



Goodwood

# FORESIGHT



## From the MD's desk.....

The spread of Covid - 19 pandemic across the large number of nations around the globe has presented unprecedented situation to all of us. This pandemic has very much affected our seafarer's timely reliefs due to the Lockdowns, Quarantines and travel restrictions which are imposed all over the world. The resolution of this problem so far lies outside our control but we hope that situation improves in the near future as restrictions will start to ease off with time. We wish to express our sincere gratitude to all of you for your continued dedication and support in these difficult times.

As an ex-sea farer, I fully understand and empathize with your dilemma. We are also equally annoyed and frustrated with restrictions imposed. However we must bear this in mind that this short time pain will result in a long time gain for protection/safety of our families and Global population. It may be so that this virus is there to stay and we all will

need to find a way to live with it till vaccinations are available. In fact going back a good example is HIV, it is still there but world has found a way to live it with vaccinations.

Be rest assured that Shipping industry including Goodwood are making all possible efforts to declare shipping as an essential service and for all countries to embrace a unified approach to allow for crew embarkation, disembarkation and travel to and from seafarer's homes. We will continue to lobby for the appropriate recognition of the special status of Seafarers. Goodwood will always give the greatest consideration for your safety and you can always reach out to us and discuss.

Please continue to follow the Covid-19 guidelines and norms onboard. Do continue to adhere to Hygiene protocols and approach your daily routines with pragmatism and not panic. We will keep updating the guidelines to ensure your safety. Now is the time to be a source of strength to all our colleagues both at sea and ashore and lead them to adopt and considerate practices instead of fear mongering or doubt.

Our prayers are that you and your family remain safe and healthy always and that we as professionals emerge wiser and stronger than before.

**Capt. A.R.Sabnis**

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APRIL 2020 EDITION

# RESILIENCE MEANS WE WILL EMERGE STRONGER TOGETHER

## In these challenging times resilience means we will emerge stronger together

As we prepare for the extraordinary challenges and hidden opportunities that lie ahead, we look at what we have learned over all these years.

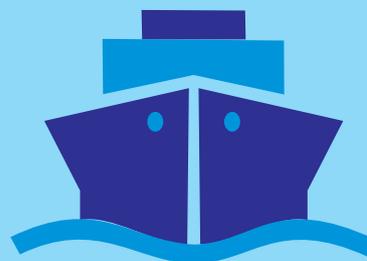
Circle of competence - Identifying your core circle of competence is the key to success. You do not need to know everything about everything, but you certainly need to know everything about your business.

Diversify with technology - Our business continues to operate in spite of a national lockdown, precisely because we have invested in technology tools such as Google Cloud, Microsoft teams, web based platforms for training and operation, Goodwood Live Platform for seafarers on leave to keep in touch.

Develop your people - Nurturing your team members effectively will add a deep moat for your business. As Zig Ziglar says "You don't build a business. You build people, and people build the business."

Be agile - Agility is not just a management framework, but a new mindset. It involves the ability to constantly innovate, take calculated risks & view failures positively as learning curves.

**It can be hard to accept that we have no control over many of the things that happen in life. We can't prevent bad things from happening, but we worry about them anyway. Worries keep our minds busy, but in the end, they leave us exhausted with no solution in sight.**



Savings - Right now, when there is close to zero economic activity, having cash is truly necessary for survival. In times like this, being conservative in spending certainly does pay off.

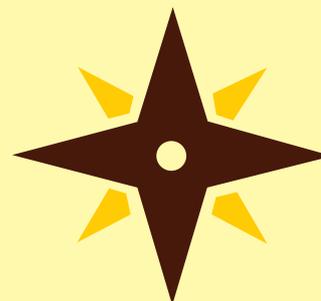
Be honest with your customers, employees and vendors - Honesty is the best policy. You know what, it's clinched but true. Being honest and forthright will allow your mindset to be free of negativity and internal conflicts and will allow you to be more courageous and successful than the liars.



