



FORESIGHT



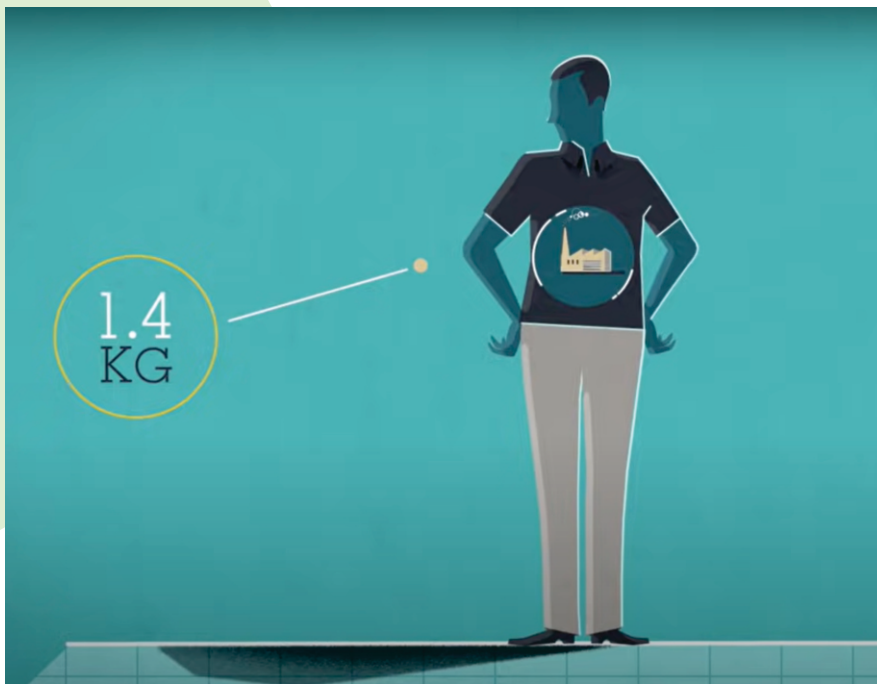
M.T. Gloria Maris (IMO Nr. 9899997) is the second in the series of Suezmax tankers built at New Times Ship Building Co. Ltd. Jin Jiang – Jiangsu, China for the ship owner NGM Energy SA Greece delivered on 12th May 2021.

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APRIL 2021 EDITION

UNDERSTANDING FATIGUE: WHY GOOD SLEEP IS IMPORTANT



There is a factory inside you which works autonomously 24 x 7 called Liver. Like a factory the liver has three (3) main function: Processing, Storage and Manufacturing. And each of this function involves many sub tasks. Totally It performs more than 500 sub tasks.

Liver receives blood from Heart via the Hepatic Artery and from Intestine via Hepatic Portal Vein. This blood contains Nutrients, Oxygen, Fats, Vitamins and Carbohydrates which is sorted and processed by the liver individually. Surplus nutrients and sugar are stored for future requirements. Liver also strictly monitors blood for Toxins and by-products which is converted into a product that can't hurt the body or excreted out of the body via kidneys and intestines.

Liver manufactures everything from Blood plasma proteins that transport fatty acids and help form blood clots to the cholesterol that helps the body create hormones. It also makes Vitamin-D and substances that help in digestion with one of the most vital product being Bile. Bile helps break down fats, destroy microbes and neutralize extra stomach acid. Bile also helps carry other toxins and by-products from the liver out of the body.

As you can see the liver is an extremely efficient industrial site performing multiple tasks that support each other. But such a complex system needs to be kept running smoothly by keeping it healthy.

Basic thumb rule is not to overload it with more toxins than it can handle and anything artificial or processed is best avoided. Even artificial hair colouring or tattoo's contain toxins which are absorbed in small quantities.

Our diet consists of lot of processed foods and artificial ingredients forcing the liver to work extra hard to keep everything functioning properly. Let see how we can make small changes to diet in order to detox Liver naturally while on board.

