of demurrage for shipowner if he had tendered NOR upon arrival at 1654 LT.

The demurrage dispute between owners and charterers is so common that even the insurance product covering legal costs is named after it, as "Freight Demurrage and Defence or "FD&D". In most of the voyage charter parties (CP), the laytime is commenced upon tendering of a valid notice of readiness (NOR). Given the financial consequences, tendering of a valid notice of readiness and the subsequent commencement of laytime has continued to be a fertile area of litigation. In this article, let us discuss a few salient takeaways from the known cases in the shipping industry:

## 1. Is NOR necessary?

Though the commercial view is that if charterers were aware or ought to have been informed that the Vessel was ready to load and knew that loading was taking place, laytime should commence on loading, irrespective of whether NOR was formally tendered or not. However, the burden of proof will remain on owners. So, to avoid any litigation, a prudent owner must make an explicit mention regarding NOR (whom to tender, when to tender and how to tender) in CP agreement and Master should strictly abide by NOR tendering requirements.

## 2. When to tender NOR?

A NOR is a declaration that Vessel is both physically and legally ready to commence cargo operations. Pending mere formalities, such as customs' clearance to be obtained at berth, is not a justified reason to delay NOR tendering. In CP agreement, it may be mentioned, e.g. in a berth charter party, NOR to be tendered when all fast at nominated berth, or, in a port charter party, when the Vessel has reached within the specified port. Special clauses like WIBON (whether in berth or not) and WIPON (whether in port or not) may be added to provide an option to tender before actually arriving at the berth or port. If not explicitly mentioned in CP, NOR is tendered when Vessel has arrived at the specified destination. The Vessel is considered arrived when she reaches at the customary waiting area of the port, i.e. Pilot boarding ground (PBG) if berthing on arrival and customary anchorage area, if anchoring on arrival. Hence, Master should tender NOR upon arrival these points without waiting for an actual pilot on board or anchor drop time.

## 3. Key takeaways from famous industry's legal cases:

- a. The "MEXICO 1" case - A vessel loaded two different cargoes A and B under two separate CP agreements. Unfortunately, Cargo A was over stowed by parts of the Cargo B. On arrival at the discharge port, the Vessel tendered NOR for both cargoes but at that time Cargo A was not accessible. The NOR for Cargo "A" was declared invalid, though Charterers had accepted it because they were unaware of overstow situation. Hence, laytime only

commenced when cargo A became accessible for discharge.

- b. The "AGAMEMNON" case - In a CP with load port as Baton Rouge, Vessel tendered NOR at the South-West Pass prior entering Mississippi river to commit on the 170 NM passage to Baton Rouge. After a long time, Vessel arrived at Baton Rouge general anchorage but, did not retender NOR thinking that one tendered at SW pass remained valid. Later, the NOR tendered at the SW Pass was declared premature, because - A NOR tendered to start laytime running, should not be an 'inchoate' seeking to commence laytime automatically on the happening of a particular event. The Vessel should have tendered a fresh NOR upon arrival Baton Rouge general anchorage. In legal terms - inchoate refers to an action or activity, which has begun but has not been completed.
- c. The "PETR SCHMIDT" case - CP required the NOR to be tendered within 0600- and 1700-hours local time and laytime were to commence six hours from the receipt. Master tendered NOR at 0100 hours. The charterers argued that since the notices were tendered outside the specified period, they were invalid. The Court said that the NOR was sent out of office hours but was 'tendered' at the receivers' office opening at 0600 hours the following morning, hence, it cannot be considered invalid. The NOR tendered outside the required time, may not be adequate to start the laytime clock running, the defect may be 'cured' by the passage of time and laytime will begin at that point.
- d. The "HAPPY DAY" case - In this case, Master tendered the NOR upon arrival port, but the Vessel could pick up Pilot and berth next day - due to missing of the tidal window. The charterers neither rejected the first NOR nor requested for another and ordered the Vessel to load. However, they later disputed the demurrage basis invalid NOR. The Court said that laytime would be considered as commenced even with this invalid NOR as charterers gave load orders without any indication of rejection of NOR.

As a concluding remark, to be sure that time will start to count at the earliest opportunity if there is any doubt as to the validity of the original notice, the Master should issue a further notice of readiness expressly stating that it is without prejudice to the validity of the previous notice(s).



## MAIN NEWS

## Onboard safety campaign on Human Element launched - Continued from Page 1

been selected as per the campaign directive are required to present the case studies and lead the discussion to all ship personnel. At the end of each month, a Deck feedback form is required to be sent to Marine and Technical Superintendents for review and evaluations.

The campaign aims to assist in the ESM goal of

“Zero Accidents at Sea” through the gradual improvement in various shipboard operations. Keeping this goal at the forefront, ESM’s HSEQA team has consistently provided learning opportunities in the form of safety and security campaigns to seafarers. In the month of August, a short ‘Prevention of Stowaways’ campaign was held from 15th to 31st August 2020 to create

awareness amidst ship staff of a growing trend of stowaways as well as identifying and improving gaps in onboard security.

