



FORESIGHT



Take over of M.V. Viking Orca

MV Viking ORCA IMO No 9555254, is a Singapore Registered 1800 TEU Gearless container vessel built and delivered by Jiangsu New Yangzi Shipbuilding Co. Ltd. This SDARI design vessel is low draft wide beam Bangkokmax vessel was delivered to Owners Tiree Shipping Pte Ltd as first of the three vessels ordered by the owners from this yard.

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APRIL 2023 EDITION

"MARITIME SG LOWCARBON50 AWARD"

MARITIME SG LOWCARBON50 AWARD

On 18 April 2023, Goodwood Ship Management Pte Ltd received the Maritime SG LowCarbon50 Award during Singapore Maritime Week 2023 and 2nd Accelerating Decarbonisation Conference on 27 April 2023.

With increasing level of awareness and pressure for sustainable growth, Goodwood Ship Management has taken the challenge to participate in the transition of decarbonisation and progressively to achieve the target of net-zero in carbon economy.

Goodwood Ship Management has been working closely with UN Global Compact Network Singapore (GCNS) for three consecutive months through various engagement platforms in the process of collecting the data, including calculation for emission, and completed the declaration via Carbon & Emissions Recording Tool (CERT) form & submitted to GCNS and MPA for the qualitative assessment.

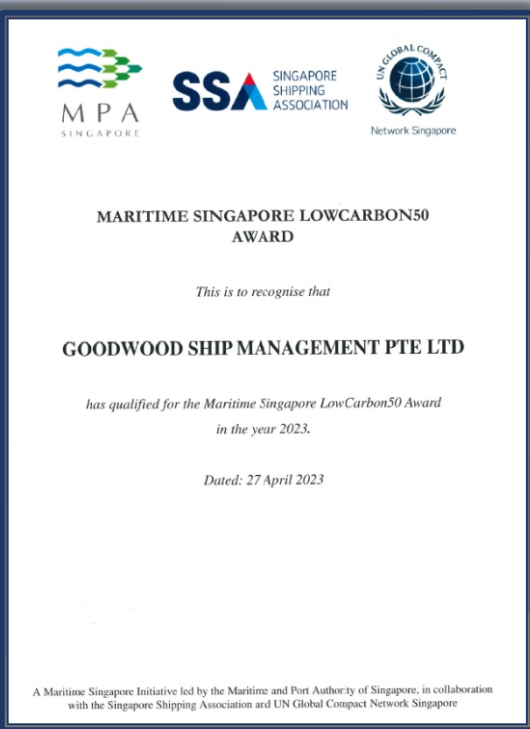
Goodwood Ship Management has encouraged all staff to join the webinar in the low-carbon management workshop conducted by GCNS; GCNS-SSA-MPA last year (2022). This programme is

designed to help organisations get started on the sustainability journey. This programme also builds awareness of the transition among the staff and responsibility in every individual throughout the generations.

Kudos to the working team, assigned to this project who worked extremely hard to collect the necessary data and insert into the formula of the emission inventory.



▲ Our CEO, Mr. Md. Kamal Uddin Ahmed, received the Award from Mr. Teo Eng Dih, Chief Executive Officer of MPA - Singapore



About LowCarbonSG

In September – October 2022, Annual Singapore International Energy Week (SIEW) which incorporated the Asean Clean Energy Summit (ACES) have made major announcements such as Singapore's raised ambition to reach net zero emissions by 2050.

The topic of sustainability is becoming ever-more pertinent and is increasingly being discussed at government, corporate, and even household levels. Naturally to talk about sustainability it also involves in carbon emissions. This includes terms like "carbon markets," "carbon credits," and "carbon tax".

UN Global Compact Network Singapore (GCNS) is accelerating action on corporate sustainability, to equip with green skills and to empower the SMEs to transition towards a low-carbon economy.

LowCarbonSG is a capability-building programme to enable local businesses in Singapore to start monitoring and where possible, reduce their carbon emissions. Companies that successfully measure and monitor their carbon footprints will be issued a LowCarbonSG Participant Logo.

LowCarbonSG is helmed by Carbon Pricing Leadership Coalition Singapore, the decarbonisation arm of GCNS, and supported by the National Environment Agency and Enterprise Singapore.



**SUSTAINABLE SHIPPING:
A VIABLE PREVENTION
FOR THE BRIGHT FUTURE**

LEARNING ORGANISATIONS

WHAT ARE LOs?

