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MAIN NEWS

Appreciation for MV Indigo Luffy by Spanish Maritime & Safety Agency

In a letter sent to ESM-managed vessel Indigo Luffy, the Spanish Maritime & Safety Agency expressed their deepest gratitude and highest appreciation for the vessel's assistance in a search and rescue operation.

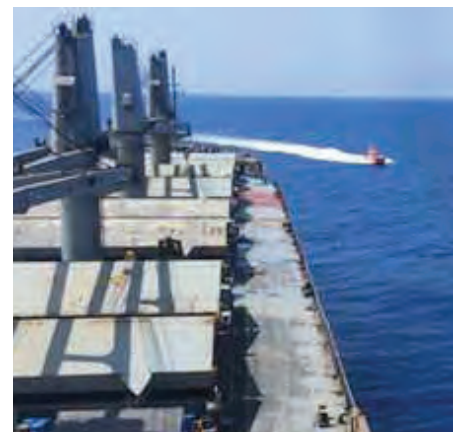
The search and rescue (SAR) operation happened on 17th August 2023 where 14 lives were saved. MV Indigo Luffy deviated for approximately five hours during this SAR operation.

The Master of the vessel voluntarily contacted local maritime authorities when they spotted a stranded white boat with no radio communications.

Until the rescue boat arrived, MV Indigo Luffy stationed itself near the boat to ensure that it would not drift and to caution other seagoing vessels that may collide with the boat. They also gave food and water to the 14 people on board to keep them hydrated and healthy.

Commendations to Capt. Biswajit Khuntia and the crew for their prompt situational awareness and readiness for action

that prioritised the safety of lives at sea. MV Indigo Luffy had also won the second runner-up in the Best Ship Awards 2022 Second Half.



ESM extends our warm greetings for
Janmashtami (07th Sept),
Ganesh Chaturthi (19th Sept) &
World Maritime Day (28th Sept)



Letter from ESM

Festive season seems to have started in August itself with the Onam and Independence Day celebrations across the organisation – at our shore offices and on board ships. Happy to include the reports and visuals for our readers. Apart from the patriotic feelings, the participation brought out the enthusiasm and heart-warming comradery shared across the organisation. Congratulations and thanks to all who took the lead, as well as participated in the events.

Supramax Indigo Luffy which was one of the runners up of the Best Ship Awards of the fleet during second half of 2022, is in our headline news once again! This time for a heroic achievement we are very proud of. The crew on board Supramax Indigo Luffy showed their true professional seamanship by instantly volunteering to rescue life at sea in distress. They have been duly appreciated by the Spanish maritime and Safety Agency as our report says in this issue. Hearty congratulations to Capt. Biswajit Khuntia and his team!

Carrying cargo worldwide across the seas is the purpose of existence for the merchant navy ships and carrying them safely and efficiently remains the main focus for the seafarers sailing on them. The article of Capt. Vinod Dubey once again hits the nail on the head as he explains how the purpose is fulfilled with maximising the cargo quantity within those parameters. One need not be the Master or the senior deck officers to understand the commercial aspect of a cargo ship. I am sure all on board or ashore will benefit by reading this article on the strategic approach to maximise cargo quantity and understand the business behind.

“Water, water everywhere and not a drop to drink ...” the 18th Century poet Samuel Coleridge sounds too real even in the present time. However, the news report of research by scientists developing new method to purify or rather desalinate the seawater could literary be a life line for the parched population across the globe. Cheers to the scientists and hoping we have many such scientific works to keep the future generations of the humankind surviving and thriving. Similarly, the breakthrough by AI in creating a new protein is a news that brings hope to the mankind in longevity and fighting illness from bacteria and germs. Hugely interesting indeed!

As we sadly miss the presence of Mr. S.M.Iyer, we are happy to see his proteges smoothly and successfully taking over the helm of affairs in India. We congratulate both Capt. Sumit Sahni and Capt. Anil Arora – the two homegrown professionals with over two decades of their experience with ESM for their new roles as Directors. We have full confidence that they would continue to raise the ESM flag higher as time goes by.

Our regular features and reports included in the newsletter are for all our readers to be kept abreast of the happenings in the organisation. Do enjoy reading and come back with your suggestions and comments to make this more meaningful for all.

Finally, September will be another month and going to be another rocking time for the organisation with festivals like Janmashtami and Ganesh Chaturthi to keep us alive and entertained.

Looking forward to meeting you all through the next newsletter in October,

Till then remain safe and remain healthy,

Sikha Singh

“ Indigo Luffy showed their true professional seamanship by instantly volunteering to rescue life at sea in distress ”

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TECHNICAL ARTICLE

Latest engine technology – Dual Fuel, LNG, LPG, Ammonia, Methanol Part 1

By Mr. Naga Vishwanath Mudigonda, Senior Technical Superintendent

Of late, moving from fossil fuels to greener fuels is the trend and with latest regulatory requirements kicking in, major industry leaders have focused their vision on investing in engines that are able to run on greener fuels.

Market pioneers in engine building have envisaged the idea of developing engines using greener fuel and marketing their well to wake approach.

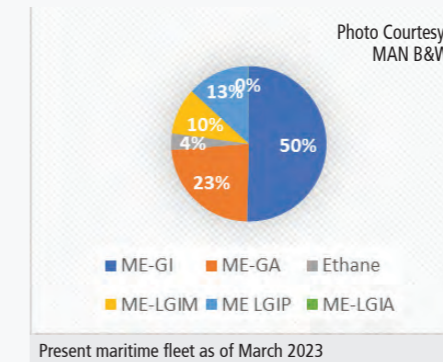
MAN had variants from ME-GI, ME-GA for LNG, ME-GIE for ethane engines, ME-LGIM for methanol engines, ME- LGIP for LPG and ME-LGIM for ammonia engines, whereas Wartsila is now called as Winterthur gas and Diesel Ltd has its variants in X-DF for LNG and X-DF-A/M (ammonia and methane) variants for high pressure gas burning.

ME-GA Engines

Introduced in March 2021, there are more than 260 engines till date. These engines run on natural gas (methane). In these kinds of engines, the fuel gas supply system (FGSS) provides gas at low pressure to the engine fuel system which is separated by a Gas Valve Unit (GVU). The low-pressure gas of 6 to 13 bar is produced either due to natural boil off or by separate low-pressure boil of compressors/vaporizers with a supply pump.

