



# FORESIGHT



“ Season’s Greetings – to all our staff & their families & warm wishes in the New Year”

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DECEMBER 2016 EDITION

## CURRENT SHIPPING REGULATIONS CHANGES

Regulation	Reference Document	Ship Type	Entry into force
<b>Secondary means of venting cargo tanks:</b> A pressure sensor is only acceptable as a secondary means if a full flow P/V valve is fitted as a primary means of venting for each cargo tank	SOLAS II-2/4.5& II-2/11.6	Tank ers	New tankers construct ed after 1 <sup>st</sup> Jan 2015
<b>Regulation 2.5</b> – Repatriation of seafarers following abandonment by ship owner.  <b>Regulation 4.2</b> – Ship owners’ liability & provision of a system of financial security to assure compensation for contractual claims following the death of or disability of a seafarer.	MLC 2006 provision of Financial Security	All ships	18 <sup>th</sup> Jan 2017
<b>Carriage requirements for ECDIS</b> – Retrofitting requirements for ships between 20,000 and 50,000 GRT	SOLAS 1974 reg V/19	All ships	1 <sup>st</sup> July 2017
<b>Ballast Water Management System:</b> <ul style="list-style-type: none"> <li>• An approved ballast water management plan</li> <li>• Maintain a ballast water record book</li> <li>• Every voyage to perform ballast water exchange <u>OR</u> using an approved treatment system</li> <li>• Initial survey to be completed <u>OR</u> undergo a survey &amp; be issued with a Document of Compliance if flag state was not a party to the convention.</li> <li>• Exemptions may be granted if required</li> </ul>	IMO	All ships	8 <sup>th</sup> Sept 2017
<b>Polar Code:</b> <ul style="list-style-type: none"> <li>• Existing ships (ships with a keel lay date earlier than 1 January 2017) have until their first intermediate or renewal SOLAS survey (Safety Construction survey), whichever comes first after 1 January 2018, to comply with Part IA (the safety part).</li> <li>• Existing ships must, however, comply with Part IIA (the pollution prevention part) when operating in polar waters (as defined in Figure 1) on or after 1 January 2017.</li> </ul>	SOLAS & MARPOL	All ships	1 <sup>st</sup> Jan 2017



# “Goodwood Senior Officer’s Conference 2016”

**M**any causes of ship accidents are different manifestations of complacency, believes Goodwood Ship management Pte Ltd, a leading provider of professional, dedicated and transparent ship management services.



**Capt AR Sabnis, Managing Director,  
Goodwood Ship Management**

## • On latest achievements

The project of DHT NB vessels- which we undertook in 2015- is now nearing completion. We have taken over GC Tankers new build vessels and MR chemical tankers. Goodwood continues to be an approved time charter operator for oil majors like Chevron, STATOIL, Exxon, BP, Shell, etc. Our principals and charterers expect highest operational and professional standards from us. Our reliability in performance must therefore remain unshakable.

## • A major challenge

Maintaining the level of success achieved becomes a challenge in itself. Consistently delivering operational excellence demands that we all sincerely invest our full attention and expertise at all times.

## • Key concern

Ships are easily built but training high quality officers takes a great deal of time and effort. Keeping the seafarers abreast of market requirements and training them well is really the major challenge. Keeping this in mind, Goodwood has added the ME Electronic Engine Simulator to our Mumbai office this year. We are also conducting SAC, ECDIS, MRM and other training courses for our seafarers.

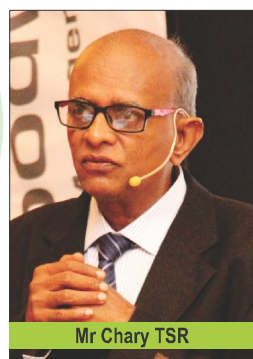
## • Message

New technologies are being developed and applied in the industry at a faster speed than we have ever seen before. This means we will require a talent of non-traditional skill-sets such as systems/data engineers. Shipping operations are going to become a combination of traditional skills and non-traditional skills in future.