As devised by Peter
Organisation is a co

W As devised by Peter Senge, Learning Organisation is a company that facilitates the learning of its members and continuously transforms itself in the process.

Learning organisations generally tend to develop because of the pressures faced by modern organisations. However, this is healthy as it results in us being more vigilant, safety conscious, aware and well trained.

WHAT ARE THE BENEFITS OF BEING ONE?

One of the main benefits being a learner is that you can learn at your own pace. You can take as much time as you need to understand a concept, and you can repeat a lesson as many times as you need to. This is especially helpful for people who learn differently or who have a slower learning pace. Another benefit is that you can learn from anywhere and at any time. You can access your course materials on your phone, tablet, or computer, so you can learn on the go. This is great for people who are busy or who have a flexible schedule. Finally, being a learner can help you develop new skills and knowledge that can be useful in your personal and professional life. You can learn about new technologies, industries, and trends, and you can gain the skills you need to succeed in your career. So, if you're looking for a way to learn and grow, being a learner is a great choice.

W One of the main benefits being a learning organisation offers is a competitive advantage. This competitive advantage can be founded in different strategies, which can be acquired by organisational learning. One way of gaining a competitive advantage is strategic flexibility. The continuous inflow of new experience and knowledge keeps the organisation dynamic and prepared for change. Another outcome of being a Learning Organisation is the increase in safety awareness of everyone within the organisation. Information sharing via various safety initiatives makes us well aware of what is happening within the industry and prepares us to confront any challenges we might face in the near future. Innovation and learning are closely related. While encouraging people to learn and develop, a more innovative environment is commonly generated, innovative ideas coming from e.g., communities of practice (Fleet wide Best Practices) can result in greater overall organizational learning and a sense of cohesion within the organisation.

ARE WE A LEARNING ORGANISATION?

The answer to this may vary with one's perspective but we as a team feel that we are almost there. With industry leading safety facilitators such as Safety Flashes, Fleet Memos, LFI's, extensive cadet training program, Toolbox meeting, Pre-joining & post sign-off briefings, Goodwood Live Online platform, company specific value & competency enhancing courses such as SAC, MCRM, annual seminars for senior officers, the inclination & yearning is definitely there. However, the learning curve is always tangential and never-ending. As we grow, we learn. As we learn, we share and as we share, we grow.



HOW CAN WE IMPROVE IN '23 AND BEYOND?

H Resistance to learning can occur within a learning organisation if there is not sufficient buy-in at an individual level. This is often encountered with people who have closed mind sets, and are not willing to engage.

We believe that the process of learning must be implemented coherently across the organisation as learning can be viewed as elitist or restricted to senior levels only. Another side of the coin is the fact that if training and development is compulsory, it can be viewed as a form of control, rather than as personal development. Learning and the pursuit of personal mastery needs to be an individual choice, therefore enforced take-up will not work. Hence, we need to find the sense of equilibrium where learning is seen as neither enforced nor restrictive and individuals both enjoy and appreciate the process of learning.

In addition, organisational size may become the barrier to internal knowledge sharing. When the number of employees exceeds a certain number, internal knowledge sharing dramatically decreases because of higher complexity in the formal organisational structure, weaker inter-employee relationships, lower trust, reduced connective efficacy, and less effective communication. A very experienced Chief Officer of mine used to have his daily morning tea break in engine control room and they use to discuss everything except work in that meeting. This not only resulted in better inter-departmental relationships but also proactive approach towards the issues faced by other departments whereby assistance or wisdom was offered even before it was asked for.

Lastly, one the most frequent and aggravate problems faced by modern learning organisations are fragmentation, competition and reactiveness. Fragmentation is described as breaking a problem into pieces. For example, each organization has an accounting department, finance, operations, IT, Fleet Personnel and marketing. Competition occurs when employees are trying to do better or 'beat' others in an assignment instead of collaborating. Reactiveness occurs when an organisation changes only in reaction to outside forces, rather than proactively initiating change. We believe Fragmentation is a necessary evil, as it is designed to ease off the pressure and increase the efficiency of the organisation. However, Competition and Reactiveness needs to be addressed. Inter-departmental competition within the organisation can be very counterproductive and might lead to complete disintegration of the organisation as such. Reactiveness on the other hand is like a slow poison

whereby it slowly eats up the very idea of being a learning organisation and completely kills the proactive approach one is expected to take. We

believe Competition must be replaced with Cohesion where all departments come together to work as a single entity without any friction and Reactiveness must be replaced with Proactiveness whereby organisation can be seen as taking the initiative rather than doing it just for the sake of it.