The system’s main components includes:

1. Safe gas admission valve



Present maritime fleet as of March 2023

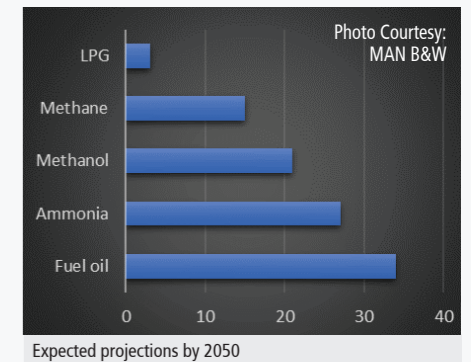
2. SGAV on liner wall
3. Gas Regulating Unit
4. Nitrogen Purge Block
5. Double wall supply pipe

In gas mode operation, a dedicated pilot valve with 0.5% of VLSFO/MGO along with a micro booster injection valve (MBIV) is used. At the engine side apart from the MBIV, there are safe gas admission valves (SGAV) on each cylinder along with a compensator, a gas regulating valve to regulate gas flow in accordance with engine load, a nitrogen purge block for purging the inner pipes, and an engine control system with PMI incorporated. The gas flow from GVU to GRU is through double walled pipes. Each SGAV valve consists of a window valve which opens and allows flow of gas to the GAV, preventing any untimed combustion.

ME-GI/ ME-GIE

With more than 570 GI engines and 30 GIE

LGIP/LGIM/LGIA Engines from MAN	Engines incorporate the principle of liquid injection, low suction pressures for the pumps and high injection pressures in the range of 500 to 800 bar.
MEGA (LP design) Engines from MAN	Engines are primarily employed on LNG ships where boil off generated is used in gas injection /admission for combustion process.
MEGI and GIE engines from MAN	Engines makes use of HP design and employs principle of Gas burning and used in LNG /Ethane carriers .
X-DF - Win GD engines	Winterthur Gas & Diesel Ltd. (WIN GD) uses its X-DF technology based on low pressure premix LNG and scavenge air on otto cycle
X-DF-M & X-DF-A - Win GD engines	Other variants from Win GD include X-DF-M for methanol fueled and X-DF-A for ammonia engines which uses high pressure injection process



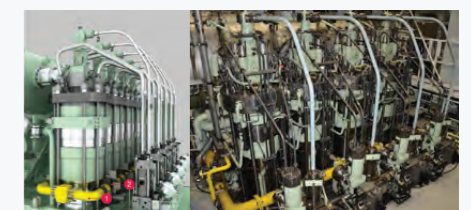
Expected projections by 2050

engines, it uses high pressure gas injection concept with a common rail system to achieve the combustion and uses methane/LNG as fuel and classified basis GI (methane burning) and GIE (gas injection thane).

The FGSS system, basis the BOG generated or as per the voyage orders will provide fuel gas to engines via extraction compressors or vaporisers.

The main components include

- Booster pump
- LP pump and vaporiser unit (PVU)
- Standalone low-pressure vaporiser



- Gas valve train (GVT)

With the command from FGSS basis user defined set points on FGSS, the Engine control system modulates the supply gas availability to engine inlet. The PVU will condition the LNG/ethane to required parameters and shall supply to engine inlet.

Ideally during normal running, the engines operate on 3% pilot fuel and 97% fuel gas with design improvements to further reduce the pilot fuel to 1%

During starting, once FGSS set points are determined, LNG/ethane is supplied to PVU by

Continued on Page 8

SAFETY MOMENT OF THE MONTH

Pressure Cleaner Risks

*** 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.*

Two crew were cleaning the poop deck with a pressure cleaner.

The crew holding the lance of the cleaner inadvertently pressed the trigger. The sudden pressure surge produced a kick-back force in the lance, and the water jet hit him on his left leg above the knee. The victim screamed and released the trigger. A small portion of flesh went missing from the area. Casualty was given first-aid.

Lessons learned

- The water jet from a pressure cleaner can cause severe injury to a person's body.
- Always hold the pressure cleaner lance with both hands to have full control. Never point the lance at yourself or others

COMMERCIAL

Maximising Cargo Quantity: A Strategic Approach to Bulk Carrier Stowage Planning

By Capt. Vinod Dubey, Manager, Adhart

Efficient stowage planning in bulk carriers is a pivotal factor in the quest to maximize cargo quantity and, in turn, enhance a vessel's profitability. The stowage plan is a critical document, often required when cargo is being fixed, and time is of the essence. In this article, we will delve into key strategies and considerations that form the cornerstone of a thought process aimed at increasing cargo quantity when proposing a stowage plan in bulk carriers.

The initial step in this journey is to identify the controlling factor that dictates the maximum cargo quantity. Two primary scenarios typically emerge: volumetric filling or reaching the vessel's draft marks. This determination hinges on the stow factor of the cargo being loaded. For instance, light cargo such as grain, with a high stow factor (e.g., 48), will reach its volumetric capacity long before the vessel attains its draft marks. Conversely, heavy cargo like iron ore, with a lower stow factor (e.g., 18), may not fully occupy the holds before the vessel's draft marks are achieved.

The choice of strategy depends significantly on this controlling factor, making it a pivotal starting point.

When dealing with light cargo where draft limits are not the primary concern, the focus shifts to ensuring the full volume i.e. vessel's entire grain capacity, including the hatch coaming volume, is utilized efficiently. Additionally, careful trimming during loading should be observed to prevent the creation of empty pockets in the hold corners. In cases where the loadicator may indicate a trim due to all holds being filled, some ballast can be taken on board to bring the vessel to an even keel.

For cargo that follows a volumetric filling pattern, the approach is more straightforward. If the vessel is loaded based on its grain capacity, there is limited scope for further optimization in terms of quantity.

Weight-wise filling (loading up to draft mark),

however, involves a few more intricacies. External factors like applicable load line zones and internal factors such as deductible must be carefully evaluated.

Start by considering the external factor of the applicable load line zone. This should be determined based on the route the vessel will take from the loading to the discharge port. For instance, if the vessel is loading in a tropical zone and discharging in a summer zone, it may be possible to load more cargo than the summer zone allows by accounting for the bunker consumption until entering the summer zone.