Mr Arthur Martin



Mr Chary TSR



Mr Ronnie Nunes



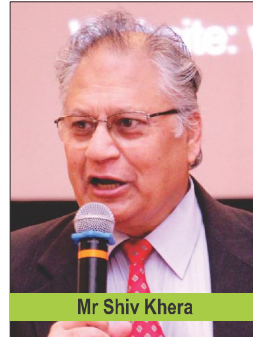
Mr Praveen Ghandhi



## SEAFARER QUOTES



Capt Shailesh Shanbhag



Mr Shiv Khara



Mr Toledo Raymund



Mr Praveen Chaudhry

Complacency can change even the best shipping company into an accident prone one. When it comes to delivering ship management services, Goodwood believes in striving and achieving operational excellence through its well-trained seafarers, the main asset of the company.

To update its seafarers about the company, its new initiatives and the changes in maritime rules and regulations, Goodwood organised their 3-day annual officers' conference at Mumbai's plush Hotel Taj Lands End starting September 26. The room was bustling with enthusiastic Goodwoodites, who all share passion and zeal towards the industry.

The conference was an opportunity to reflect on the year gone by and also an opportunity to exchange ideas and foster a sense of belonging, reinforcing the company's 'one team' ethos.

"Our people are our strength and our asset through whom we are able to deliver high operational standards. Quality performance can only come from trained quality personnel," proudly stated Capt Ashok Sabnis, Managing Director, Goodwood Ship Management.

The packed sessions were attended by over 120 seafarers. Gracing the event were dignitaries from Goodwood's top management and many external speakers from the industry.

The seminar was also aimed to update delegates on software migration. Speaking on the Vessel Performance Management System (VPMS),

MariApps and Goodwood Customer's Web Access was Mr Praveen Chaudhry, Training and Technical Manager. He spoke about the PAL e3 system that will integrate all the software into one and will be used for planned maintenance, purchase, voyage management, crewing, etc. He made seafarers familiar with using the apps and educated the audience about the Energy Efficiency Design Index (EEDI) which will be implemented in 3 phases over 2015 to 2025.

Various topics of concern were discussed at the seminar. External speakers like Mr Henrik Hartzell, Managing Director, Heidmar Pool Operations, spoke at length about the challenges and issues concerning pool operations. Mr Saito and Mr Tanigawa, Representatives, Core Boilers, enlightened the audience about the common issues and care to be taken with regards to marine boilers. Also, Mr Ramaswamy, Chief Engineer, ExxonMobil Asia Pacific Pte. Ltd - Exxon Mobil Lubes, highlighted the aspects of cylinder condition monitoring.

Later during the day, Capt Arthur Martin, HSQE Manager, enlightened the audience on resilience – the ability to cope with pressure and stressful personal and professional events. "It is a quality worth developing since it will enhance the staff's ability to manage increasingly complex jobs at hand," he said, going on to speak of the Learning Engagement Tool (LET) and Learning from Incidents (LFI).

Over the next 2 days, many external speakers spoke on varied subjects such as S-Separator range of purifiers (Mr Lennart Lundgren from Alfa Laval), condition monitoring appliances on board ships (Mr Chary TSR of Green Sails Singapore) and others.

Many important topics concerning seafarer welfare were discussed during the conference, which also dealt with some technical issues that seafarers should be aware of. One of the main attractions was the medical advice given to seafarers by Dr Ajit Kulkarni. He opined "The hectic life of seafarers makes them vulnerable to stress, blood pressure, heart diseases, obesity, diabetes, etc." He highlighted the do's and don'ts for maintaining good health at sea.

There is much rumour and wrong information that gets communicated to the media during a crisis. An elaborate session on media handling in crisis was held to address this issue. It dealt with the guidelines for handling social media, which can otherwise sabotage the company's image. Practical exercises were conducted by Mr Cor Radings, MTI Network. "Crisis handling is the biggest test of management skill and speed is the key", he said.

Interactive sessions with the participants made the sessions livelier. Each Goodwoodite participated with full enthusiasm. It was clear that Goodwood has an excellent team – both on board and ashore- that is ready to learn and shares passion towards work. It is this that makes Goodwood one of the leading maritime service providers today.