The safety and overall well-being of both crew and vessels have always been top priority to the company and we look forward to the enthusiastic participation from all crew members onboard.

## ENVIRONMENTAL NEWS

## Global trade policies; a weapon in the war against plastic

**The United Nations Conference on Trade and Development (UNCTAD) has reported an increase in COVID-19 waste on streets, beaches, and oceans. The organization has suggested global trade policies to end the war against plastic.**

Coronavirus lockdowns around the world have seen several positive environmental reports such as a five per cent drop in greenhouse gas emissions, improvement in air quality and an up to 50 per cent drop in seismic noise produced by humans. However, not all measures to contain the pandemic have had a positive impact on the environment. The UNCTAD has reported an increase in COVID-19 waste made from plastic such as face masks, gloves, hand sanitizer bottles and food packaging, found on streets, beaches and even in the ocean.

Before the pandemic, countries across the world had waged war on plastic with several banning or generating laws for bans against the use of single-use plastics, plastic bags etc. However, the sudden boom in the use of products such as hand sanitizer or disposable face masks to keep people safe and prevent the spread of the virus has led to a setback in this battle. It was reported that

several US states, delayed, suspended or even reversed bans against plastic.

Additionally, social distancing has led to a rise in the delivery of amenities such as food and other goods as people turn to e-commerce and takeout services. These items are wrapped in copious amounts of packaging which has led to an increase in plastic waste. For instance, during the Singapore imposed lockdown termed “Circuit Breaker”, a study conducted by researchers from the National University of Singapore found that an additional 1,470 tonne of plastic waste generated was from takeout packaging and food delivery alone.

With the number of cases rising, it is also expected that use of plastics is further expected to rise. As the Philippines returns to lockdown across cities in Metro Manila such as Parañaque shifted the implementation of a single-use plastic ban from June 2020 to January 2021. Quezon City has also relaxed its policy against single-use plastics. Instead of a total ban which was to start in July 2020, the city government is allowing establishments to use up the plastic packaging resources still in stock if they give notice to environmental protection and waste management authorities.

Research has found that 75% of coronavirus plastic will likely become waste, clogging landfills and the ocean at staggering costs. According to the United Nations Environment Programme, the adverse spillover effects of plastic waste on fisheries, tourism and maritime transport, for example, add up to an estimated \$40 billion each year.

The UNCTAD suggests that global trade policies have a role to play in the fight against plastic pollution via multilateral trade rules and the identification of suitable, non-fossil fuel based plastic substitutes. Suggested materials include non-toxic, biodegradable or easily recyclable materials such as glass, ceramics, natural fibres, paper, cardboard, rice husks, natural rubber and animal proteins. The organization further suggests that many developing countries are key suppliers of such substitutes and hence, an increased global demand may create opportunities for greener trade, employment and investment.

The war on plastic should not take a back seat because of the COVID-19 pandemic. Instead, it has become more crucial than ever to find alternatives or change both local and global policies to decrease reliance on this non-biodegradable material.



## MIND YOUR BODY

## Study finds flu shots may decrease risk of Alzheimer's disease

Two new studies conducted by researchers from the University of Texas, Duke University and University of North Carolina have found that the flu shot, and pneumonia vaccine may protect people from Alzheimer's disease.

Health practitioners often recommend getting an annual flu vaccination as a means of protecting ourselves from influenza seasons. While the pneumonia or pneumococcal vaccine is recommended, it is not compulsory. Interestingly, two new studies presented at the Alzheimer's Association International Conference in July 2020 have found apart from protecting individuals from the influenza virus, it may also protect people from the Alzheimer's disease by about 17 percent. Additionally, the studies conducted also found those who get regularly vaccinated against the flu had an even lower risk of developing the disease.

Alzheimer's disease is a progressive disorder that causes brain cells to degenerate and die. It is the most common cause of dementia. Majority of the people with Alzheimer's are elderly at ages 65 and older. People with Alzheimer's or even dementia (decline in mental abilities) commonly experience other health conditions such as viral, bacterial and other infections.

The first study from the University of Texas

wanted to understand if vaccinations provided some degree of protection against Alzheimer's. Researchers examined health records of over 9,000 people aged 60 and older. They found that people who received one flu vaccination had a 17 percent lower risk of developing Alzheimer's. Those who got two or more flu shots had an additional 13 percent lower risk.

The second study conducted by researchers from Duke University and the University of North Carolina looked at the health records of over 5,000 people ages 65 and up found that people who got a pneumonia vaccine before age 75 were 25-30 percent less likely to develop Alzheimer's. The findings thus suggest that pneumococcal vaccine may be a promising Alzheimer's prevention tool.

Examining the health data of over 1.4 million people, a third study conducted by researchers from Denmark found that people with dementia who were hospitalized with an infection were 6.5 times more likely to die compared to people who did not have an infection or dementia. It also found that a heightened risk of mortality among people with dementia existed in both the short and long terms.

Although the long-term effects of both influenza and pneumonia have yet to be thoroughly studied, previous research suggests that such inflammation may impact brain health thereby



leading to impairment. Other reports also suggest that while influenza may not directly cause neurodegenerative disorders, it could result in the brain becoming more vulnerable to other degeneration causing factors such as a weakened immune system.