Now, delve into internal factors. Scrutinize each component of the deductibles, such as bunkers, fresh water, unumpable ballast, constants, and sag allowances, with the goal of minimizing deductibles. While bunkers cannot be reduced, fresh water is a more flexible component to throw overboard in order to maximize the cargo qty. A working fresh water generator can produce the required amount during the voyage. Additionally, it may be possible to supply fresh water at the discharge port if needed. Careful deballasting to reduce the unumpable quantity is also critical.

To further optimize, consider the vessel's draft marks and sag. Aim for a loading plan with minimum sag that ensures the Plimsoll mark reaches the water level not before the forward and aft draft marks reach the same level. Planning stowage so that midship holds are not overly heavy is the best way to reduce sag.

In nutshell, maximizing cargo quantity in bulk carrier stowage planning is a meticulous process that involves the careful consideration of numerous factors. By following the step-by-step approach discussed in this article, there is minimal chance of overlooking any option to optimize cargo quantity. As we embark on this journey to maximize cargo capacity, it is crucial to emphasize safety and regulatory compliance in every decision made during bulk carrier stowage planning.

The above article is an opinion piece by the author.

MIND YOUR BODY

Artificial Intelligence creates original proteins

Proteins are important building blocks of life and are responsible for an array of versatile biological functions within living organisms. Researchers have long been trying to understand the potential applications of breaking complex proteins through protein engineering in medicine and industrial processes, but they relied on natural proteins to carry out research and development. That is, until the advent of Artificial Intelligence (AI). Scientists have successfully designed and created original proteins from scratch with the help of an AI model.

Published in the journal Nature Biotechnology, the research was a collaboration between Salesforce, Tierra Biosciences and various bioscience departments from universities across California. The research utilised ProGen, which is a natural language processing (NLP) AI program developed by the Salesforce research team. Scientists fed the amino acid sequences of 280 million different proteins of all kinds into the program. It was further primed with 56,000 sequences from five lysozyme families.

Out of the million of sequences generated, the research team selected 100 to test based on how closely they resembled natural proteins. Five of these 100 artificial proteins were developed to compare their enzyme activity against a natural enzyme found in the whites of chicken eggs, known as hen egg white lysozyme (HEWL).

These lysozymes are also found in human tears, saliva, and milk and are capable of defending against bacteria and fungi.

Two of the artificial enzymes, with comparable efficacy to HEWL, were able to break the bacteria's cell walls. In simple words, they were able to fight the foreign bodies thereby functioning like an antibody. Also, the two AI-generated protein sequences were 90% and 70% identical to any other known protein.

In comparison to natural proteins where even a single mutation renders it dysfunctional, the artificial protein was able to perform even when only 31.4% of the sequence resembled its natural counterparts. It exemplified that AI was able to learn how the enzymes should be shaped just by simply studying the raw sequence data. In an X-ray crystallography process, it showed that the generated protein looked like what they should be in nature although the sequences were not known in nature. This discovery unveiled boundless potential for its role in biology.

This could be used for therapeutic applications. The new technology could also aid protein engineers as it reduces reliance on natural proteins and enhance overall sustainability of the process of protein generation. However, ethical considerations for any new advancement should

“ **The protein can lead to breakthroughs in medicines, sustainable technologies, and other processes** ”

be carefully considered and the risk should be mitigated by understanding how generative protein will behave as compared to the natural protein produced with traditional methods. Hence, striking a balance between innovation and responsible research is not only important, but will also ensure long-term benefits that could be derived from artificial proteins.

As AI continues to evolve and fine-tune itself, the possibilities of designing original proteins from scratch can expand further. And the impact of skilfully customizing the protein can lead to breakthroughs in medicines, sustainable technologies, and other processes.



ENVIRONMENTAL NEWS

New approach for water purification developed

Two-thirds of the Earth's surface is covered with water, but a major quantity of it is in the form of saline water. Only 2.7 percent consist of fresh water. Out of this, pollution of water bodies such as rivers and groundwater lead to scarcity of fresh water for millions of people around the globe. Therefore, the need for efficient and economical water purification methods led researchers at the Beckman Institute for Advanced Science and Technology, Illinois, U.S, to develop a new purification method that costs less money and energy.

Typical desalination (i.e., remove salt and impurities) methods involve processes like filtration and evaporation, while electro dialysis makes use of charged ion-exchange membranes to split wastewater into its unwanted components and purified water. However, these membranes are the costliest part of electro dialysis, and the process tends to be energy-consuming. Hence, the researchers worked towards a modified version of electro dialysis.

Their developed method fine-tuned the salt separation process of wastewater by adding a special polymer-based material before it is filtered and purified. The added substance utilises redox reaction - a chemical phenomenon, to separate out the salt from wastewater. The study showed that it had the same level of efficacy as

water-splitting, but with an impressive 90% less energy consumed.

To address the cost issue, the researchers also swapped out ion-exchange membranes for a nanofiltration membrane which is more affordable and robust than the former. The nanofiltration membrane will act as a barrier that only allows clean water to pass through.

By utilising both the special polymer-based material and nanofiltration membrane in electro dialysis, the end result is a process that filters out salt and other impurities from wastewater, leaving potable water. All of which, at a lower cost and consumption of energy.

The team expanded their testing into regional water treatment plants and the results validated the effectiveness of the method. The researchers were also keen on extending the use of this technology to tackle brackish water sources, such as groundwater and rivers. Further, the low energy requirements of this method make it ideal for pairing with solar panels, which is especially helpful in regions with hot climates.

Water scarcity is a pressing global concern and the new approach presents a promising step toward a feasible solution. It could possibly

“
The study showed that it had the same level of efficacy as water-splitting, but with an impressive 90% less energy consumed
 ”

addresses the scarcity issue and also align with sustainable solutions by significantly reducing energy consumption and delivering reliable water purification results. As this innovative technique continues to evolve and expand, it promises to provide a tangible solution to the inaccessibility of freshwater.



JE Harsh Pathak (SIMS-Alumni GME-27) Maea

Photo of Maea during lifeboat tryouts

ESM NEWS

Onboard Celebrations: India's Independence Day – Continued from Page 14

the crew gathered for a flag-hoisting ceremony. DC Krishna Kumar drafted an inspiring Independence Day speech which highlighted the importance of fundamental rights and duties. The celebrations continued with a joyous cake-cutting ceremony by the senior officers. The crew also savoured mouthwatering sweets arranged in tricolour and other delicious snacks.