The continuous inflow of new experience and knowledge keeps the organisation dynamic and prepared for change.

THE ONBOARD LEARNING PROGRAM



Tejas Shinde (3/Off)
DHT Lion (1st)



Gautam Kumar (3/off)
DHT Opal (2nd)



AB Saniboy Postrero
DHT Taiga



AB Marcello Balintag
DHT Taiga



Vinay Kudatala (Bsn)
DHT Colt



D. Ambati
(OS)
DHT Colt



M. Ramalingam
(P/man)
DHT Colt



Sanket Kumar
(E/Cdt)
DHT Lion



Wun Ha
(Ch.Off)
Pacifist



Bautista A.
Manangan (Bsn)
DHT Taiga

THE FIRST **10** WHO COMPLETED THE ONBOARD LEARNING PROGRAM

SEAFARERS AMONG THE OTHER SHIPS WHO COMPLETED 100% OF THE TRAINING PROGRAM

Puthiya Valappil Jayaraj	Bhatt Vikas
Dhiman Shubham	Kumar Krishan
Kumar Gautam	Singiri Chandra Sekhar
Rayathi Rambabu	Khan Osama Khalid Zamir
Devgun Ankur	Chauhan Darshakkumar Bhaidas
Fernandes Luque Mariano	Lumansoc Lyck Adzme

It is the company's responsibility to ensure that the onboard training programs are being implemented onboard ship and it strictly follows STCW and ISM requirements. Such procedures are vitally important to Goodwood that has its cadets' interest as its future deck or engine officers.

The onboard training programs, combined with text, voice, video clips, animations, graphics, images and other elements, pictures and sounds, are intuitive and vivid which cause and improve the interest in learning, and it can enhance the ship training impression as well. The onboard training programs include assessment and quizzes to help officers and crew gauge their understanding of the material. The courses are an effective way for crew to stay informed, maintain their proficiency, and enhance their marine knowledge and skills.

The Goodwood General Manager (Training) encouraged ships staff with the incentive that their names and photos will appear in the Foresight Magazine and the response, as you can see, was over whelming.

Contributed by HSQE Department

HERE IS SOME FEEDBACK FROM OUR FELLOW SAILORS ACROSS THE FLEET:-

A Chief Engineer confirmed:

"It helps us gain a better understanding of various aspects such as operational safety requirements, meeting and exceeding compliance targets, how to tackle personnel management challenges, how to develop one's own skills and better preparedness for both internal and external audits."

An Electrical Officer who thought this platform was not meant for him eventually said:

"The platform provides us Seafarers an excellent way to stay updated with the latest standards pertaining to operational requirements, new systems and designs that are being brought into force. It enables us to refresh ourselves with the current operational standards and procedures and serves as a ready reference for almost all critical operations performed on board."

A Second Engineer said:

"The platform refreshes the knowledge and skill of seafarer. It also prepares the seafarers for third party inspection as the marine industry emphasizes more on the crew competency these days."

A Deck cadet was pleased to note that:

"The platform helped him to enhance the knowledge of various equipment and machinery more precisely and easily. It has helped to create more awareness among people of the potential hazards in their environment and know how to take proper precautions for them. By viewing safety videos, seafarers can learn about the proper way of using the equipment and how to stay safe in dangerous situations."

A Third Engineer confirmed:

"The platform helps us to understand shipboard operation and procedure with audio visual effects. Also, one can access it at any time without need of internet."

A Third Officer stated loud and clear that:

"The platform is convenient as it is available any time, either onshore or at sea. Anyone can often go back over the particular video to reinforce their understanding of the material in question. Videos are very interactive and assessments at the end help in brushing up the skills and assists in gaining more knowledge."

A Forth Engineer commented:

"Lessons learnt in the modules give the crew a new dimension of looking into surroundings and for considering hazards that were never thought of while doing risk assessment when doing a job."

A Second Officer proudly said:

"The catalyst that encouraged me was that I found this training program very interactive as well as Master invigorated me a lot. This platform also helps me to achieve an assertive personality."