The three studies mentioned above have successfully shown there is indeed a link between flu vaccinations and the decreased risks of Alzheimer's disease. With the COVID-19 pandemic, vaccinations have been at the forefront of medical research and discussions. Hence, it is necessary to explore the possibility of repurposing existing vaccines in aiding other illnesses. As scientists have just begun to identify the link between vaccinations and cognitive health, more research in the field is required.

## ESM NEWS

## SIMS alumni secures top rank in Indian Maritime University Ranking

Executive Ship Management and the Samundra Institute of Maritime Studies are proud to announce SIMS Alumni from B. Tech Engineering (Batch 06) and training Junior Engineer Devanshu Shukla attained Second rank in the Indian Maritime University ranking for 2015 - 2019.

Hailing the recognition as a proud moment for SIMS and the institute's emphasis on world-class training and education for its cadets, Mr. Biju Baben, Dean, Marine Engineering, SIMS Lonavala said, "Holding second rank in the 'All India IMU ranking' is unquestionably not a simple errand. It proves the success of the training methodologies adopted at SIMS yet again. "

SIMS emphasis on high-quality training and its unique Blended Learning system for its cadets has been much appreciated and recognized by the industry. These methods utilized since a decade has added value to its various pre-seafaring courses by combining digital learning and the classroom experience. This, along with SIMS's Ship-In-Campus training allows for a more holistic learning.

Junior Engineer in training, Devanshu was onboard vessel MT City of Tokyo for his tenure when the ranking was announced. Thanking ESM's efforts for arranging his safe sign off under these challenging times, he also expressed gratitude to his alma mater, "I'm thankful to all of SIMS fraternity for their guidance and



teachings. I hope my juniors will continue this chain of high achievements in IMU and make SIMS and ESM family proud."

Our heartiest congratulations to JET Devanshu Shukla and we wish him all the best for his future endeavors onboard!



## ESM NEWS

## Announcement(s)



**Capt Vinod Dubey**  
Assistant Manager, Adhart

**Captain Vinod Dubey, Assistant Manager, Adhart has successfully completed his Master's in Business Administration (MBA) with Distinction from Cardiff Metropolitan University this August. Pursuing the part-time course along with his full-time job at Executive, Capt. Dubey shared that it proved to be a challenging but nevertheless gratifying journey of 15 months.**

With a career spanning a decade in sailing onboard ESM-managed vessels as well as working at the ESM shore office, he was also previously armed with knowledge via his Bachelor's degree in Nautical Sciences from T.S Chanakya Indian Maritime University,

Mumbai and his certification as a Master Mariner from DG Shipping (India). However, he was motivated to take his MBA after several years at the shore office to further harness his understanding of the commercial aspects of the shipping industry.

A dedicated and enthusiastic mariner, he would like to thank his colleagues at the ESM HSEQA department as well as Adhart for their encouragement as he worked towards accomplishing this achievement. He also shared that the support from ESM enabled him to receive a holistic educational experience with relevant on job training especially at Adhart, the commercial arm of Executive Group. Capt. Dubey hopes to inspire his colleagues in further pursuing their dreams, even and especially with a job at hand.

Our heartiest congratulations to Capt. Vinod Dubey for his achievements and we wish him more successes in the future ahead!

## Maritime Wellbeing app for seafarers

A new App on Maritime Wellbeing program has been launched with an aim to support seafarer health and improve safety at sea. It provides practical tips, tools and strategies to improve and raise awareness about mental and physical health as well as areas such as fatigue risk management, leadership skills for crew management etc.

The initiative is made under the Oil Major Shell and the App is free for download by all seafarers and maritime community into their personal devices.

## MAIN NEWS

## Updates on crew changes in August - Continued from Page 1

US regions without an existing US visa for the time being.

As per latest information, international flights to India continue to remain restricted. Crew change measures across many countries also remain tightened with priority given to country-registered ships or seafarers from that country.

### India

Under guidelines issued by the Indian government, it was confirmed that scheduled international flights will remain suspended till 30th September 2020.

On 19th August 2020, India's civil aviation authority, the Directorate General of Civil Aviation announced that the government is presently negotiating "Transport Bubble" agreements with thirteen countries. These include Australia, Italy, Japan, New Zealand, Nigeria, Bahrain, Israel, Kenya, Philippines, Russia, Singapore, South Korea and Thailand.

"Transport Bubbles" are temporary arrangements between two countries aimed at restarting commercial passenger services due to the suspension of regular international flights.

Since late July, India has successfully established such bubbles with the following countries - the US, the UK, France, Germany, the UAE, Qatar and the Maldives.

### Singapore

In a new circular dated August 28, the Maritime and Port Authority of Singapore (MPA) announced new enhanced measures to further secure port operations and crew change. These measures will come into effect from 01st September 2020.