Congratulations to the Masters and Chief Engineers who continue to foster such crew camaraderie with onboard events and celebrations with their leadership, and the crew who wholeheartedly participate in them.



Crew onboard Schwyz after flag hoisting ceremony



Flag hoisting ceremony onboard Atlantic Prince



Snacks and sweets served onboard Schwyz



Crew of Atlantic Prince having a feast



Capt. Mahendra hoisting the Indian flag onboard FS Diligence



30 Prakhar addressing the crew onboard FS Diligence



Crew of ICE II after hoisting the Indian flag



CE Ashoke distributing a prize to MM Abhishek, winner of a mini game, onboard FS Diligence



Indian flag hoisted onboard ICE II

ESM NEWS

Executive Group participated in MPL 2023

In the annual run of the Mariners' Premier League 2023 Singapore, the Executive Group was represented by its employee-led cricket team. They competed against 24 other teams in the three-day tournament where matches were held on 18, 19 and 20th August 2023.

Executive Group Team: Sumit Bhagat (Captain), Aditya Tribhuvan, Md Shakil, Michael Christopher, Rajesh Perumal, Ramannayya V, Rathinakumar Subramanian, Sameer Abdeen, Syed G Hameed, Shagor Biswas, Siddharth Banduni, Vijay Cherukuri, VRJS Srinivas

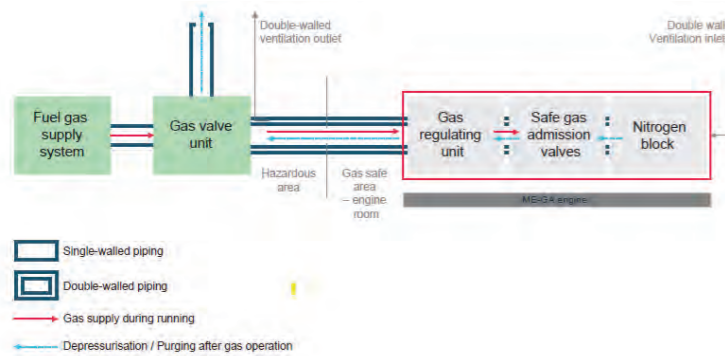
The Executive Group was the defending champion of the Lloyd's Register Corporate Cup as the team took home the championship last year, however, they were ousted in the quarterfinals this year.



(L-R) Executive Group players Aditya Tribhuvan and Siddharth Banduni

TECHNICAL ARTICLE

Latest engine technology – Dual Fuel, LNG, LPG, Ammonia, Methanol Part 1 – Continued from Page 3



cryogenic pumps. The high pressure build up will be taken up by HP supply pump after which it passes to Engine inlet via a heater and GVT. The main purpose of ECS controlled GVT is to control safe admission of gas to engine side and separates FGSS and engine during safety conditions such as shutdown. Nitrogen purging enables safe condition in the pipelines when system is idle.

ME-LGIP engines

These are primarily employed on LPG tankers where cargo is used as fuel. One of the designated cargo tanks or a deck tank is used for storing the cargo which will be conditioned to engine inlet for propulsion. We have a handful of vessels in our fleet fitted with these engines since yard delivery. Presently 149 vessels are in operation as of Q1 March 2023 in the world merchant fleet.

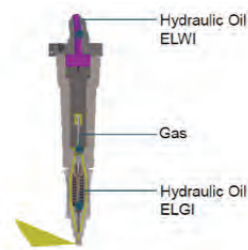
The fuel gas, either propane/butane from the deck tank or designated cargo tank is extracted by LP pump, from where through glycol heater, the LPG is conditioned sent to engine inlet by GVT. Nitrogen is supplied to purge the system and keep conditions safe. The fuel gas at a pressure of 53 bar is sent to engine where though LGIV valves the fuel pressure is increased to 600 bar and injected into the engine. 3% Fuel oil is supplied as Pilot fuel for combustion.

At the engine side, we have few additional incorporations as compared to ME portfolio which includes ELWI, ELGI LPG accumulators, gas detection units.

The principle of LGIV/FBIV (liquid gas injection valve/uel booster injection valve) is the pressure boost needed for injection is rather increased in the LGIV which is controlled by hydraulic control oil. Electronic window valve (ELWI) boosts the

fuel pressure to injection valve and injection timing is controlled by electronic gas injection valve (ELGI) by lifting the cut off shaft.

Sealing oil is additionally supplied to avoid fuel gas- hydraulic oil mixing.



ME-LGIM Engines

Methanol being liquid in ambient temperatures, no cryogenic equipment is needed and is supplied at 13 bar supply pressure.

With first engine testing in 2015, and currently more than 110 engines in service, MAN B&W is using the principle of liquid gas injection with booster injection valves (FBIV-M) for methanol injection at the TDC. Methanol has a very low flash point so pilot fuel (hydrocarbon at 5%) is provided for ignition.

The supply of liquid methanol of 8 to 10 bar at valves inlet is provided by the auxiliary system and the FBIV-M valves boost the pressure to 600 bar.

At the FBIV-M valves there is a suction valve which ensures the pump chamber is filled after each stroke. Apart from the FBIV-M valves, the ME-LGIM system at engine side includes hydraulic control systems, sealing oil system, double wall supply in and return pipes.

The auxiliary system consists of methanol storage tank, LP and HP pumps, Filter units,

heat exchangers and fuel valve trains (FVT). A nitrogen system is provided with block and bleed arrangement for purging, and ensuring integrity of system. A pressurised water injection unit with required flow is mixed with methanol to meet Tier III NOx levels thus eliminating need of secondary NOx reduction techniques

ME-LGIA

Next is Ammonia Engine Development by MAN B&W. Ammonia, being a zero-carbon compound, can be considered as potential future fuel, and engines operating on test bed with successful test run in Q1 of 2023 are awaiting IMO green light for commercial delivery.

In ammonia propulsion, 5% of hydrocarbon fuel (pilot flame) is used for ammonia ignition. Liquid ammonia is stored in deck tanks either by refrigeration system to maintain a temperature of -33 degree Celsius or by using pressurized tanks from 8 bar to 18 bar at ambient temperature.