- Increase intake of Fibres: This is possible by adding more vegetables especially Leafy vegetables to diet or even a bowl of cereals or oat meal rich in fibre to the breakfast. Add Beetroot to your bowl of salad. Replace your regular bread with Multigrain bread. Avocados are very good for liver.
- Replace your habit of drinking regular Tea or Coffee with Green Tea: Catechins present in green tea serve as an antioxidant for liver.
- Add Garlic to Your Diet: Rich in Amino acids and selenium it helps by activating certain enzymes to remove toxins from the body.
- Increase Vitamin C Intake: Present in Citrus fruits such as Oranges, Lemons and Grapefruit. Having a glass of warm water with lemon extract in the morning should do wonders.
- Add Turmeric to your Diet: Normally utilized in Indian cuisine. A table spoon on Turmeric along with little shredded ginger in a glass of milk every day will be helpful in detoxing and solving gastric issues.
- Replace junk food in your snack with Nuts: Nuts like Walnuts, Almonds, peanuts, cashew etc are rich in proteins and amino acids help in detoxing. Organic and unprocessed nuts can be ordered in bond store or private order to replace other fried, artificially processed snacks. They will both satisfy your cravings and help you stay in shape.
- Raisins: soak a palm full of raisin in boiling water for 20 mins and drink everyday morning empty stomach.
- Reduce intake of Alcohol or flavoured drinks: These contain toxins and excessive sugar. Even the common notion about health benefits of alcohol and wine intake in moderate quantities is very debatable. It is best that grapes are consumed in organic and unprocessed form.
- Reduce Smoking or intake of unnecessary drugs and medicines: They increase workload on liver and have long term harmful effects.

Remember this is one factory which you simply can't afford to shut down!!!

Contributed by Capt. Rahul Karnik



A high price to pay for Loving a Sailor

Loving a sailor is a high price to pay,
loving him truly is hard when he is away.
It's being alone with nothing to hold;
it's being young, but feeling so old;
it's having him whisper his love for you;
it's whispering back your love him too.
There comes a kiss and a promise for more,
As his ship slowly glides away from the shore;
reluctantly, painfully, letting him go,
while your insides are dying from wanting him so,
watching him leave with eyes full of tears,
standing alone with your hopes, dreams and fears.
It's sending a letter with the stamp upside down,
to a far-away love in a far-away town.
It's going to church to kneel and pray,
and really meaning the things you say.
Being in love will foster your dreams,
of that far-away sailor your mind fairly beams.
Days go by, no mail for a spell,
you wait for some word to hear that he's well.
Then a letter arrives, and you're given in,
to open his letter and read it with a grin,
yes, he is well and misses you so,
and filled with the love you wanted to know.
Weeks are like months, and months are like years,
you wait for the day when you'll have no more fears.
Days go by slowly, how many have passed.
Then suddenly you realize it's here at last.
Yes, loving a sailor bitterness and fears,
loneliness, sadness and despondent years.
Loving a sailor isn't much fun,
but it's worth the price when the battle is won,
and remember he is thinking of you everyday,
he's sad and he's lonely while so far away;
so love him and miss him and hold your head high,
be strong and have faith, wipe that tear from your eye
Your man's a seafarer, like that old ancient trader,
it's a high price you pay for Loving A Sailor.

Poem by Ms Laura Anne

TRAINING IN TESTING TIMES



The year 2020 started and ended with unexpected events that caught us unprepared and wanting. Being an industry which is the backbone to supply and demand around the world, we had to rethink our training methods to overcome the enforced restriction put on all.

Traditional modes of learning have suffered because training facilities having to shut down and closed borders preventing crew from embarking and disembarking.

COVID-19 has played havoc with seafarer safety training and certification and lockdowns in different countries, coupled with some easing of lockdown restrictions mid-year, have forced a radical rethink of how course content is delivered.

Gone are the days when all training was done hands on the vessel only. Now a days it is a cohesion of afloat with shore. We ashore are always there to back you all having hundreds of years of sea experience for guidance in any eventuality.

It is a challenge as in shipping there is no standardization of equipment nor vessels, unlike the airlines.

Goodwood also had to curtail the courses (SAC, ECDIS TST and Induction) as physical attendance had to be stopped. Unfortunately SAC remains inactive as the requirement is for physical attendance.

We in Goodwood were no exceptions, but as they say "necessity is the mother of invention" and since Sailors always prevail, we had to adopt methods for overcoming the unexpected.

With numerous vessels having been taken over by Goodwood since last quarter of 2019, the number of new officers inducted had increased exponentially, and we had to give them the required training and tune them to Goodwood's requirements as well as the requirement of type specific training for the ECDIS (the onus of which has been gifted to the owners and or operators of the vessels).