A new Crew Facilitation Centre (CFC) at Tanjong Pagar Terminal to house on-signing crew has been set up. It is a self-contained facility with an onsite medical center, testing and holding facilities. On-signing crew will only be able to stay up to 48 hours prior to boarding their respective vessels. This is to cater to occasions where ship and flight schedule do not match. Sign-off crew, based on current procedures will proceed to depart Singapore or stay at existing designated holding facilities such as Seacare Hotel or accommodation "POSH Bawean" for up to 48 hours only.

The MPA has further announced that ships seeking to conduct activities such as repairs,

servicing, surveys and inspections which require shore personnel to board the ship must inform the Port Master at least three days prior to the arrival of the vessel and undertake additional measures including disinfecting working areas in the ship.

With additional facilities developed for crew change, we may expect positive changes to MPA's policy for non-Singaporean flagged vessels ahead. However, this is at the discretion of the MPA as well as local COVID-19 cases.

### Philippines

It was reported on August 24 that the Maritime Industry Authority (Marina) has opened the ports of Manila, Subic Bay Freeport Zone and Capinpin, Bataan. These ports are greenlanes implemented specifically for Filipino seafarers to allow for the implementation of crew change.

No new changes have been announced to the major ports in Hong Kong as well as Malaysia since the implemented restrictions in July.

ESM crew department is working tirelessly and committed to complete crew changes onboard all its vessels as per the contract. All seafarers are advised to take necessary precautionary measures and adhere to the regulations and advisories issued by each port when undergoing crew changeover.



# CREATE INNOVATE

## *Onboard Commemorative Photos*

### 2nd Prize - Individual Category



**DC Abhishek Singh Jamwal**  
**Princess Mary**  
Rubber stencils - a necessity for safety markings onboard



DC Abhishek Singh Jamwal (centre)

MM Soumen Chakraborty (right)



### 3rd Prize - Individual Category



**MM Soumen Chakraborty**  
**Claxton Bay**  
Felt Filter and Rag Cutter - helps to reduce wastage of felt material and saves time in cutting.



1st Prize - Group Category

4E Suvadeep Panty



Other group member/s (signed off)



MM Surendra Kumar Patel  
Forres Park

Mooring wire greaser - increases safety, reduces manpower and time consumed in mooring wire operations.



2nd Prize - Group Category



DC Ashutosh Shalil (left)

Other group member/s (signed off)



BSN Ahamed Kabeer Ibrahim  
AB Santosh Peter Kama  
AB Ketankumar Thakorbbhai  
Tandel  
Marlin Mythic

AB Manish Mankotia  
OS Ramana Chidipilli  
(L-R)

Sand bag storage in plastic drums reduces spillage and increases environmental cleanliness.





# 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 2020

### ONLINE COURSES

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

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

**For Course Bookings,  
Please Contact:**

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

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

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

### Technical Superintendent

- Gas Carriers (Singapore/Mumbai)
- Oil/Chemical Tankers (Singapore/Mumbai)

### HSEQA Superintendent (Chennai)

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

\*Please note only successful applicants will be contacted



**Our future mariners need you!**

Calling all Masters with tanker experience for

### Nautical Faculty

(Mumbai)