**Identify your fears; ask yourself what you are afraid of and rethink your ability to cope with the situation. There's a very good chance you're stronger than you think.**

Surround yourself with successful people - It's said that you are the average of the top five people that you surround yourself with. It's so true, isn't it? We were fortunate to have learnt from extraordinary business people having much more knowledge & experience than we could have gathered in our lifetimes.

**Develop healthy affirmations and be grateful; phrases like "I am safe now", "I can handle it", "I am doing my best".**



Be helpful to your customers - As Bill Gates says, your most unhappy customers are your greatest source of learning. In fact all customers can be a great source of learning if you talk to them earnestly.

Never stop reading & learning - Spend a few hours everyday reading & learning about your area of expertise. It's important to keep the axe sharp.

Share your knowledge with your community - Knowledge is the only asset that grows with sharing. So go ahead, make the world smarter and you will surely unlock new opportunities for yourself.

Accept the new normal - It's important to note that the world is changing, rapidly and sometimes abruptly. Accepting the change is the first step towards strengthening your foundations.

Never, never, never give up - Success for the most part is a mindset. Remember life is a marathon, not a sprint. What doesn't kill you, makes you stronger.



**Create a plan to manage your stress by eating healthy, getting plenty of sleep and talking with others. Pay attention to your stress level and notice how you are coping. Eliminate unhealthy coping skills and avoid ruminating on the negative.**

Lastly, a big thank you to our entire team - Our Seafarers / shore staff & all our esteemed clients, principles, vendors and associates.

**Contributed by: Capt. Rohan Sabnis**

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## What to Watch out for when Welding



Welders onboard face an array of hazards, with **electric shock** being the most serious.

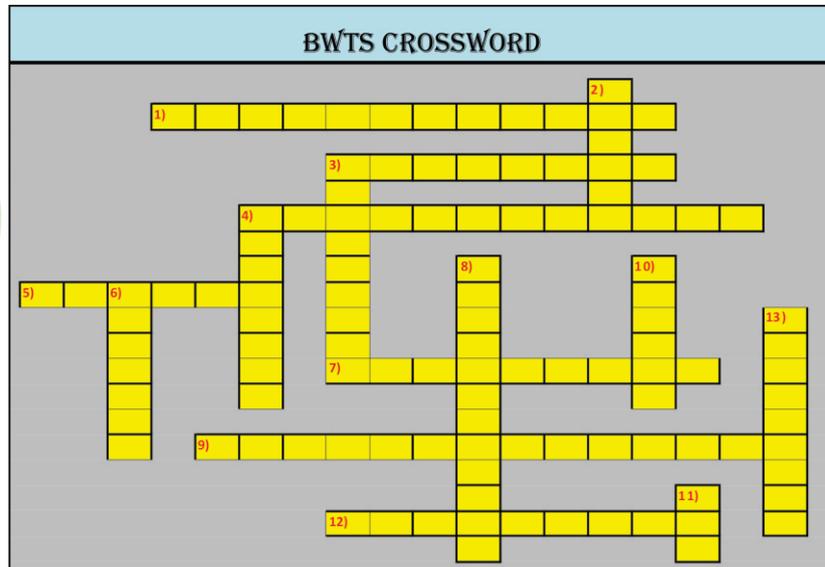
The human body is a good conductor of electricity and even low currents can lead to paralysis, burns or even death. An electric shock (even just 20 milliamps of current) can also cause the seafarer to fall from height because of his reaction to the electric shock. This can be fatal or lead to serious injury.

So the important **control measures** to minimize the risk of personal harm are:

- Proper insulation through dry surroundings (wet conditions arise due a light drizzle or sea sprays due to swell conditions in a seaway)
- Electrical resistance is lowered in the presence of water or moisture. As a result, welders have to take extra precautions when working in damp conditions, including their own perspiration.
- Effective grounding (a two cable go and return system should be used with the return cable back to the welding set). This is done to ensure that the work piece and the ground have the same potential and maximizes personal protection in the event of failure of the insulation) and
- Proper PPE, like non-conducting footwear and gloves should be dry so as to provide maximum insulation to the welder.