"In Goodwood our strength and asset is our seafarers. Here focus has continuously been on training and development of our seafarers. After all growth of any organization lies in the growth of its human resource. Through various training ashore and onboard we will remain committed to delivering flawless services to our customers and taking quality to a whole new level,"



-Capt Rohan Sabnis

### Capt Vara Prasad Bandaru, Master

Seminars like these serve as the right opportunity to discuss issues happening in the industry and onboard. Messages by shipping stalwarts at the seminars are great motivators. It also keeps us abreast with the new technology and equipment onboard. It is a means to let us – the seafarers know as to how the industry is shaping up in future since we are away from land most of the times and are thus unaware of a lot of issues that are happening around.

### Mr Bhupinder Singh Negi, Chief Engineer

This is my first seminar here. I appreciate the 'one team' concept at Goodwood - that is their USP. These seminars also help us to know the latest rules and regulations."

### Capt Thomas Philipose, Master

The seminar enlightened us about new safety operating procedures. It helped us to learn from others' mistakes with the help of the video presentations.

### Mr Nilanjan Chaudhary, 2nd Engineer

The seminar provides the right platform to know about the company's development plans.

### Mr Sai Dinesh, Chief Officer

Such an arena can clarify our doubts and also give us the opportunity to make new friends and encourages team building on board.

### Mr Amardeep Singh, 2nd Engineer

I have been with Goodwood since its inception in 2009. Seafarers are most times out at sea and so lack knowledge about the latest developments in the industry. Seminars like these help us keep ourselves up-to-date.

### Capt Vijay Kumar, Master

I have seen Goodwood grow from 18 vessels to 43 vessels in my 6 years here. Goodwood is an extremely productive team and is very supportive of its employees.



Mr Ramaswamy



Mr Cor Radings



Mr Henrik Hartzell



Mr Lennart Lundgren



# Who's Who at an Oil Spill

**ITOPF** – supports and assists all parties involved with a spill – shipowners, government and potential claimants – by providing objective technical advice, usually at the request of a P&I Club.

**Media** – will always be involved in major incidents and may try to access the spill site to gain footage or interview response personnel. Members of the public are also likely to be active in filming the spill and response operation, providing comments and pictures via social media.

**Lawyers** – may be several and appointed by many different parties, including the shipowner and the national/local government of the affected region/s; they can be major players in a spill.

**P&I Club** – 3rd party insurers who assist the shipowner in dealing with the incident, including legal advice, finding appropriate advisers and contractors, approving claims for compensation (sometimes in conjunction with the IOPC Funds). They may be represented on site by a local correspondent.

**Port/terminal operator** – usually handles the response for spills within their jurisdiction, with oversight from a government agency. May assist with a Place of Refuge or handling of any cargo or containers offloaded.

**Wildlife responders** – environmental groups or charities may provide trained responders to capture, rehabilitate and document oiled wildlife. They may be engaged by government agencies, the shipowner or via universities/charities. Some environmental NGOs may operate as lobbyists to influence the response.

**Volunteers** – in major spills members of the public or local community groups often step forward to help out with wildlife rehabilitation or general clean-up activities.

**Local community** – local villagers or fishermen may assist with manual clean-up activities. They are usually engaged by government agencies or the spill contractor when additional manpower or resources are required. This work may help offset financial losses they may have incurred as a result of the spill.

**Salvage company** – they lead the effort to save the ship and reduce environmental damage caused by the ship and/or its cargo at source. The decision to appoint salvors is usually made jointly by the P&I Club, shipowner and/or government agencies.

**Shipowner** – in some countries the shipowner is responsible for carrying out the response under government direction; in others the government authorities take the lead. The shipowner may be represented on site by a local shipping agent, surveyor and/or lawyers.

**Cargo owner** – supports response efforts by providing precise information on the cargo. They may participate in the clean-up or with treatment of oily waste if they have the necessary resources ready and available. They are likely to have their own lawyers and surveyors in attendance.