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

\*Please note only successful applicants will be contacted



SIMS



# HAPPY BIRTHDAY!

## CREW BIRTHDAYS

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

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST KOHINOOR KUMAR SINHA	10/09	ADMIRAL	CE DONG CHAI JEONG	29/09	ATLANTIC PRINCE
MST REY PRIMAYLON CHAVEZ	29/09	NEW GRACE	CE MAKARAND ANANT KONNUR	10/09	ROBERTO
MST ACHYUT PARMESHWAR	07/09	SANTOS	CE PROSENJIT BISWAS	03/09	HIGH JUPITER
MST MAMMEN VIJU JOHN	12/09	EVER GLORY	CE PRADIP KUMAR LOW	06/09	THE DIPLOMAT
MST PINAKI MUKHERJEE	27/09	MARLIN MAJESTIC	CE RAJESH YADAV	03/09	GUNESHLI
MST MANOJ JAIVANT KHORJEKAR	29/09	MANDALA	CE HABIBBHAI AHMEDBHAI MANSURI	06/09	MARLIN MILLENNIA
MST ARUP CHATTERJEE	21/09	SAMRAA ALKHALEEJ	CE VIRENDRA GANGASINGH CHUNDAWAT	19/09	LR2 POLARIS
MST ARINDAM CHOUDHURY	09/09	ALJALAA	CE RAMIL MONTECLARO BOLAY OG	03/09	NEW GRACE
MST JITENDRA KUMAR	22/09	UACC FALCON	CE STEPHEN THOMAS	16/09	KAMOME VICTORIA
MST JITHIN VARALIL	25/09	THE DEPUTY	CE RAJU MEHTA	11/09	RED RUM
MST AMIT DAGAR	28/09	UACC CONSENSUS	CE DEEPAK KUMAR NIDHI	13/09	ST. GERTRUD
MST HARPRIT SINGH BHARADWAJ	02/09	ONE MILLAU	CE GANESH KUPPUSWAMY	10/09	TOLEDO TRIUMPH
CO SHANJIBDHAN BAHADUR PRADHAN	17/09	VELOS FORTUNA	CE DILEEP MATHILOTE KUMARAN	03/09	THE CHIEF
CO PRABHU RANGAN	30/09	CHEM NICHOLAS	CE LEO JR. TUTANES MENDEZ	23/09	NAVIOS SOUTHERN STAR
CO AJAY KUMAR DIXIT	08/09	AFRAMAX RIO	2E SHUKUR SULAIMAN ALI	20/09	ARISTODIMOS
CO SUMEET SUNIL GHANBAHADUR	30/09	AFRA HAWTHORN	2E AJAY KUMAR SINHA	26/09	LR2 PIONEER
CO SHIVTAR SINGH	10/09	ARIANE MAKARA	2E NOEME QUIJANO HEREDERO	29/09	NAVIOS SOUTHERN STAR
20 KRISHNA	01/09	ANL GIPPSLAND	2E SANJAY KUMAR SHIVRAM SINGH	12/09	MARLIN AMETHYST
20 ATUL KUMAR MISHRA	12/09	CARTAGENA	2E TEJAS DEEPAK PANGARKAR	27/09	MARLIN AZURITE
20 SHEKHAR GODSE	09/09	MITERA	2E RAHUL CHANDOK	04/09	EVER GOVERN
20 SHARATH KANGACHANI MADHAVAN PRADEEP	17/09	CLAXTON BAY	2E RESHU PANDEY	04/09	LR2 ETERNITY
20 RAGHAV SHARMA	20/09	EVER GOLDEN	2E SANDEEP PANDURANGAIAH MYLAVARAM	07/09	MARLIN MAJESTIC
20 PRANOY ANDEZHATH JAISING	24/09	PRINCESS MARY	2E SAURABH SURESH KUMAR	08/09	LAPEROUSE
20 DILPREET SINGH	30/09	MARLIN MAJESTIC	2E JASMEET SINGH	09/09	ST. GERTRUD
20 KUMAR RAHUL	04/09	THE CHIEF	2E BIJEDAR NATHULAL SANKHLA	25/09	ASTRID
20 SWATHISH ANCHARAKANDY	08/09	PALANCA MIAMI	2E NAVJEET SINGH	17/09	HIGH JUPITER
20 ROHIT KUMAR BARNWAL	26/09	MARLIN MILLENNIA	2E ARASHDEEP SINGH CHAUDHARY	18/09	AZERBAIJAN
20 GURTEJ SINGH AULAKH	07/09	SAMRAA ALKHALEEJ	2E ABHIJIT ATUL GUPTA	29/09	LR2 POSEIDON
20 VIKAS BHATT	13/09	CHEM HELEN	2E DAIRYL CRUZ VALDERIA	02/09	CRIMSON PRINCESS
20 AJAI PULIPARAMBIL SOMAN	17/09	MARLIN AVENTURINE	4E SACHIN CHAUDHARY	02/09	PALANCA MIAMI
20 SHIVAM GUPTA	27/09	MARLIN MAGNETIC	4E MANMEET SINGH	08/09	VELOS AQUARIUS
20 ANKUSH SETH	26/09	JOSEPH WISDOM	4E PRASHANT SHIVARADDI BHARMRADDI	13/09	LR2 PIONEER
30 JITHIN JANARDHANAN	17/09	FS ENDEAVOR	4E JAIPREET SINGH	16/09	ATLANTIC CROWN
30 UTTAM SINGH RANA	19/09	MARLIN AMETHYST	4E MANJEET SINGH	18/09	AFRA LAUREL
30 SAURAV KATOCH	26/09	ADMIRAL	4E ARUN RAJ	25/09	SALAMINIA
30 BASIL BENNY	07/09	KAMOME VICTORIA	4E AMAN GODARA	11/09	REFERENCE POINT
30 RICHARDSON JAMES	11/09	E PIONEER	4E NAVEEN KUMAR SAINI	13/09	GUNESHLI
30 PIYUSH RAVINDRANATH DUBEY	18/09	KANALA	4E DHANRAJ JANGID	21/09	AFRAMAX RIVIERA
30 AMANDEEP SINGH KATOCH	02/09	FRONT SUEZ	4E AKHIL KUMAR	14/09	HIGH JUPITER
30 ANOOP THOMAS	28/09	UACC SHAMS	JE ADITYA GANGADHAR SALIAN	27/09	ATLANTIC GUARD
30 HARMANPREET SINGH	02/09	LR2 ETERNITY	JE KUMAR ABHINAV	28/09	SAMRAA ALKHALEEJ
30 MORRISON SAVIO DSOUZA	18/09	SPRUCE 2	JE RISHABH JAISWAL	04/09	CHEM HELEN
30 JINO JOB	19/09	GRAN COUVA	JE SIDDHESH DATTA JADHAV	05/09	AFRAMAX RIO
30 DALJEET SINGH	23/09	LR2 POSEIDON	JE ANSHU KUMAR	15/09	PRINCESS MARY
30 PULKIT AHUJA	30/09	CITY OF TOKYO			