There is an auxiliary system, FGS system for supply of ammonia from storage tank to Main Engine LGI valves.

The auxiliary system comprises of LP and HP pumps, Filter units, heat exchangers, fuel valve trains (FVT), knock out drum and control system with valves. For safety reasons, all the pipes in the safe area are double walled pipes with ventilation system. To detect the leakages in these double wall pipes, there would be sensors. Nitrogen is required as the purging media during operation of engine in ammonia, before is to check the integrity of pipes and after is to make all the pipes in safe area till FVT free of ammonia. There is an ammonia catch system for purging in order to avoid release of ammonia into the atmosphere.

Currently the fuel supply pressure designed is 80 bar and injection pressure would be 600 to 700 bar. At the engine room side the system consists of a Hydraulic oil, sealing oil, FBIV, Hydraulic accumulators, Hydraulic control valves, control system and double wall pipes for ammonia supply and return. The unburned NH₃ and NO_x is removed by a SCR reactor by dosing extra ammonia.

By ensuring efficient tuning (ammonia slip), the formation of (N₂O) will be addressed.

ESM NEWS

India's Independence Day

Employees at the Delhi office and faculty and students of SIMS Lonavala gathered to celebrate Independence Day.

Celebrations at ESM Delhi

In celebration of Independence day on 14th August 2023, shore employees at the Delhi office wore colours of the Indian Flag, saffron, green, and white.

The office was also decked out in the nation's tricolour with flags and balloons.

Celebrations at SIMS Lonavala

In commemoration of India's Independence Day, a celebration was held on 14th August 2023 in the SIMS Lonavala auditorium. Main highlights of the celebration were its decorations of saffron, white, and green as well as the entertainment performances prepared by cadets and faculty.

Three boiler suits dyed in the nation's tricolour with the display of the word "India" and the Ashok Chakra were placed at the main entrance. Pencil sketches and paintings drawn by the cadets were displayed along the walls of the auditorium.

There were a variety of dances, songs and skits by some cadets and staff. Two skits were performed, one was about upholding Indian values and culture and the other was about the life of a soldier and his family.

The program ended with the singing of the National Anthem. The event showcased the team effort of SIMS Lonavala Cultural Club.



ESM NEWS

Onam Celebrations

The Cochin office and SIMS Lonavala celebrated the Onam festival, a festival widely celebrated by the people of Kerala.

Onam celebrations at Cochin office

The Cochin office celebrated the festival of Onam on 25th August 2023. The celebration kicked off with Pookalams (floral rangolis) that decorated the workspace. A sumptuous feast followed suit – a traditional Onam Sadhya, served on fresh banana leaves. There were also performances of classical dance form – Thiruvathira, accompanied by traditional music. Games were also played among the participants, and many left with their well-earned prizes.

Onam celebrations at SIMS Mumbai

SIMS Mumbai celebrated Onam on 25th August 2023. To commemorate the festival, female staff dressed up in traditional costumes like the Kerala and Kasavu Sari. This was followed by Onam Sadhya lunch and cultural activities like decorating the floor with Pookkalam.

Onam celebrations at SIMS Lonavala

The Onam festival was celebrated on 29th August 2023. The event featured vibrant cultural performances, traditional decorations, and competitions. Cadets and staff wore traditional clothing in commemoration of the festival. The SIMS Lonavala organized the event to showcase the essence of Onam's folklore.



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, we welcome:



- | | | | |
|-----------------------------|-------------------|--------------------------|------------------|
| 1. 30 SUNDARAMAHALINGAM M. | JAL KAMADHENU | 6. 4E BALWANT SINGH | RAGA |
| 2. JO ROHIT VERMA | UOG CONSTANTINE G | 7. JE TANMAYA DIXIT | THE JUDGE |
| 3. JO CALVIN JONES MICHEAL | LAPEROUSE | 8. JE GAURAV VERMA | MARLIN AMMOLITE |
| 4. JO PRANAY ARORA | ROBERTO | 9. JE DEVANSH SRIVASTAVA | UOG AEOLUS |
| 5. JO PAWANDEEP SINGH LOTEY | CHRYSTAL ARTIC | 10. JE AYUSH FARSWAN | SPIRIT OF SYDNEY |

COURSE SCHEDULE – SEPTEMBER 2023

ONLINE COURSES

COURSE	NO. OF DAYS	INTAKE	DATES
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
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
ASPHALT-B E-Learn	0.5/1 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
EP E-Learn	4 days	3	On Request
Log Carrier E-Learn	1 day	3	On Request
Maritime Risk Management (DNV)	1 day	6	On Request
FRAMO E-Learn	2 days	3	On Request
ME E-Learn	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 (Ratings)	2 days	4	On Request
ISO Awareness training	1 hr	Unlimited	On Request
Colreg	2 days	12	On Request
Hazmat	1 day	12	On Request

CLASSROOM COURSES

COURSE	NO. OF DAYS	INTAKE	DATES
ASCT	3 days	8	On Request
ASOT	3 days	8	On Request
COC (Engrs)	1 day	4	On Request
SHC	4 days	4	On Request
JONSE	2 days	4	On Request
Ice Navigation (Deck)	2 days	6	On Request
Large Vessel Manoeuvring	2 days	6	On Request
Large Vessel Manoeuvring (Container Vsls 11 k TEUs & Above)	2 days	6	On Request
ME Engine	2 days	4	On Request
TPCV (Container Vsls under 10k TEUs)	2 days	4	On Request
Basic Training for Ships Operating in Polar Waters	6 days	6	On Request
ISTR	5 days	14	On Request
BTM	6 days	8	On Request
Pumpman	6 days	12	On Request
POAC	3 days	3	On Request
Advanced Marine Hydraulic	4 days	4	On Request
FRAMO	3 days	4	On Request
ERS	4 days	4	On Request
IGF Advance	5.5 days	4	On Request
STS	1 day	3	On Request
ME-LGIP	2 days	3	On Request

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

**For Course Bookings,
Please Contact:**

Email for all courses:
cto@executiveship.com

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*Please note only successful applicants will be contacted

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*Please note only successful applicants will be contacted