**Contributed by: HSQE Department**

## BWTS CROSSWORD



**NAVIGATION CROSSWORD PREPARED BY: 4TH OFFICER RYAN DIAS & CH. OFFICER VAIBHAV R. KULKARNI.**

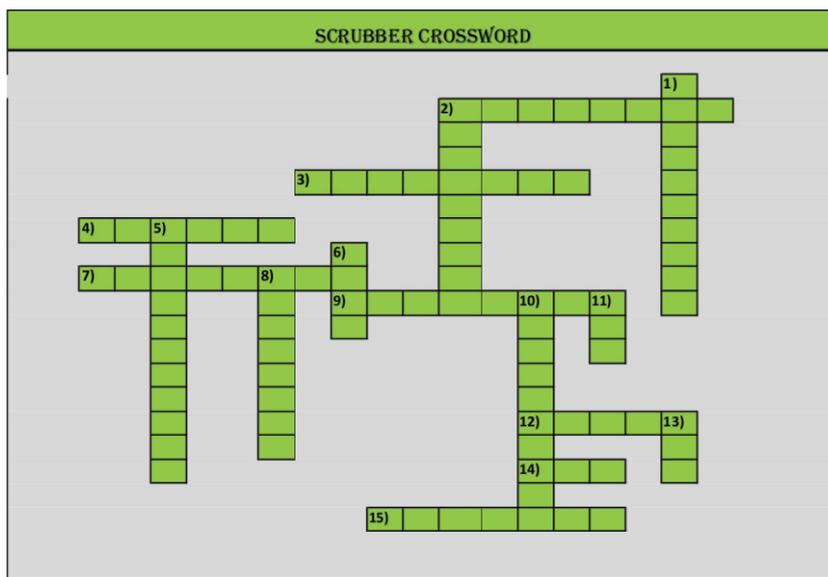
### Across

- 01) Acid reagent which is to be used for cleaning as routine maintenance of Electrolysers unit in order to remove scale formation in Electrolysers unit. ("\_\_\_\_\_ Acid")
- 03) Factor which is to be taken into consideration during Electrolysis. (\_\_\_\_\_ PSU)
- 04) BWTS produces the "Sodium \_\_\_\_\_" to disinfect harmful marine organisms in electrolysis process.
- 05) Mechanical device used Ventilation of pumproom and BWTS Room.
- 07) Electrical device which is converting alternating current into direct current.
- 09) Process which detoxifies chemical oxidants contained in treated ballast during de-ballasting operation.
- 12) TRO \_\_\_\_\_ reagent which is to be replaced in every 3 months or 80 running hours.

### Down

- 02) The unit which removes large particles and organisms from the water during ballasting operation.
- 03) Unit which takes apart the gas generated during electrolysis process. ("Gas \_\_\_\_")
- 04) Gas which is generated in the electrolysis process.
- 06) Full form of TRO " Total residual \_\_\_\_\_".
- 08) Electro-chemical process which produces the disinfectant for ballast water treatment.
- 10) TRO \_\_\_\_\_ reagent which is to be replaced in every 1 Year or 320 running hours.
- 11) The value of \_\_\_\_\_ to be between 7 -10 ppm during ballasting and 0.2 -0.1 ppm during deballasting
- 13) Temperature of water used for electrolysis if below 10deg C ,requires to be heated by a " Heat \_\_\_\_\_".

## SCRUBBER CROSSWORD



**PREPARED BY 3/OFF. PARAS GUPTA AND 2/ENGR VIKRAMSINGH LEWAN ON DHT BRONCO**

### Across

- 2. After jet section, exhaust gas goes to \_\_\_\_\_ before venting out
- 3. Which water used for cleaning exhaust gas
- 4. In case of any fire in sox scrubber area change-over SOX system to \_\_\_\_\_ Mode
- 7. Fire fighting system in scrubber
- 9. The wash-water that comes out of the jet and absorber is called?
- 12. Fire detection system
- 14. Material of drain pipe?
- 15. One of the Scrubbe tower model