NEW JOINERS

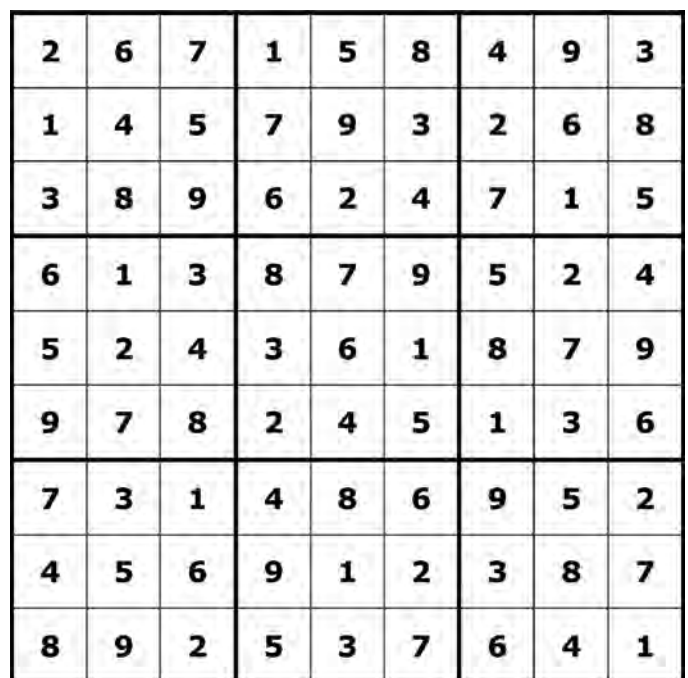
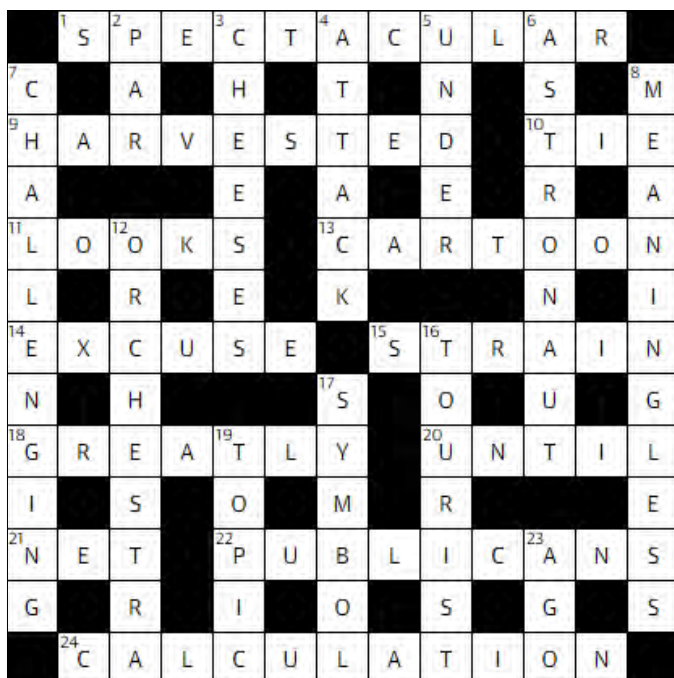
# ESM welcomes new joiners from SIMS