SIMS

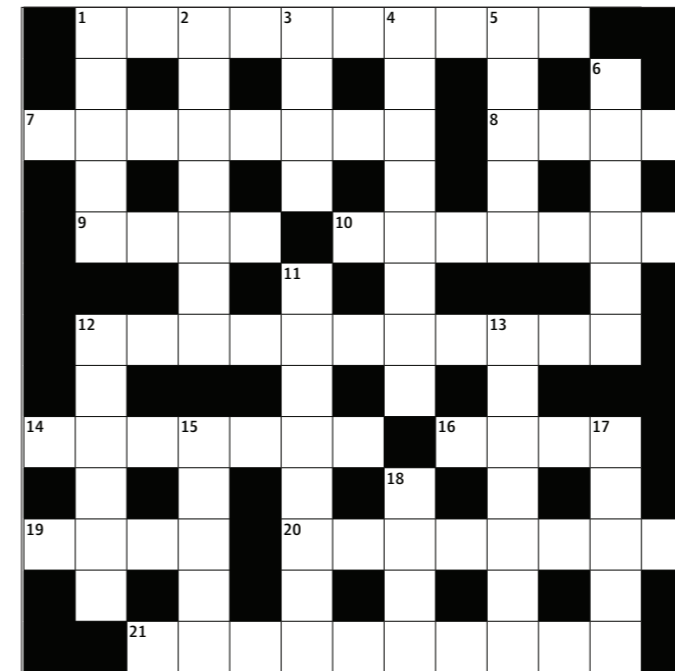
HAPPY BIRTHDAY

CREW BIRTHDAYS

Many Happy Returns to the following on their Birthdays during the month of September 2023!