With the lockdown in India coming in force end March 2020, we by beginning May 2020 had developed an online training program for the ECDIS Type Specific Training and cadet induction. We started the courses with some hiccups which were sorted out in due course.

By the 1st quarter of 2021 we had completed 62 courses of which 51 were online courses, we also carried out online induction courses for fresh cadets, as well as remote training for a number of vessels for migrating from paper to paperless navigation.

In addition where we were not able to conduct the online courses prior to the joining of the officer, material was sent to the vessels and instructed the master to conduct the course by giving him details for the course and reviewing the familiarization checklist sent by the vessel with Masters comments.

The feedback from the officers who attended the courses has been very encouraging and we will continue to enhance the training package and include more as the requirement arises.

Contributed by Capt. N.S.Goshal - Goodwood Training Centre – Mumbai.

TRAINING IN TESTING TIMES

Training Activities Continued During Lockdown.

01) MCRM Course. (CAE)

First effort was in April 2020 when the MCRM online pilot course was conducted with Goodwood Officers attending from their residences and trainers from UK, Mr. Paul Fairbrother & Mr. Nick Wilcox in attendance as observers. We were given the approval for the online course right away after our first pilot course and have conducted a total of fifteen online courses from April 2020 to date till end April 2021.

In October 2020 we had the opportunity to attend the "Train the Trainer" refresher course with international MCRM trainers in attendance and were introduced to various new techniques of presenting the MCRM course online. These techniques have already been incorporated in our present course.

The online course has been well accepted by the trainees with many case studies for maritime incidents being undertaken during the course and the Leadership, Team working and Managerial skills learnt, being applied and practiced during these sessions.

02) MRM Course. (All Academy Swedish club)

In October 2020 we had the opportunity to attend the "Train the Trainer" online course with international MRM trainers in attendance, conducted by Mr. Martin Hernqvist. (Director All Academy, Swedish Club).

Various online presenting skills were shared by the trainers in attendance and our training techniques were accepted by Mr. Martin and we have the approval for conducting MRM course online.

03) ME & MC Engines Optimization online Course

In Jan 2020 Trainers from MAN PrimServ Academy had conducted the 'Advance Main Engine Optimization Course' in our premises with our CEs and Superintendents in attendance.

We have been able to successfully conduct this course online and have been able to demonstrate and share more information online than class room courses with lot of home work being assigned and undertaken by the candidates during evening times.

We attended a Training session on "Drain oil analysis & Cyl Liner condition" presented by trainers from MAN PrimeServ Academy, Copenhagen in Nov 2020. We were able to upgrading our "Optimization Course" contents with the latest technological and regulatory advancements.

This advanced course is conducted every alternate month and six online courses have been conducted so far.

04) ME Engine online Course

We have been able to successfully conduct this course online using the virtual ME Engine simulator.

Also with the use of additional HD Camera and chord-less headphones with mic we have been able to demonstrate various exercises in our simulator classroom. Candidates have also been familiarized with the hardware in our class room using this HD webcam.

We have conducted a total of nine online courses till date including various ME Refresher Courses for joiners with prior ME Engine experience.

05) Engine Cadet Induction online Training Course

This course is being successfully conducted online for newly inducted Engine Cadets prior being assigned a vessel. Various Karco Training videos are presented online and HSQEE training is carried out using the online PAL system.

06) ECDIS online Training Courses

These courses have been successfully conducted online on a regular basis.

Contributed by : Praveen Choudhry - Goodwood Training Centre - Mumbai

Maintenance of Shipboard Hydraulic Systems

Hydraulic Systems on ships perform a crucial role in shipboard machinery functionality - be it a Framo system for cargo pumps, deck machinery, steering gear system or various other hydraulic systems. One of the main causes for break down of hydraulic machinery is inadequate & improper maintenance of hydraulic systems. This article attempts to guide the reader on few maintenance aspects, which could be practiced onboard.

Maintenance

Maintaining hydraulic oil in clean condition without any contamination is the key for maintaining the machinery in good operational condition. Maintenance maybe carried out in three ways; however, preventive maintenance is the key to reduce number of damages and downtime:

1. Preventive Maintenance, which is the best way to maintain the hydraulic system and enable equipment to operate at its full efficiency and promote reliability & longer life of the machinery.
2. Reactive/Corrective/Breakdown Maintenance involves the repairs that are done to fix the equipment that is already broken.
3. Predictive Maintenance uses sensor devices to collect information about the system and components and prompts the personnel to perform maintenance at the exact moment when it is needed. Due to high costs and technical skill requirements, it is still new to the industry and not widely used.