### Down

- 1. Exhaust gas enters the scrubber through the
- 2. Maker-
- 5. Additional to Sox EGCS can also remove \_\_\_\_\_ matter ?
- 6. Pumps supplying sea water to scrubber house are called?
- 8. Type of scrubber
- 10. Scrubber used to clean what?-
- 11. Number of pumps for sea water supply to scrubber house.
- 13. The main starter panel is fitted in

# M.V. Kalamazoo carried out Rescue at Sea



Master of Kalamazoo while on a voyage from Yokohama to Honolulu received a distress message from JRCC Honolulu and a subsequent phone call on 29<sup>th</sup> Dec 2019 at 1300 LT from a patrolling USCG aircraft. The sailing yacht “Coco-Haz III” approx. 60 nautical miles was in distress and needed assistance.

In compliance with SOLAS Chapter V Regulation 33.1, Master proceeded at full speed to the location and rescued the three crew members of the yacht.

Capt. Cortes & his team on board had this to say after the rescue was completed.

**“Not All Heroes Wear Capes, they wear Helmets and coveralls too”**



We are pleased to announce that we carried out a “successful rescue operation” and rescued 3 survivors from a yacht in distress here in the middle of Pacific Ocean. Individually and as a team, we still carry out our daily specific duties in spite of hectic port schedules and rough seas.

This time we saved the lives of fellow seamen and feel honoured to have responded to the call of duty during this memorable and successful rescue operation.

**Capt. Arthur Cortes.**

**M.V. Kalamazoo**

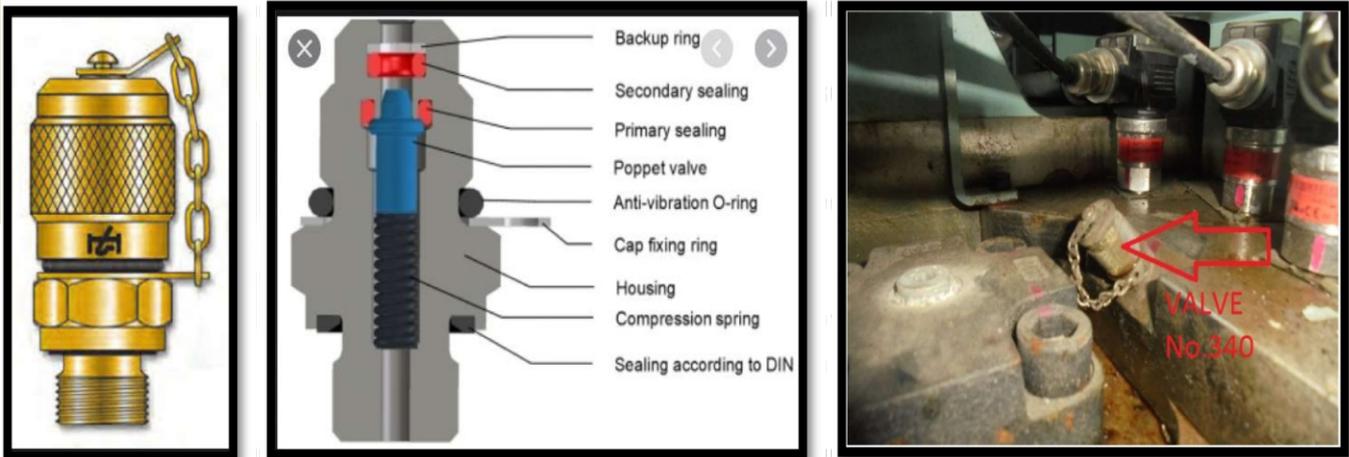


# MAIN ENGINE – HPS OIL ANALYSIS

Fuel Injection Valve Actuator (FIVA) is essential to the running of the new generation of Electronic Injection as it controls the fuel injection and exhaust valve actuation. FIVA valve carries out the injection profile specified by the control system with absolute precision. This enables fuel consumption to be reduced and ultra-low emissions to be achieved, even in extreme conditions.