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

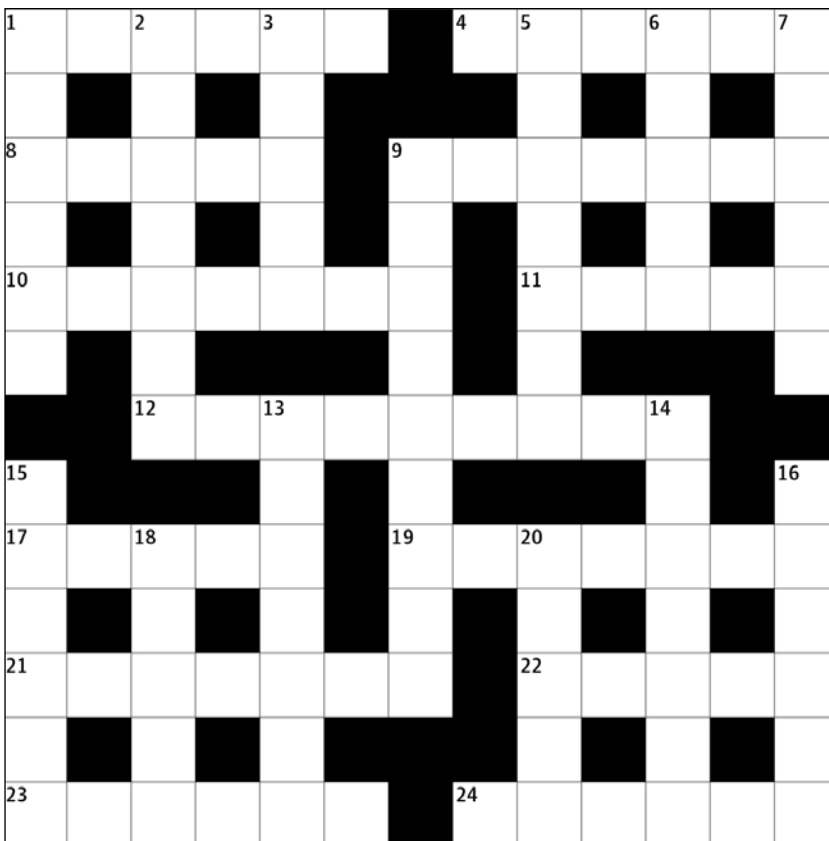


- |       |                              |                 |        |                            |                   |
|-------|------------------------------|-----------------|--------|----------------------------|-------------------|
| 1. JE | SIBANANDA PATRO TANGUDU      | CARTAGENA       | 9. JE  | RAHUL RATILAL BAMANIA      | LR1 AMBASSADOR    |
| 2. JE | VISHVENDRA SINGH             | ROBERTO         | 10. JE | DIGAMBAR SHINDE            | LR2 ETERNITY      |
| 3. JE | ABHISHEK GULERIA             | HIGH JUPITER    | 11. JE | JITHIN PAYYANICKAL SATHYAN | LAPEROUSE         |
| 4. JE | SUBHAYAN MAJUMDER            | REFERENCE POINT | 12. JE | GANGESH MUKUND             | LAPEROUSE         |
| 5. JE | SAGAR THAPAR                 | THE DEPUTY      | 13. JE | CHIRAG CHETAN HABBU        | AFRA LAUREL       |
| 6. JE | RAMACHANDRA B. M. S. G. RAJA | CHOLA TREASURE  | 14. JE | MANOGARAN RAMASAMY         | MARLIN AVENTURINE |
| 7. JE | NAVILESH SAHNI               | MITERA          | 15. JE | ANSHU KUMAR                | PRINCESS MARY     |
| 8. JE | KULBIR SINGH                 | WILLOWY         |        |                            |                   |

## PUZZLES ANSWERS FOR ISSUE 184



PUZZLES

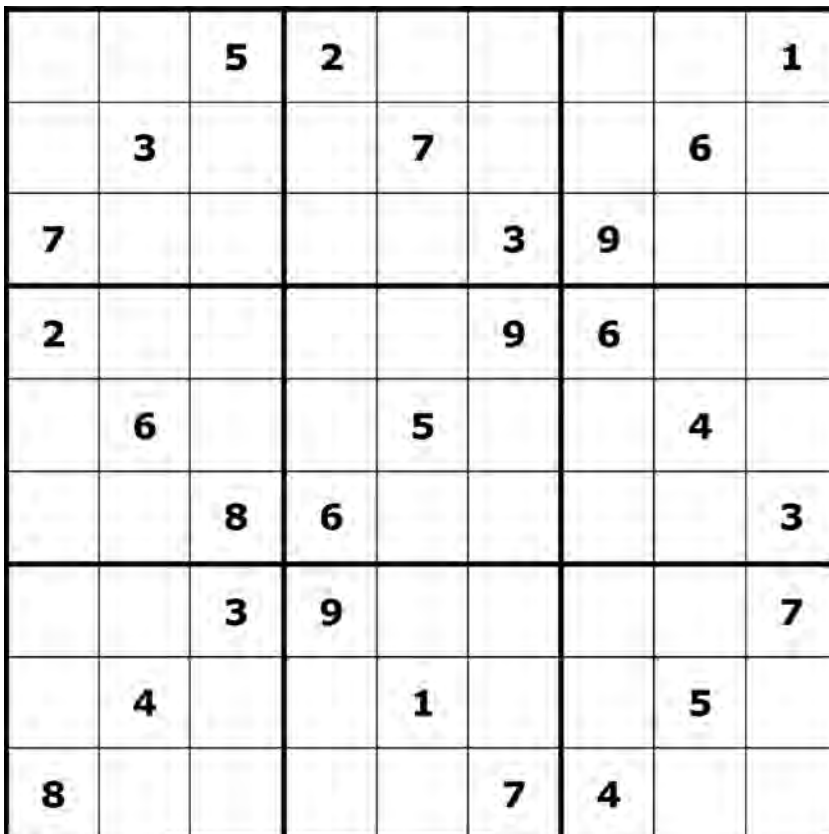


**Across**

- 1 Fortified building (6)
- 4 Sangroid (6)
- 8 Extract money (from someone) by deceit (5)
- 9 Swell (7)
- 10 Former Greek monetary unit (8)
- 11 Fatuous (5)
- 12 Italian mountain chain (9)
- 17 Brief visits (5)
- 19 Important – grave (7)
- 21 With money to spend (2,5)
- 22 Search for information (5)
- 23 Havoc (6)
- 24 Robbery with violence (4-2)

**Down**

- 1 Drama genre (6)
- 2 Dried seedless grape (7)
- 3 Door fastening (5)
- 5 Ardent emotion (7)
- 6 Tosca, for example (5)
- 7 Pester – nocturnal mammal (8)
- 9 Identification of a problem from its symptoms (9)
- 13 Fundamental nature (7)
- 14 Marred (7)
- 15 Division into opposing factions (6)
- 16 Out for the count? (6)
- 18 High (5)
- 20 Part of the broadcasting industry (5)