A Junior Engineer had this to say:

"At this stage of learning, the platform provides a source for learning by audio, video and assessment. It also helps to clear concepts about equipment operations, regulations and safe working practices and it is a user-friendly platform."

A Chief Officer agreed that:

"The platform can be used not only to enhance the knowledge or refresh us seafarers with operational requirements but also help one gain a better understanding of various jobs pertaining to the next rank and enable ourselves to be better prepared for promotion."

A Master in conclusion stated in his opinion that the platform is the most effective and robust solution for the unique challenges and unpredictable training needs of the maritime industry. The platform is a blessing to us all and with us having the option of accessing the platform even whilst at home is invaluable.

Mr. Arek Stesik from Ocean Technologies Group had this to say:-

"We at OTG are delighted to see such positive comments from seafarers about the value they are getting from Goodwood's investment in our learning platform. Our content and software engineering teams will enjoy reading these comments as it shows that the work they do can make a difference in supporting seafarers to stay safe and to improve their knowledge and skills so that they can further their careers."

Mr. Firdaus Khambatta from KARCO had this to say:-

"Firstly, congratulations to the only one GSM candidate who completed 100% of his training program."

Although crewmembers are completing video training at a good rate, they are lagging in Company Content Trainings.

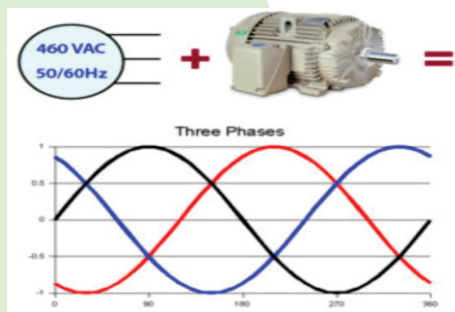
These trainings consist of E-Modules in PDF presentations. Completing these E-Modules can give a boost to KPI percentage of the vessel as well as the KPI percentage of individual candidate.

Furthermore, Group Session training for Reflective, Resilience and Responsive learnings is low and not yet conducted on few vessels so far. This training is to be carried out from ADMIN section.

Completing these modules can also help vessels/ crew members to boost KPI percentages. Will resend the procedure and guides to all GSM vessels to conduct Group Sessions more often.

Looking forward to continuous engagement and support as we move ahead. Thank you."

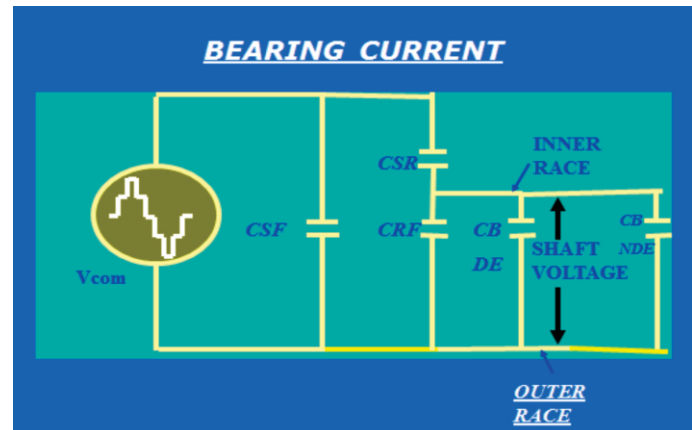
IMPACTS ON MOTORS WHILE CONNECTED THROUGH A VFD OR AN INVERTER



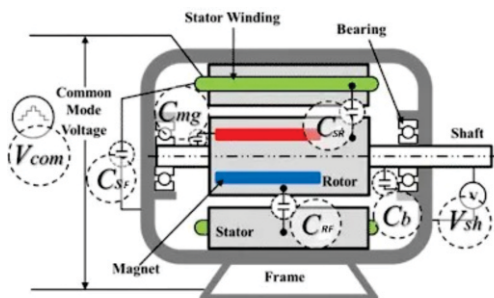
Electric induction motors were designed to be operated on 3-phase sine wave power. This input power is balanced, meaning that the three voltage phases cancel each other out (sum to zero). So when phase A is at +460V, phases B & C will be at -230V. (+460V - 230V - 230V = 0V.) The common mode voltage is the average of the three phases. Since the phases sum to zero, the common mode voltage is also zero when power is properly balanced. When the common mode voltage is zero, the bearings are not usually at risk of electrical bearing damage (except for very large motors, over 500 frame).