In order for FIVA Valve to operate without any trouble, the hydraulic oil driving the FIVA valve should be absolutely clean.

In order to ensure that the Hydraulic oil system is absolutely clean, the hydraulic oil samples are to be tested as per ISO 4406 standard. For MAN B&W ME Engine, it is advisable to take sample using "MINIMESS" Type valve as shown below.



Sampling Valves are installed at a point in the system where the flow is normally constant and turbulent. To obtain representative sample, it is essential that only new and clean samples bottles are used. Valve number 340 is a suitable oil sampling point.

Valve # 340 on pipeline diagram is appended at the end of this article.

The procedure below must be followed precisely in order to avoid external contamination that would invalidate the result.

1. Operate the system for at least half an hour prior to taking the sample in order to distribute the contamination as evenly as possible within the fluid
2. Clean the outside of the sampling valve. Attach a capillary tube to the valve outlet. Open the sampling valve and flush at least one litre of the fluid through the valve. Do not close the valve after flushing.
3. When opening the sampling bottle, avoid tearing the clingfilm. Hold the clingfilm against the bottle. Before removing the cap, lift the film over the cap so that cap and film are together. **The cap along with cling film must not be placed on surface; they must be held in the hand facing downward.**
4. Collect about 200 ml of the fluid in the sampling bottle (min 100 ml)
5. Cap the sampling bottle immediately and then carefully wipe the bottle. Thereafter, close the sampling valve.
6. Label the sampling bottle with details of the system (number, date, etc)

The Hydraulic System on the Main Engine requires ISO 4406 Cleanliness Code x/16/13.

### Understanding the HPS Sample Analysis Report:

In our analysis report, something like this is mentioned:

**ISO 4406 Cleanliness Code**  
 The code for expressing the particulate contamination level per milliliter of fluid sample with 4, 6 and 14 micron size. Dirt ingress, filter failure and generated wear etc. results higher particulate contamination in the fluid which can cause damage to the sensitive control valves of high pressure hydraulic systems by plugging small orifices.

Sample report for the Cleanliness condition will be something like below, here only report #2 is acceptable.

Sample Condition	!	✓	✗	!	!
ISO 4407	18/17/16	17/16/11	18/18/16	18/17/15	17/16/15

[As per Oil Analysis Report Remark: ISO Particle Counting Method indicates a large number of particles in the >6-micron range and in the >14-micron range; too high a number may lead to erosion, opening up clearances and reducing efficiency. Check filters for cleaning or replacement]

Report #1 is out by **two (2) times** more contaminant for the particle greater than 6 micron and **eight (8) times** more contaminant for particle greater than 14 microns.

Unlike other Makers who mention that three (3) type recommendation for Hydraulic Oil Cleanliness as per ISO 4406 Cleanliness Code, MAN has only two: x/16/13. MAN is not interested on the particle count of 4 µm. The second number and third number represent as below:

2nd number represents the particle size of 6 µm,

3rd number represents the particle size of 14 µm,

This means that the contaminant of 4 µm do not pose any threat for MAN B&W ME Engine FIVA valve or any other component in the Hydraulic (read Lube Oil) system.

**Table 1: Allocation of scale number**

Number of particles per millilitre		Scale number
More than	Up to and including	
2,500,000		>28
1,300,000	2,500,000	28
640,000	1,300,000	27
320,000	640,000	26
160,000	320,000	25
80,000	160,000	24
40,000	80,000	23
20,000	40,000	22
10,000	20,000	21
5,000	10,000	20
2,500	5,000	19
1,300	2,500	18
640	1,300	17
320	640	16
160	320	15
80	160	14
40	80	13
20	40	12
10	20	11
5	10	10
2.5	5	9

Note: Reproducibility below scale number 8 is affected by the actual number of particles counted in the fluid sample. Raw counts should be more than 20 particles. If this is not possible, refer to 3.4.7.