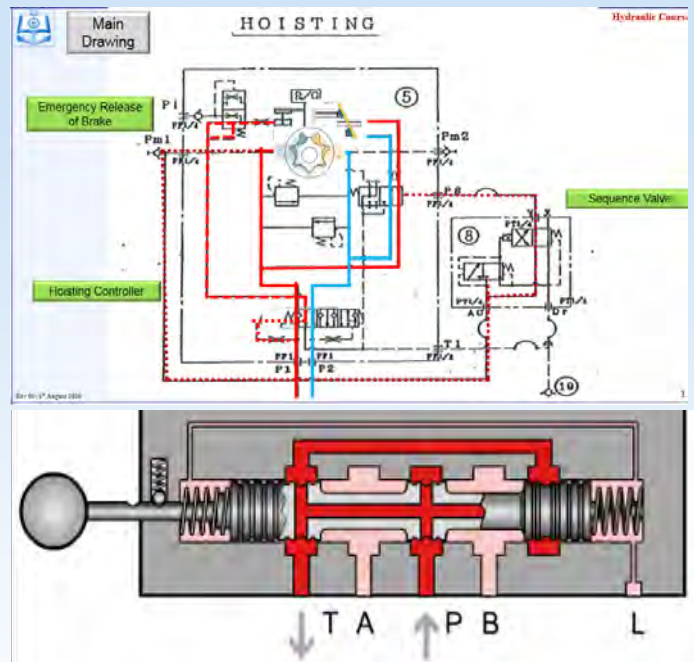
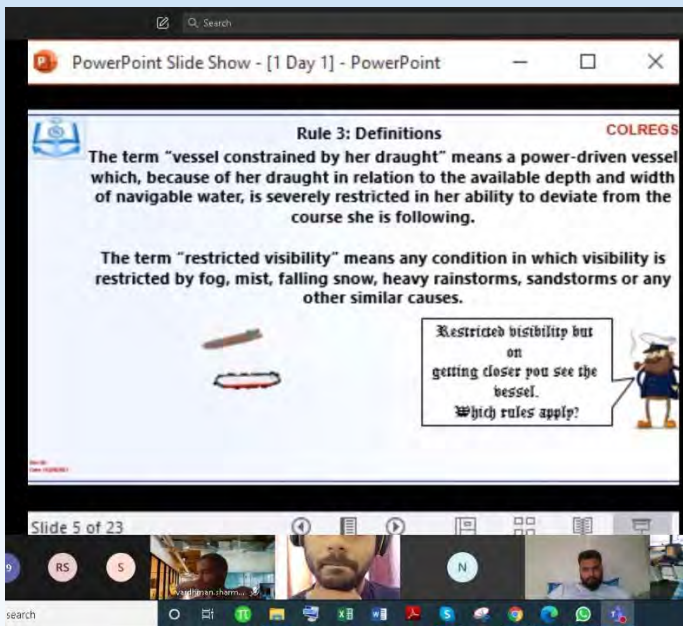
**SUDOKU OBJECTIVE**

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

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

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

## SIMS Mumbai introduces new virtual post-sea courses



The Samundra Institute of Maritime Studies in August introduced two new virtual courses - Marine Hydraulics and Collision Regulations (Colregs). Held specifically for marine engineers, superintendents and seafarers, the courses have been designed to assist superintendents in day-to-day operations as well as joining seafarers with the objective of supporting the safety and efficiency of shipboard operations.

The Marine Hydraulics course is a six – hour intensive course that ensures a deep understanding of hydraulic components and circuits. The curriculum of the course includes basics of hydraulics, functionality of components and in-depth understanding of the typical shipboard hydraulic circuits. It will further enable participants to analyze and troubleshoot hydraulic circuits.

It should be noted that upon resumption of full training activities at the SIMS Mumbai campus, the Marine Hydraulics course will be conducted over a period of three days as a hands-on course where participants will work with and troubleshoot Hydraulic simulators and circuits. However, for its virtual version of the course, SIMS has utilized its Blended Learning technique enabling illustration and understanding via pictures, animations and short-video clips.

The Collision Regulations virtual training course has been introduced with an aim to develop the understanding of the rules of the subject matter. Spread over a period of three days, the course provides a deeper understanding of the rules. Several situations and case studies have been included with emphasis on the rules. The course is designed to be interactive by engaging the participants through debate and discussion. SIMS is confident this training will benefit seafarers in making better decisions when navigating at sea.

Given the ongoing COVID-19 pandemic situation, online training continues to be delivered at SIMS with no compromise on learning. The robust digital platform developed at SIMS that covers a wide spectrum of shipboard operations, has helped in transferring the mode of delivery of post-sea courses from campus to the virtual platform in a seamless manner. Addressing concerns regarding its hands-on courses, SIMS has successfully converted some of its practical courses to short virtual courses, using the expertise of experienced faculty and leveraging multimedia, to enhance the knowledge transfer process. Both the new courses received positive feedback during its pilot online sessions.

For more information on the respective courses, do write to [training.sims@samundra.com](mailto:training.sims@samundra.com).

### Joke of the month

What happens to a frog's car when it breaks down?



It gets toad away.



**EXECUTIVE**  
**NEWS BULLETIN**