NAME	BIRTHDAY	VESSEL	NAME	BIRTHDAY	VESSEL
MST NASCIMENTO SAVIO MORAES	11/09	CAROUGE	CE DEEPAK KUMAR NIDHI	13/09	UOG HERMES
MST MAMMEN VIJU JOHN	12/09	ONE INTEGRITY	CE UNNIKRISSHAN THAKKE MARATH	19/09	PRINCESS ALEXIA
MST VIJAY DHONDU MURUDKAR	22/09	SHIRARA	CE DILEEP MATHILOTE KUMARAN	03/09	PALANCA RIO
MST PINAKI MUKHERJEE	27/09	PALANCA MIAMI	CE NIKHILESH NITHIN	13/09	EVER FAVOR
MST NAVEEN FRANK CASTELINO	07/09	SILVER	CE RAJARAM SUBRAMANIAN	20/09	SFL THELON
MST MITEN JAYPRAKASH THAKKAR	21/09	CAPE HARVEST	CE ANAND JONWAL	23/09	GANGA K
MST ARUP CHATTERJEE	21/09	MITERA	CE SAURABH SURESH KUMAR	08/09	GAS DIAMOND
MST KARAN KOHLI	21/09	UOG CONSTANTINE G	CE BIJEDAR NATHULAL SANKHLA	25/09	KIKYO
MST NARAYAN BHUVANESH WARDE	20/09	SANTOS	2E ADENAVER FRANCIS ELEUTERIO V. RODRIGUES	06/09	SPIRIT OF SINGAPORE
MST RANDHIR KUMAR	08/09	REFERENCE POINT	2E AJAY KUMAR SINHA	26/09	UOG HERMES
MST AMIT DAGAR	28/09	MARLIN LOME	2E SOCRATES MARKANDAN	03/09	ARAGO
MST HARPRIT SINGH BHARADWAJ	02/09	EVER FAR	2E PRADEEP SHYAM KAKU	16/09	TRADEWIND ENERGY
CO RAJKISHORE MAHATO	04/09	KANALA	2E SIVARAMAKRISHNAN MEENAKSHI SUNDARAM	25/09	FS DILIGENCE
CO HEMANT SINGH	25/09	JAL KAMADHENU	2E KARTHIK NARAYANAN	07/09	HOUYOSHI EXPRESS II
CO AMIYA KUMAR SINGH	10/09	MITERA	2E RAMESH KUMAR KASWAN	25/09	RED RUM
CO SUVEER KUMAR SINGH	11/09	THE CHIEF	2E NAVJEET SINGH	17/09	MARLIN AMETRINE
CO SANTOSH KUMAR	19/09	UOG SPARTA	2E GURPREET SINGH	20/09	KOBAI
CO AJAY KUMAR DIXIT	08/09	PRINCESS ALEXIA	2E TINU ANTONY	14/09	FRONT TYNE
CO VIJIT KAPOOR	12/09	CHOLA MELODY	2E RIZWAN KHAN	16/09	GANGA K
CO RAMANBIR SINGH GUJRAL	03/09	ANL GIPPSLAND	3E NIKHIL KUMAR CHANDAN	14/09	FRONT SANTIAGO
CO BHARAT MALHOTRA	30/09	OCEANIA MARU	3E VAISHAKH UDAY MENON	16/09	GOLDEN EARL
CO KRISHNA GIRI	14/09	GOLDEN MYRTALIA	3E VARUN DEEP THAKUR	15/09	JAL KAMADHENU
CO SHIVTAR SINGH	10/09	JUTLANDIA SWAN	3E ARUN JOSEPH	25/09	FRONT SUEZ
CO SUNNY KUMAR	01/09	CAPE DISCOVERY	3E JAYDEEP RABHAJI THORAT	07/09	ALEXANDER
CO SHARATH KANGACHANI MADHAVAN PRADEEP	17/09	MARLIN AVENTURINE	3E AMIT SINGH DARIYAL	08/09	AFRAMAX RIVIERA
CO ADARSH KALLARAKKAL JOSE	18/09	RAGA	3E HARJESH KUMAR KUMAR	16/09	ONE MILLAU
CO CHANDVEER	01/09	FPMC P IDEAL	3E AKASH KUMAR VIMAL	26/09	VLCC STEPHANIE
20 HITKAR SINGH	03/09	SPIRIT OF SYDNEY	3E HARVINDER SINGH	10/09	SFL OTTAWA
20 SAURAV SHASHANK	17/09	EVER GLORY	3E CHRISTOPHER GEORGE BABY	10/09	LIN MIARAK
20 AJEESH RAJENDRAN	11/09	SPIRIT OF SINGAPORE	3E BHANU RALHAN	15/09	KIKYO
20 KUMAR RAHUL	04/09	GRAN COUVA	3E GANESH RAVI KRISHNAN	16/09	LR1 AMBASSADOR
20 SWATHISH ANCHARAKANDY	08/09	CHEM NICHOLAS	3E ARUN VISHWAMBHARAN	18/09	ALFRED
20 SARVAN SINGH	17/09	CRYSTAL ARCTIC	3E MANJEET SINGH	18/09	PLATYTERA
20 ROHIT KUMAR BARNWAL	26/09	CARTAGENA	3E CHETAN NARAYANAPPA SOMASHEKAR	25/09	MAETIGA
20 GURPREET SINGH	27/09	SPRUCE 2	3E SHASHANK SHEKHAR	25/09	LR1 CHARM
20 ADHISH KUNNATHODI	02/09	EVER FAST	3E AJAY KUMAR VERMA	01/09	GOLDEN AQUAMARINE
20 VIKAS BHATT	13/09	MINERAL HIROSHIGE	3E NAVEEN KUMAR SAINI	13/09	MITERA
20 VIKRAM MANHAS	23/09	KSL SEATTLE	3E TUSHAR ADHIKARI	13/09	SPIRIT OF AUCKLAND
20 RICHARDSON JAMES	11/09	TRADEWIND ENERGY	3E AKHIL KUMAR	14/09	THE CHIEF
20 ANKUSH SETH	26/09	VERRAZANE	3E BHALCHANDRA YASHWANT NIKAM	22/09	EVER FEAT
20 HARMANPREET SINGH	02/09	FRONT SUEZ	3E KUMAR ABHINAV	28/09	GREAT MANTA
20 KULWANT SINGH RATHORE	04/09	HOUYOSHI EXPRESS II	3E RAVI KRISHNA	15/09	GOLDEN WALCOTT
20 MOHIT DAYAL TEKWANI	14/09	ONE MILLAU	3E ANSHU KUMAR	15/09	CRYSTAL ICE
20 MORRISON SAVIO DSOUZA	18/09	SFL FRASER	3E SATYAM DEEPAKKUMAR TIWARI	08/09	FPMC P IDEAL
20 PULKIT AHUJA	30/09	ALFRED	4E ABHINAV KAPOOR	18/09	THE SHERIFF
30 SUJIT KACHHAP	09/09	VLCC STEPHANIE	4E NAVEET YADAV	03/09	KOHAKU
30 ANTONY SHILTON	19/09	THE SHERIFF	4E LOHITH KUMAR SOMESHWARA	06/09	CHEM HELEN
30 PRASANTH KEEDAYI PRABHAKARAN	04/09	PRINCESS ALEXIA	4E AVNISH SINGH	13/09	EVER FAST
30 ROHIT SHARMA	20/09	FS ENDEAVOR	4E AMAN DAS	26/09	CRYSTAL SKY
30 UTSAB DATTA	15/09	FRONT SANTIAGO	4E ARVIND MAHLA	04/09	LR1 CARRIER
30 VIKAS KUMAR CHAURASIA	16/09	AFRAMAX RIO	4E ARUN MENON	15/09	KOBAI
30 NIPUN KUMAR	29/09	YAMABUKI	4E RAJAT SOOD	21/09	KANALA
30 ARUN KUMAR ALAGAR	04/09	FRONT TYNE	4E SOHAIL WASIM	11/09	KIKYO
30 LAVY CHAWLA	30/09	SFL FRASER	4E DILRAJ SINGH	12/09	SFL ALBANY
30 DIVYANSH	11/09	SFL OTTAWA	4E PRANAV UMESH KAREKAR	17/09	VICTOIRE
30 SUNDARAMAHALINGAM MALARVANNAN	19/09	JAL KAMADHENU	4E VISHAL RAJ	23/09	ANTARES I
30 SHIVAM TYAGI	30/09	EVER FEAT	4E SANJEEV KUMAR SINGH	25/09	GOLDEN EMERALD
CE ANSUMAN CHAKRABORTY	27/09	EVER FOND	4E DENZIL NIEZEL FERNANDES	27/09	CRYSTAL ARCTIC
CE VENKATESHA BHUVANAHALLY SHETTY	12/09	KAMOME VICTORIA	4E ANAND KUMAR	29/09	EVER FAVOR
CE ASEEM KUMAR	01/09	SPIRIT OF SINGAPORE	4E DIGVIJAY DILIP TAVADARKAR	30/09	SANTOS
CE RAJESH YADAV	03/09	CRYSTAL SKY	4E TEJASVEE MODH	16/09	ONE TRUTH
CE VIRENDRA GANGASINGH CHUNDAWAT	19/09	ALQADISIA	4E ARNAV BHALLA	05/09	EVER FEAT
CE SHAMBHU KUMAR	05/09	CRYSTAL ARCTIC	4E YADHUKRISHNAN K. VENUGOPAL	09/09	RENAUD
CE GANESH HARIDAS	11/09	CAPE HARVEST	4E HARPREET SIDHU	25/09	PALANCA CADIZ
CE RAJU MEHTA	11/09	MAEA			

PUZZLES

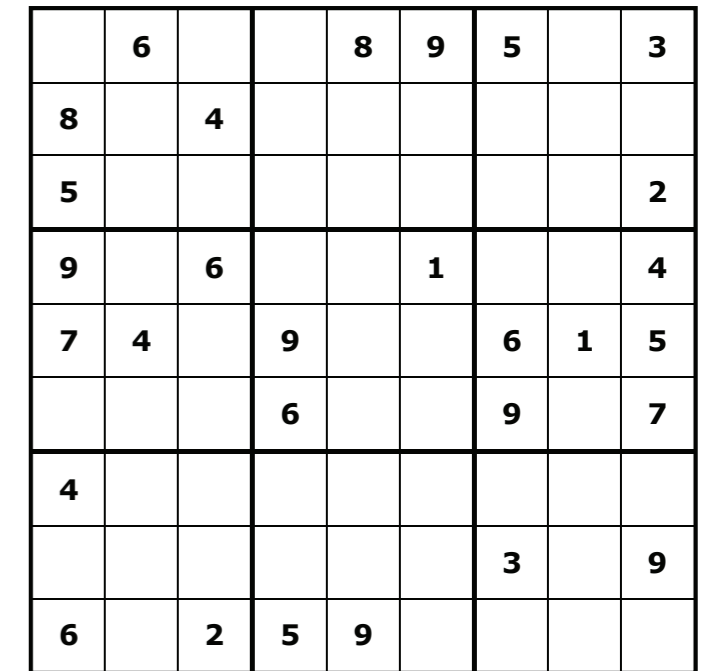


Across

- 1 In close proximity (4,2,4)
- 7 Person who does the dirty and/or boring work (8)
- 8 Boxing match (4)
- 9 Run amok (4)
- 10 Coming to a stop (7)
- 12 Go wrong (11)
- 14 African carrion-eating stork – a bum oar (anag) (7)
- 16 Deer (4)
- 19 Nuisance (informal) (4)
- 20 Rare tile (anag) (8)
- 21 The past (10)