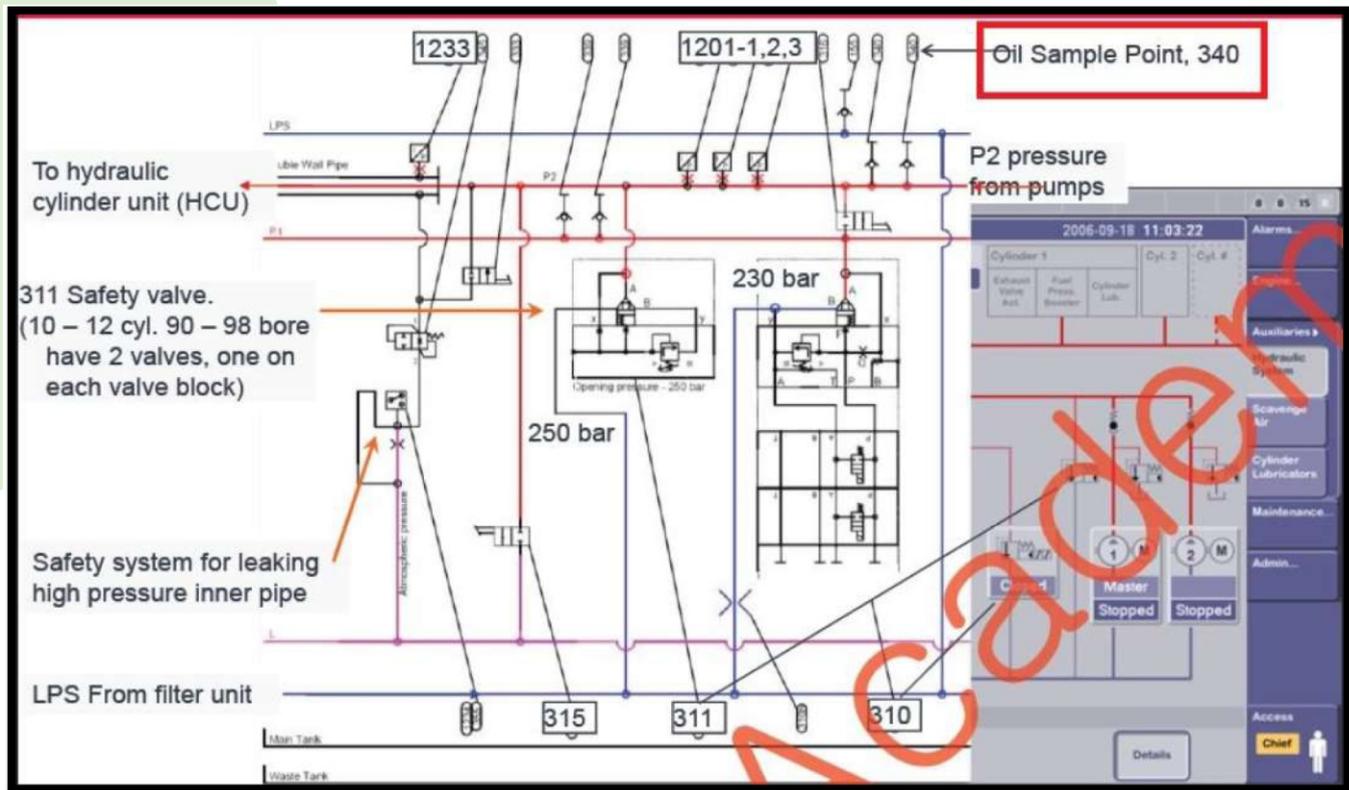
Let us try to interpret the report 22/18/13. If you refer to the above diagram, you can see the numbers are first expressed in 4 µm, with 6 µm and 14 µm following, respectively. Each number represents a range, and in the example, 22 represents between 20,000 and 40,000 of the 4- µm particles in just one millilitre of fluid, even though the machine measured 22,340 particles. It goes on to show between 1300 and 2500 6- µm particles, and between 40 and 80 14- µm particles.

Every number represents double the range of particles, and this is an important consideration. This means that an ISO Code of 22/18/13 has quadruple the particles as an ISO Code 20/16/11, so don't be misled by small increases in the ISO Code. Because this system is now a worldwide standard, hydraulic manufacturers publish minimum requirements of ISO 4406 cleanliness. A piston pump manufacturer would specify at least 19/17/14, for example.