**Claimants** – those who have suffered financial loss due to an oil spill, ie fishermen whose boats are oiled or hoteliers whose businesses are interrupted. Claimants can number thousands in a major incident. Compensation is prescribed under national legislation and may be paid according to applicable international Conventions.

**Clean-up contractors** – provide the equipment and workforce for response activities. They may be pre-contracted by the shipowner, hired at the time of the incident by the shipowner or P&I Club, or engaged by the authorities.

**Surveyors** – as their name suggests, they are responsible for carrying out a variety of surveys following a spill, including surveys of the oiled shoreline, response measures, fisheries, and any damaged cargo. They are typically engaged by the correspondent on behalf of the P&I Club and shipowner.

**Government authorities** – usually lead or oversee the response depending on the scale of the incident. Agencies/departments typically involved include: Coastguard/Navy, Ministries of Transport, Environment or Emergency Affairs.

**Other advisers or experts** – they may be government departments/agencies or independent technical specialists in fields such as fisheries, tourism, environmental monitoring or public health, who provide specialist input into the response operation and damage assessment. Hull and machinery insurers and their representatives may also be involved.



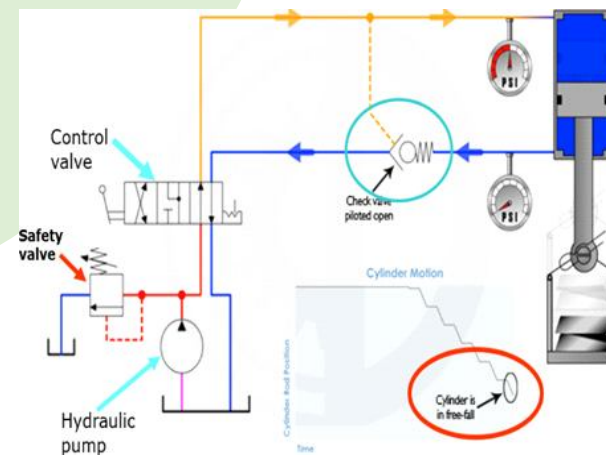


## HYDRAULIC OPERATED CRANES / WINCHES

### - UNDERSTANDING OF COUNTER BALANCE VALVES - FUNCTION

### - IMPORTANCE-INSPECTION & MAINTENANCE

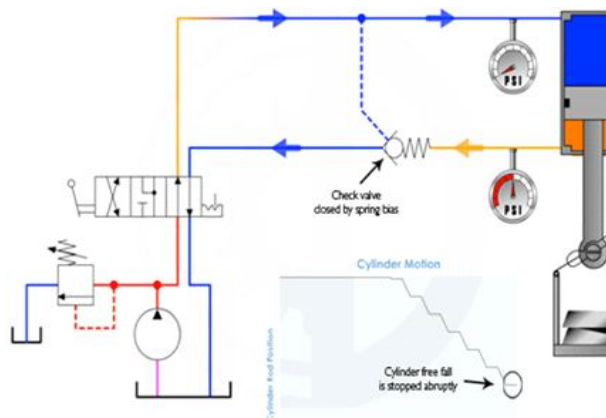
Counter balance valves are deployed in applications where hydraulic cylinders or motors are working against gravity in one direction, and with gravity (sometimes called a negative load) in the other direction. Counter balance valves are also often referred to as motion control valves and over-center valves.



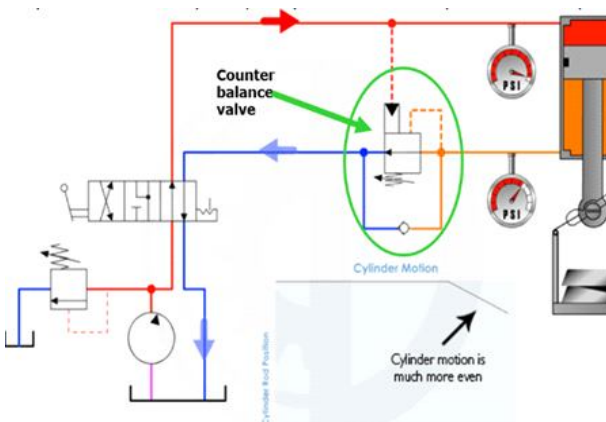
#### Case 1: Without Counter Balance Valve

A simple pilot operated check valve lowering load. The load is at a free fall with uneven jerks. (refer to graph)

This is a very **unsafe situation** when loads are heavier and the oil flow control is from moderate to high. The motion control is in sudden load fluctuations which can damage flexible pipes, joints, cylinder pivots, pistons and even control valve leaks.