But when motors are operated by variable frequency drives (VFDs), the transistors in the drive convert pure sine wave power to a series of positive and negative pulses. Consequently, the input voltage to the motor is never balanced. Instead of each phase voltage being a smooth sine wave, they switch rapidly from positive to zero to negative and back. The phases no longer cancel out, and instead of being zero, the common mode voltage is usually a "square wave" or a "6-step" voltage waveform.

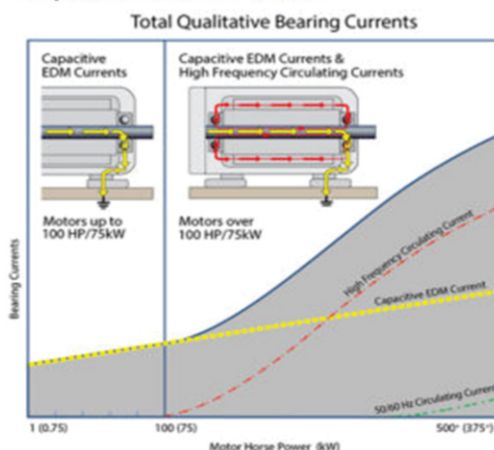
This nonzero common mode voltage in a motor's stator windings causes motor bearings to "charge up" like a capacitor.



This nonzero common mode voltage in a motor's stator windings causes motor bearings to "charge up" like a capacitor. For example, suppose that at one moment, the common mode voltage is positive inside the stator windings. This positive common mode voltage induces a positive voltage on the rotor through capacitive coupling. There is also coupling between the windings and the motor frame. But the frame is grounded, so it remains neutral.



Physical Position of Parasitic Capacitances in a motor



The motor has insulation and conductive parts; therefore, capacitance is formed between the insulating and conductive parts of the motor. The parasitic capacitance formed in between the various parts of the motor become more relevant when the motor is driven by a PWM voltage source inverter. The equivalent circuit of the motor considering all the parasitic capacitance is as given.

The various parasitic capacitance formed in the motor are termed as;

CSF – Stator to Frame Capacitance

This is the primary capacitance formed between the stator winding and the grounded frame of the motor.

CSR – Stator to Rotor Capacitance

This capacitance is formed in between the stator winding and rotor frame.

CRF- Rotor to Frame Capacitance

The rotor to frame capacitance completes the charging path started from the stator winding to the rotor.

CB –Shaft to Frame Capacitance

The motor shaft rests on the bearings. When the motor rotates the balls in the ball bearing or roller bearing float up and occupy the space in between the inner and outer race of the bearing. An insulating film is formed by lubricating medium in which ball or roller is floating. The capacitance is transient and forms only when motor rotates.

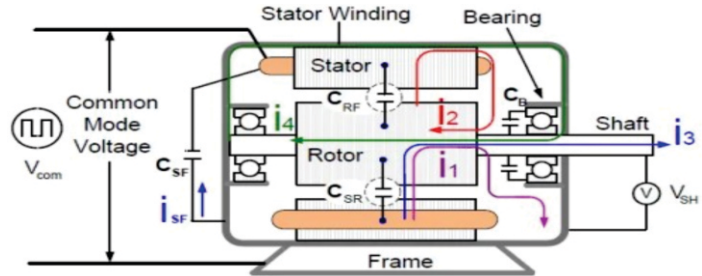
When the shaft voltage builds up high enough, it will discharge by arcing through the bearing, This arc is called a capacitive discharge current, and the damage it does to bearing surfaces is called EDM (electrical discharge machining). Capacitive EDM currents can occur in all motors run on VFDs, regardless of their size.

INDUCED AC MOTOR SHAFT CURRENT & BEARING FAILURES

Mechanism behind high frequency circulating bearing currents.

The common mode voltage is responsible for current flowing in various parts of the motor. The various current caused to flow when motor is driven by PWM inverter are as follows. The bearing current can be categorized into four different currents according to their generation mechanism.

There are 4 types of significant current flows in VFD driven AC motor.