In order to have a comparison in lay man terms on how clean the oil is 18/16/13 standard. Diesel Fuel delivered from the filling station nozzle should pass these criteria.

So now that you're familiar with the ISO cleanliness code, you can monitor and decipher your oil sample reports.

Valve#340 on pipeline diagram:



Contributed by: Mr. Vijoy Dick – Fleet 4

## Remote Audits are the New Norm



COVID-19 crisis has severely impacted the Shipping Industry and its operations and brought with it restrictions in air travels, strict boarding regulations in various ports, physical distancing to name a few. While searching for digital solutions to continue operations as much as possible, few Classifications Societies, Flag State Organisations and Shipping Organisations are opting for remote surveys and audits with less physical presence which will probably become the new norm.

One Flag State has accredited Annual Safety Inspection and Annual BWTS inspection based on a list of documents requested together with photographic evidence which is sent to their Safety/Prevention department. The attestation is signed by both the Master and the DPA to complete the inspection. After all requested information and documentation has been received by the Flag, a review is conducted by a member of their team prior to the vessel being giving credit for its Annual Safety and BWTS Inspection.

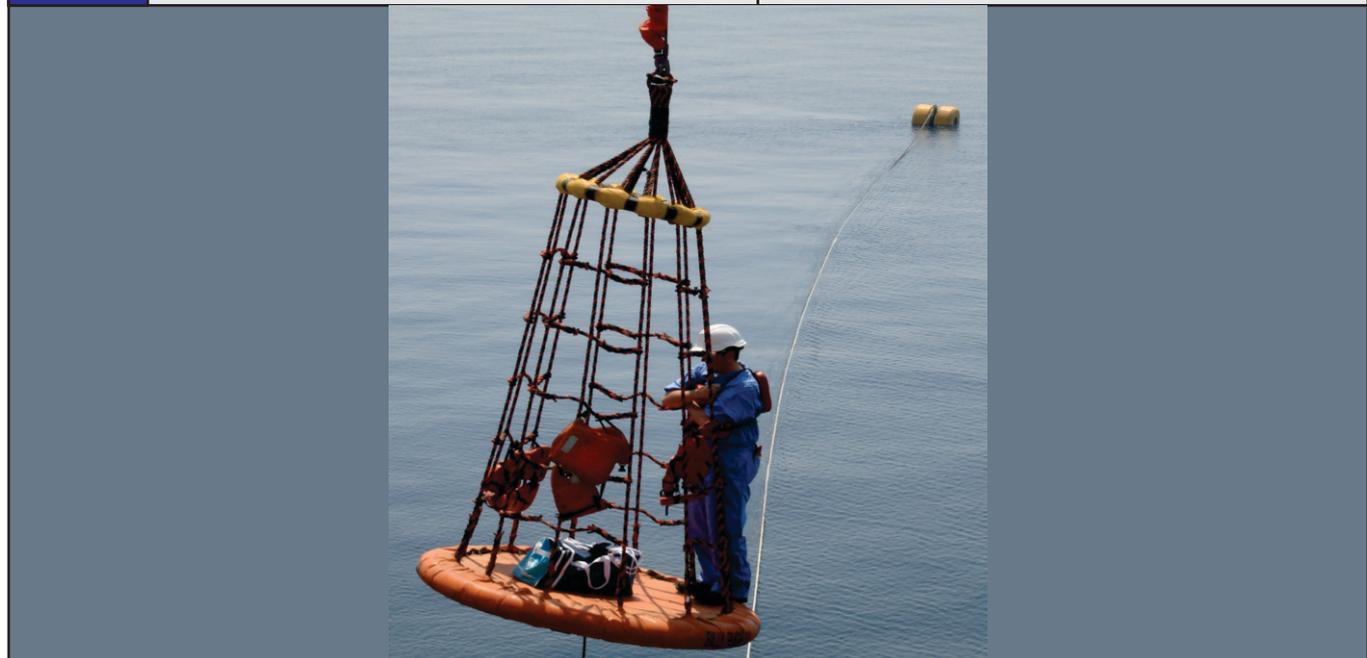
Annual Internal ISM/ISPS/MLC Audits: We at Goodwood have also prepared a Remote Internal Audit Procedure detailing all the processes of how we will conduct this Audit and have received approval from Flag States to proceed.