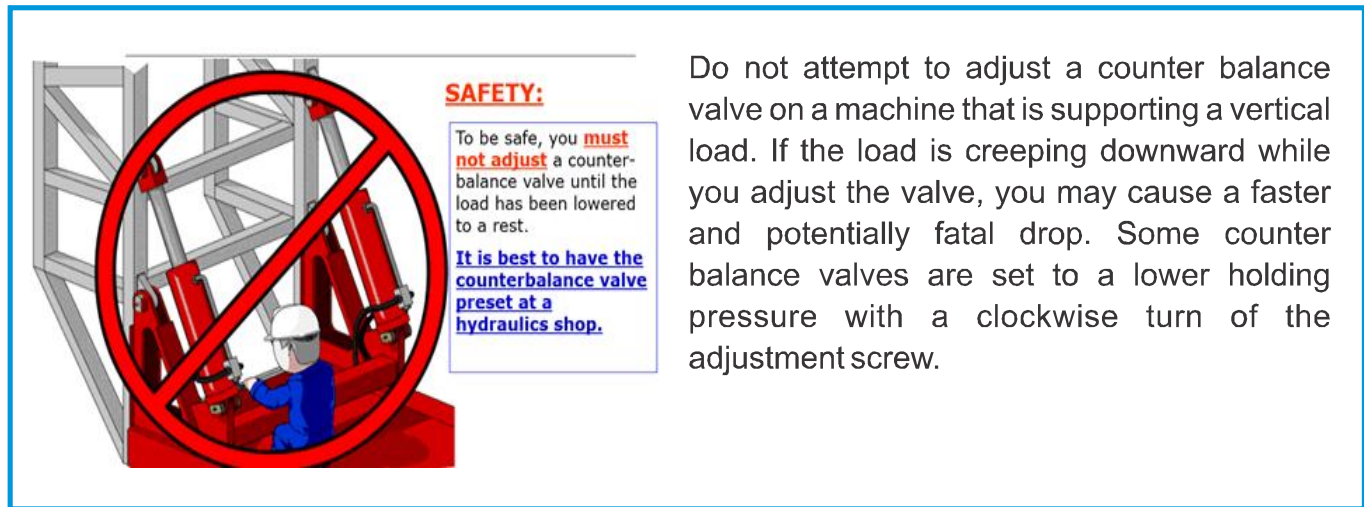
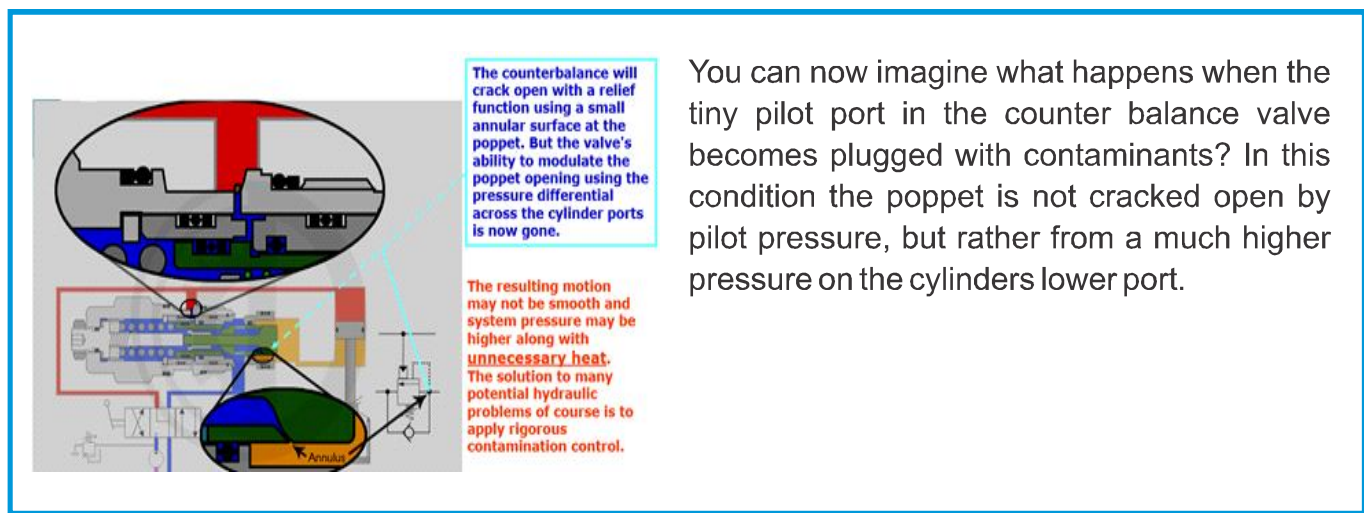