Bearing Current path in an Inverter Driven Ac Machine

1. Capacitive bearing Current(i_1)

High common mode voltage cause pulse current flow to the rotor through the parasitic capacitance between stator to rotor CSR. The current gets divided into two paths. The first path is the return path formed by the capacitance between the rotor and the frame CRF and the second path is formed by the capacitance between the inner and outer race of the bearing CB. Since CSR is much smaller than the parallel combination of CRF and CB, the amplitude of 1 is smaller than the total common mode current (ISF). However, the consistent flow of electric current through the bearing current can cause heat in the lubricating system and result in failure of bearing.

2. Electric Discharge Machining (EDM) bearing Current(i_2)

An electric charge is stored in the capacitance (CRF) due to common mode voltage. The CRF is formed across the rotor body and frame. The voltage across CRF keep building up and finally reach such a level that may cause the insulation of lubricating film to breakdown. This dielectric breakdown results in the charge stored across CRF to discharge through the insulating film of the bearing and creates EDM bearing current. The energy stored in the capacitance CRF may cause bearing damage.

3. Common mode shaft current (i_3)

If the motor frame is poorly grounded the current finds the path through the mechanical load which has much lower grounding impedance.

4. Circulating bearing current (i_4)

The circulating current flows along the axis of the rotor, through the bearings and circulates through the stator frame and returns from the other bearing end. The circulating current is generally insignificant.

PREVENTING VFD-INDUCED BEARING DAMAGE IN ELECTRIC MOTORS

The main cause of bearing damage in VFD driven motor is circulating current. In order to prevent the damage of the motor bearings, Circulating current passing through the motor bearings needs to be prevented. The following are the ways to hinder the circulating current through the motor bearings.

1. Shaft Grounding Devices

Shaft grounding devices minimize shaft voltage and prevent bearing damage caused by circulating bearing current. The shaft of the motor is grounded by connecting a carbon brush between the motor shaft and the motor frame. The current finds lowest impedance path through this circuit and does not flow through the bearing. The regular maintenance/replacement of the carbon brush is required for reliable operation.

2. Insulated bearings

Insulated bearing at NDE side of the motor can be used to prevent the current flowing through the bearing to ground. The insulated bearing hinders the path of the circulating current which can flow from the shaft, inner race, bearing balls or rollers, outer race to motor frame.

3. External passive/active common mode filters

Common mode noise filters are used to cancel common mode noise of the system. These filters are bulky and expensive and cause voltage oscillation if passive components are not properly tuned.

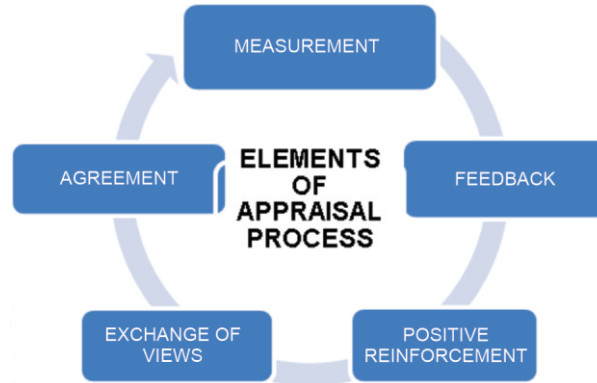
4. Multi level inverter technology

The multi-level inverter has low common mode voltage and thus the bearing current gets reduced drastically.

Contributed by team on DHT Osprey and edited by Electrical Superintendent at Goodwood Ship Management

PERFORMANCE APPRAISAL

Performance appraisal is an important tool that can be used to manage performance. Performance appraisal, normally, review past actions and behaviour and ultimately reflects past performance. But it is also important to recognise that it is not just about assessing the past but also about driving behaviour that will sustain performance in the future. If carried out well, it can significantly enhance relationships between individuals and appraisers, as well as providing an effective vehicle for objective setting and review.



A basic requirement for an effective appraisal is that the appraiser needs to ask the right questions, listen actively, and provide constructive feedback. Providing information to individuals on their performance and progress. What need to be done to continue performing well in future particularly with regard to programme changes and change in job roles.

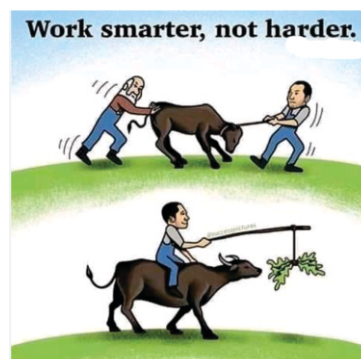
Feedback is effective only when it is based on facts and backed up with evidences and examples. Aim should be to help individuals understand the impacts of their actions and behaviour. It should be used positively to reinforce good aspects and identify opportunities for further positive actions. Negative feedback may require a corrective action.