A copy of the revised procedure, with temporary MOC and Risk Assessment associated with the Remote Internal Audit will be circulated to the relevant ships who need to undertake a Remote Audit.

Contributed by: HSQE Department

# USE OF PERSONAL BASKET

Safeguards	Verifications	Measures of effectiveness
<b>Personnel Basket : Per-Use Inspection</b>	<p>Has the personnel basket been inspected? Ask:</p> <ul style="list-style-type: none"> <li>· How do you inspect the personnel basket before use?</li> <li>· Who should inspect the Billy Pugh basket?</li> </ul>	<ul style="list-style-type: none"> <li>· All certificates on the equipment are up to date.</li> <li>· The Personnel Basket Inspection Checklist is completed by a qualified person.</li> <li>· The Billy Pugh is inspected before use or quarterly (first interval).</li> <li>· Billy Pugh is replaced every 2 years, as per Manufacturer's requirements.</li> </ul>
<b>Ladder : Per-Use Inspection and Maintenance</b>	<p><b>Are pilot ladders and accommodation ladders in good working condition? Ask :</b></p> <ul style="list-style-type: none"> <li>· How do you inspect pilot ladders and accommodation ladders before use?</li> </ul>	<ul style="list-style-type: none"> <li>· All certificates on the equipment are up to date.</li> <li>· The equipment is in good working condition(no excessive wear, cracks, erosion, or damaged or missing parts.)</li> <li>· Pilot Ladders are serviced or replaced every 2.5 years.</li> <li>· Weight-carrying wires are replaced at a minimum of every 2.5 years or when inspections show deterioration.</li> </ul>
<b>Personnel Transfer Crane: Pre-Use Inspection and Maintenance</b>	<p><b>Is the personnel transfer crane maintained and in good working condition? Ask:</b></p> <ul style="list-style-type: none"> <li>· When inspecting the personnel crane before use what do you look for?</li> <li>· Explain the layout of equipment on the crane.</li> <li>· Describe the emergency operation of the crane in case of a power failure.</li> </ul>	<ul style="list-style-type: none"> <li>· All equipment preventative maintenance is up to date.</li> <li>· Operational tests were performed prior to beginning work.</li> <li>· Emergency stop buttons are operational and operator identified the correct location of the breakers and emergency connections required for operation.</li> <li>· Crane operators are competent to implement Emergency Procedures.</li> </ul>
<b>Communication and Supervision</b>	<p><b>How does the Officer supervise the work and communicate with the crew? Ask:</b></p> <ul style="list-style-type: none"> <li>· Who does the Officer communicate with?</li> <li>· When to stop personnel transfer operations?</li> <li>· Observe: The Officer supervising the work.</li> </ul>	<ul style="list-style-type: none"> <li>· Officer is communicating with the signal person , person performing the transfer, persons being transferred , and crew members on the bridge.</li> <li>· Supervisor uses proper hand signals and the crane operator only responds to the Officer supervising the work.</li> <li>· Operations are stopped when there are problems with the crane, communication is lost, or anytime there is deviation from the original plan.</li> </ul>
<b>Operating Limits - Weather</b>	<p><b>What are the weather operating limits? Ask:</b></p> <ul style="list-style-type: none"> <li>· How do you monitor the weather?</li> <li>· What are the weather conditions that would require you to stop activity?</li> </ul>	<ul style="list-style-type: none"> <li>· Weather is continuously monitored on the Bridge and the Deck.</li> <li>· All personnel transfer operations are stopped when weather conditions become unsafe.</li> <li>· Supervisor assesses the situation and weather conditions.</li> </ul>





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