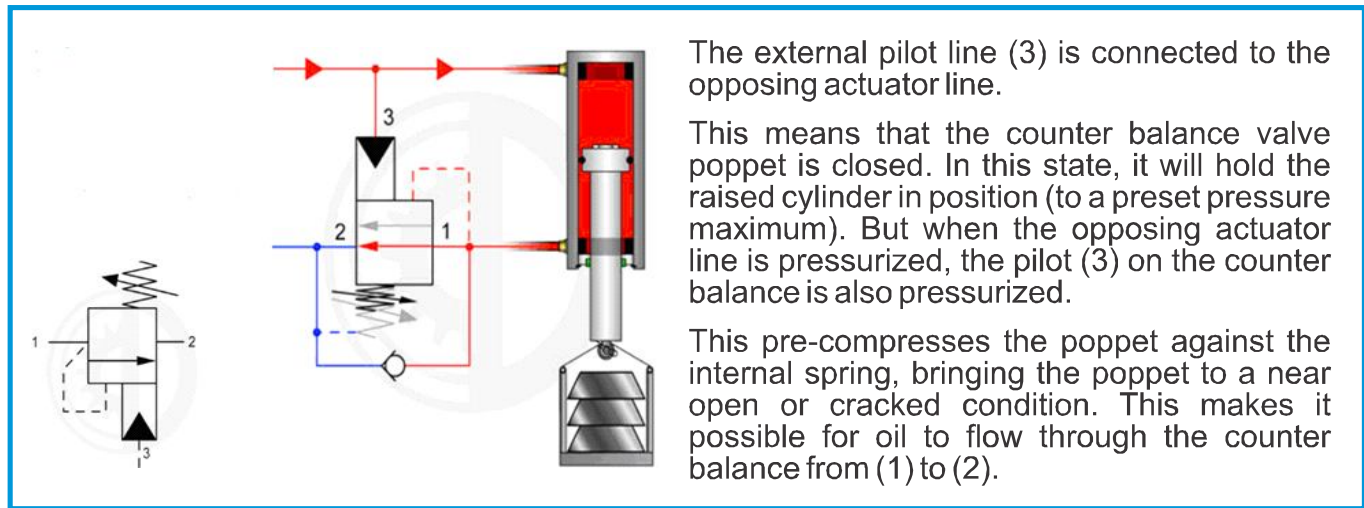