Feedback will generally work best if: Information on individuals' performance and progress is readily available to the concerned, covers actual events, observed behaviours or actions, Events described, not judged, Feedback accompanied with questions asking individuals opinion about the events. Encourage individuals to have their own conclusions about the events. Emphasis on 'putting things right' rather than criticising past behaviour.

Emphasis on constructive criticism, speak with respect and discuss what needs improvement, draw importance on how things are done and making sure that the efforts are directed towards value-added activities.

Exchanging the views, how individuals can improve their performance, support they need from their managers to achieve this and their aspirations for their future career. It is important for appraisers to ask open and probing questions which will create an atmosphere which will encourage them to talk more freely. Probing questions will help to dig deeper to get specific information out of individuals about what happened and why. More helpful onboard ships to get feedback about safety awareness of individuals and same time give them feel for ownership of safety.

Goodwood has developed an Appraisal System with space for appraiser to rate appraises on specific aspects of their work with regards to Personnel Quality, Safety & Environment awareness, Work Qualities, Role and responsibility with emphasis on contribution to the team, role development, Competence and effectiveness.



It's a good idea to improve the quality of the appraisal discussion particularly with junior staff or those not used to appraisals. Individuals will analyse and assess their own performance and will feel actively involved in the process and motivate them to work through points as mentioned above, in advance. But a climate of trust is required for it to be effective, as individuals believe that appraiser will not take advantage of an open self-assessment.

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Contributed by Capt. Dalbinder Singh and edited by FPD Department

CHANGE YOUR FRAME



Everything is hard before it is easy?

Let it be start of anything, how many times a thought comes in our head, **“Will I be able to do it?”**

And even if I do it, will I be able to do it to perfection. We've all had moments in our lives when we want to try something new. But often, we tell ourselves, **"this is really hard!"** and so we stop. We just go back to our old routines. Instead of continuing to try, we [throw in the towel](#) with surprising ease. We forget that everything is really hard before it gets easy.

The learning process.

If you look back on your early years of life, you realize that you learned to walk, talk, add and subtract, write... Can you imagine if you had thrown in the towel then? It was really hard for you to do all of those things. You fell down, you made [mistakes](#), you had a hard time internalizing the information. Nevertheless, these things now all seem very easy.

“Difficult. This is the word we sometimes cling to, so we don’t have to try and see what is possible.”

1. Narrow down the focus
2. Threat as opportunity
3. Pressure is a privilege if your mindset is right
4. Made a mistake? So what
 - i. Recognize it
 - ii. Own it
 - iii. Learn from it
 - iv. Flush it
5. If it doesn't challenge you, it will not change you

How you see things? It really makes a difference.

Two Friends lived together. One of them always saw the pros and he built an **airplane**.

Another one always saw the cons and built a **parachute**.

Optimist thinks that nothing will ever go wrong.

Pessimist thinks that it will only go wrong.

It's for you to make out, which one you want to be. Either you make yourself an airplane or a parachute.

Also remember, when the air plane fails in the middle of nowhere, it will be the parachute that will save you.

STOP

Address your thoughts
and interrupt negative
cycle.

OBSERVE

what are you saying to
yourself and emotions
you are expressing

SHIFT

Cognitive, emotional or behavioral response by using skills and techniques

Fixed Frame: The belief that you are stuck and that there is little to no room for change.

Growth Frame: The belief that you can improve through efforts and perspective shifts. Not afraid of failures.

WHICH ONE DO YOU HAVE?

Your Frame decides your future

DON'T STOP UNTIL YOU INSPIRE

Contributed by Shubham Dhiman –DHT LEOPARD

MENTAL HEALTH



HOW TO INSTANTLY FEEL BETTER

In general, low mood can include sadness, worry, tiredness, feeling anxious or panicky and it tends to lift after a few days

or weeks. A low mood may typically be improved by making a few minor changes in your life, such as resolving a challenging situation, discussing your issues with someone, or obtaining more sleep.

There are many things can do to help improve your mood by making small changes at a time. The following tips can help with low mood and instantly boost your energy levels and your mood.