Down

- 1 Animal tracks (5)
- 2 Plunder (7)
- 3 Something helpful (4)
- 4 Liquid condiment coming in various forms from China and Japan (3,5)
- 5 Accounting entry recording money still to be paid (5)
- 6 Go to bed (4,2)
- 11 EU official (8)
- 12 Thin on the ground (6)
- 13 I, Isolde (anag) – dote upon (7)
- 15 Debate (5)
- 17 Guide (5)
- 18 Mix with a spoon, say (4)

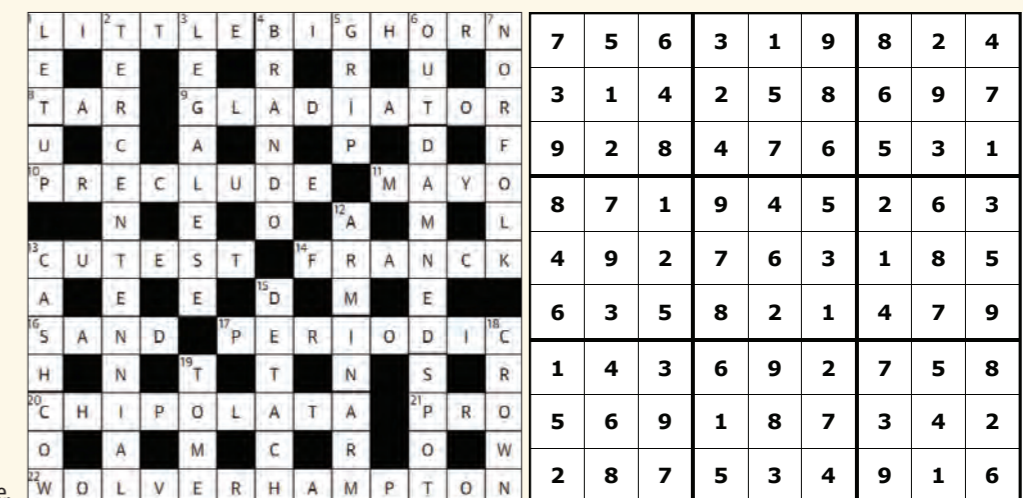


SUDOKU OBJECTIVE

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

ANSWERS FOR ISSUE 224



** All answers will be provided next issue.

New Appointments

Capt. Anil Arora and Capt. Sumit Sahni have been appointed as Directors at ESM Mumbai.



With over two decades in the company Capt. Arora has built his expertise in manning

operations with a strong association with the seafarers. He joined ESM as a Chief Officer sailing onboard Bulk Carriers, eventually taking over command as Master. He initially moved ashore in the crewing department at the Mumbai office, before moving to Singapore office for five years as Assistant General Manager, Crewing.



Capt. Sumit Sahni transitioned from sailing onboard ESM vessels to Superintendent in ESM Delhi,

eventually moving to Mumbai office as General Manager. With his robust 20 years in the company both onboard ships and onshore, he now leads the manning operation teams.

We congratulate them both and wish them continued success in their new roles as Directors.



Joke of the month

Who came after Augustus?

Septembris.



Onboard Celebrations: India's Independence Day

On the occasion of Independence Day, spirits soared high as four vessels, ICE II, Atlantic Prince, FS Diligence, and Schwyz celebrated the nation's freedom with utmost zeal and patriotism.

Bulk carrier ICE II showcased unity as the entire crew participated in the flag-hoisting ceremony. Master Amit Kumar proudly raised the flag, followed by the National Anthem, fostering a sense of pride among all on board. Adding a sweet touch to the celebration was Baklava, a Turkish delight which was shared among the crew.

On board chemical tanker Atlantic Prince, the festivities continued after the flag hoisting ceremony with a delightful spread of snacks and ample crew camaraderie on display.

Oil tanker FS Diligence followed suit with the ceremonial flag hoisting followed by the National Anthem sung by the crew in tandem. Master Mahendra Singh, CE Ashoke Dev, and the 30 Prakhar Khandelwal addressed the crew, emphasising the significance of responsible citizenship, adherence to regulations, and onboard safety. The senior officers took this opportunity to also recognize and award the winners of the last AOR awardees, MM VJ Tandel and OS Melito with cash prizes. Meanwhile, indoor games conducted during the event kept the crew engaged in healthy competition.

The spirit of Independence Day was abundant onboard the Oil chemical tanker Schwyz where

Continued on Page 07

ESM NEW TAKEOVER

Three vessels join in August

Container vessel MV Cimbria, new delivery LPG Tanker Kohaku, and Bulk carrier Chola Destiny came under the full management of ESM on 01st, 02nd and 28th August respectively.

Kohaku, a new build LPG Tanker, boasts cutting-edge MAN B&W ME-LGIP dual-fuel LPG two-stroke marine engines. The vessel name signifies Amber gemstone in Japanese,



and was proficiently taken under command by Capt. Bigu Kumar, CE Vivek Singh Rajkumar, CO Alok Singh and 2E Anto Kuruppassery Kurian (SIMS Alumni) at HHI Shipyard, Korea after successful sea and gas trials.

Congratulations for a successful takeover of MV Cimbria by the crew led by Capt. Nikhil Arora, CE Raj Kumar, CO Aashish Shyam Atri, and 2E Shreehari Jayapal at the Port of Laem Chabang, Thailand.

Lastly, congratulations to the crew helmed by Capt. Ramesh Kumar Singh, CE Unmesh Vasantrao Kadekar, CO Harshwinder Singh Boparai, and 2E Alok Suresh Alhat for successfully commandeering Chola Destiny from the Port of Hongkong.

Wishing everyone safe sailing and fair winds!