Check valve abrupt closing when return pressure increases more than inlet pressure – causing sudden shock and closing the spring-loaded valve increasing the return pressure due to gravity and repeats open after inlet pressure rises and load drops with jerks. (refer to graph)



#### Case 2 : With Counter Balance valve

Now the counter balance valve is fitted in the return line. The pilot operating the counter balance valve to open and return pressure is regulated by the spring loaded valve. The motion of the load is smooth and no jerks, no fluctuations; safe handling of load against gravity improves the life of system, components life and operational safety.



## EATING HEALTHY WHILE AT SEA

A health campaign was launched by HSQE in Nov 2016, post-Goodwood Family Day celebrations in Manila, when only one seaman admitted to passing his pre-joining medical test on the first check.

Till date few vessels already admitted that none of their crew passed the medical test on the first check and most were sent back to clear a fatty liver &/or high cholesterol. The Master's confirmed that it has finally dawned on them that being the sole bread winner – providing for their families – it is important to cultivate a healthy living style on board ships.

At the Family Day, we then went on to educate the wives present – to ensure they prepare wholesome meals and encourage their husbands to exercise while on vacation.

### **Overeating is as bad as malnutrition**

Weight control is a rising concern for seafarers today. Quantity matters almost as much as quality when considering good eating habits. A healthy meal plan without excess calories helps you not only feel better but can prolong your life.

Consuming more calories than is burned results in weight gain as the body converts extra calories to fat tissue. When fat tissue accumulates, then not only can it be uncomfortable and distressing – but there are also massive increases in the risk of developing one or more health problems, including heart disease, hypertension, respiratory issues, diabetes and cancer.

What can seafarers do to improve eating habits?

#### **1. Substitute high calorie, sugary drinks with water**

Instead of Coke, choose water. The calories in sugar-sweetened beverages are considered empty calories – have no nutritional benefits. Unlike sugary drinks, water is important for proper hydration especially for the crew at sea – involved in routine physical, high-intensity activities

#### **2. Reduce salt intake and avoid condiments**

Cut down on the salt and condiments like ketchup should be taken sparingly. Reason being, consuming salt excessively increases blood pressure as it holds excess fluid in the body, creating added burden on the heart. The body may also retain fluids which may cause swelling. High in total fat and calories, this might lead to obesity. It is (almost) impossible to eliminate salt from our diet entirely but we can reduce our salt intake to a healthy level.

#### **3. Choose the healthier option**

Chips or apple? Apple, without a doubt. Company needs to ensure that an adequate feeding rate is provided (consuming food from a variety of sources to ensure the body has all the nutrients needed), and cooks need to have the skills and knowledge to keep their crews fed properly and healthily.

Compiled by HSQE department





## GOODWOOD - TRANSGLOBAL ANNUAL FAMILY GET TOGETHER FOR SEAFARERS AND FAMILIES

Seafarers and families from Metro Manila including nearby provinces attended the annual get together at New World Hotel in Makati on November 26, 2016. This year's chosen theme was "Goodwood goes Superhero" and it was a thrill to see all families walking in with great enthusiasm personifying their chosen super hero character.

On the other side of the ballroom, seafarers who attended were briefed by Arthur Martin on safety, and also conducted a 'Learning from Incident (LFI)' program. Capt. Ashok Sabnis, ended the session with a general brief of present and future Goodwood's expansion plans and staying healthy not only for the seafarers but for the whole family. He encouraged the wives to be contributory to the health and wellness of their husband seafarers especially when ashore.



The program was kept alive by the bubbly hostess who graciously facilitated the parlor games and other activities such as costume parade, drawing contest, etc. The guest mascot inspired by this year's theme superhero, Ironman, playfully danced with the kids and had pictures taking around the venue. This was followed by a delectable buffet lunch. After which was first-class performances by guest performers, the POI dancers who have championed abroad for their amazing Laser Light Dance exhibition, and Twin Jugglers who really delivered an ace performance with their breath taking but hilarious juggling acts. There were numerous games / competitions, with prizes to be won.



Mr. Michael Estaniel (President of Transglobal) expressed his appreciation – This annual function together with the support given to the families while their husbands were at sea, has helped to bond each family with Transglobal since the inception of Goodwood in March 2008 keeping the attrition rate hovering around at 95%.

To end the event, all the families and guests were called to the front of the stage for a group souvenir picture – a copy of these photos will be sent onboard together with the videos taken in order to share this special occasion with those seafarers onboard.





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