- If overthinking, write
- If stressed, go for a walk
- If anxious, meditate
- If angry, listen to music
- If tired, take a nap
- If lazy, reduce screen time
- If sad, exercise
- If burn out, read a book

Keep in mind: Ask for support if you're finding it hard to cope with low mood for a long period of time, sadness or depression!

Cancer impacts us all

Navigating a cancer diagnosis is never easy.

The second-leading cause of death worldwide resulting in 10 million deaths each year.
Many of us have been impacted in some way.

listen to your body	protect yourself
<p>We know our bodies best and when something doesn't feel right don't ignore it. Reach out and share what you are experiencing.</p> 	<p>1/3 of cancer cases can be prevented through lifestyle changes which can reduce the risk of other illness such as heart disease and diabetes.</p> 
caretaking	family history
<p>Knowing a loved one is experiencing cancer can be emotionally and physically draining. As much as they are the focus remember taking care of yourself is important.</p> 	<p>Knowing your family history can help you understand your risk and get appropriate care.</p> 

"POEMS BY SHIPS STAFF"

A SAILOR'S STORY

We are the sailors of yester years.
Most of us left home as teenagers for an unknown adventure.
We said goodbye to friends and family and everything we knew.
We learned the basics and then we scattered in the wind to the far
corners of the Earth.

We found new friends and new family.
We became brothers regardless of colour, race or creed.

We had plenty of good times, and plenty of bad times.
We didn't get enough sleep.
Some smoked and drank too much.
We picked up both good and bad habits.

We worked hard and played harder.
We didn't earn a great wage initially.
We experienced the happiness of letters and
the sadness of missing important events.
We grew up fast, and yet somehow, we never grew up at all.
Some of us saw the world, and some of us didn't.
Some of us dealt with physical trauma and
most of us dealt with psychological issues.

We participated in time honoured ceremonies and
rituals with each other, strengthening our bonds and camaraderie.
We counted on each other to get our job done and
sometimes to survive it at all.
We have dealt with victory and tragedy.
We have celebrated and mourned.
We lost a few along the way.

We have told amazing and hilarious stories of
our exploits and adventures.
We share an unspoken bond with each other,
that most people don't experience, and few will understand.
We speak highly of our own department and
poke fun at the other sections, with no malice.

We know however, that, if needed, we will be there for our brothers
and stand together as one, in a heartbeat.
It has no monetary value, but at the same time it is a priceless gift.

Too few see the value of a sailor and then thank them for their service.
When we see each other, we give that little upwards head nod,
or a warm hug, knowing that we have shared and
experienced things that most other people have not.

So, from myself to the rest of the sailors out there, I commend them.

Try to remember the good times and forget the bad times.
Share your stories with your grandchildren. But most importantly,
stand tall and proud, for you have earned the right to be called a
Sailor.

Contributed by a Retired Captain



THE IMPORTANCE OF SAFETY AND TRAINING

In a world of endless risk and danger,
We need to be safe, we can't be a stranger,
To the importance of safety, and proper training too,
So we can stay out of harm's way,
and do what we need to do.

Safety and training, they go hand in hand,
To keep us safe and secure in every land,
So let's be aware, and take it seriously,
For our own well-being, and that of others, we must be.

At work, at home, or out on the road,
We need to be aware of the risks that we behold,
From the smallest to the biggest, they can cause harm,
So let's be mindful, and take action to disarm.

Safety is not just about avoiding harm,
It's also about being prepared, and staying calm,
In case of an emergency, we need to act fast,
With the proper training, we can make it last.

So let's remember, safety and training are key,
To live our lives fully, and be all we can be,
Let's take it seriously, and make it a priority,
For a safe and secure future, for you and me.

*Prepared by our 2nd Eng – Guru Dayal Srivastava
and 2nd Officer – Nilesh Singh*



SEAFARERS

Sailing in the middle of the sea
Seafarers not worrying about any wee
Storms, high tides and thunders
Never make them wonder
"Why God, why only me?"

Living away far from family
Just to earn their living daily
Half of their life in the sea
Do they even have a life of their own really?
Because rest of the life they dedicate to their family

We, waiting for them on the shore eagerly
Giving them all the spotlights fairly

Let our prayers for them flow like an ocean wave
So that all the seafarers sail safely.

*Contributed by Mrs D'Mello,
wife of 3rd Off on board DHT Leopard*



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