Preventive Maintenance

Preventive maintenance may be done in following steps for hydraulic systems:

- o Check the condition of oil onboard regularly & off landing oil sample ashore once every 3/6 months as recommended by the makers to analyze and check for contamination/ chemical and physical properties.
- o Check readings of return/pressure/hydraulic filter indicators and pressure gauges.
- o Check and clean the hydraulic oil tank / reservoir periodically. Drain the bottom regularly to check for dirt / water. Color & smell will also give sufficient indication of the machinery's health.
- o An external filtration system to purify & clean up the large reservoir tank oil could be investigated during docking repairs.
- o If a pressure drop is observed, check pump pressure & flow; compare with the trial reports to look for internal leaks indication
- o Check condition of hydraulic hoses, tubing & fittings for damages/weakening. At least one spare set of hoses shall be maintained onboard. Leaking and corroded connectors could be sources of contamination.

Reactive / Corrective Maintenance

Component failure should be analyzed for determining the root cause of the damage. It is important to examine whether the broken parts/ damaged parts have caused collateral damage to other components in the system.

Operational Recommendation

Most of the system failures happen when simple operational precautions are ignored.

- o For generation of high pressure, the clearances need to be fine and require clean lube oil. One of the main causes of the system breakdown is poor maintenance of system oil.
- o Not priming or warming up the systems prior putting on load is another reason for damage to system components. Damage to equipment is almost definite when operated in dry condition.
- o High load systems must be started about 10~15 minutes before it is required on load. This would warm up the LO to achieve adequate viscosity by the time the equipment is loaded. On the other hand, high temperatures reduce the viscosity of the oil thereby increasing leakage through the working surfaces of the components. This can reduce the load bearing/ lifting capacity of the equipment.
- o Before starting any hydraulic unit, oil level and physical condition of the oil must be checked. As far as practical, mixing of LO brands must be avoided and makers to be consulted if inevitable.
- o Safety Alarms must never be bypassed.

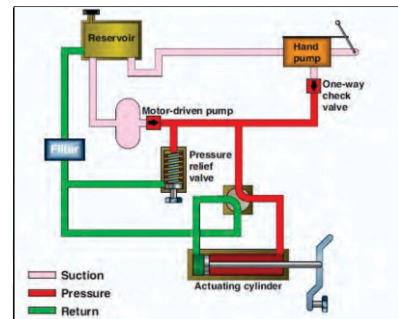


Figure 1 - Typical Schematic of Hyd System

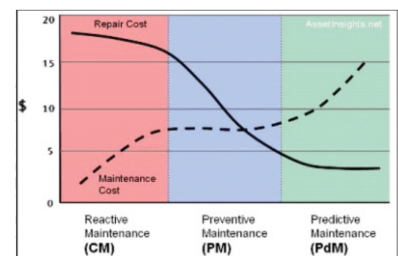


Figure 2 - Reactive maintenance has the highest repair cost and preventive maintenance has the lowest overall cost (where the two lines meet)

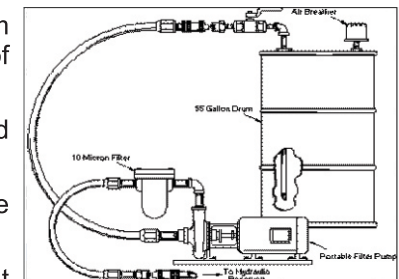


Figure 3 Hydraulic liquid filtration unit

o As long as the bearings are lubricated with uncontaminated LO, they will run the machinery trouble free. Fig 4 is for guidance.

o Voltage & Amp readings of the pump must be checked during start up and during routine rounds.

o Prevent ingress of airborne contaminants/ moisture that may find its way inside the reservoir from the breather pipes. Particle contamination may lead to depletion of additives and promote oxidation – thus compromising the oil properties. Check breather caps, filters, and fill screens regularly.

o Metal & hose connectors are provided to directional control valves for flow of oil into the working components like motors, brakes, load controllers, drains, etc. All of these connections lead to specific pressure source or drain and as a pilot control to reposition the control valve to get the desired action from the motor, brake, actuators, etc. These connections should never be changed or modified without maker's approval. It is good practice to tag connections to avoid mistakes.

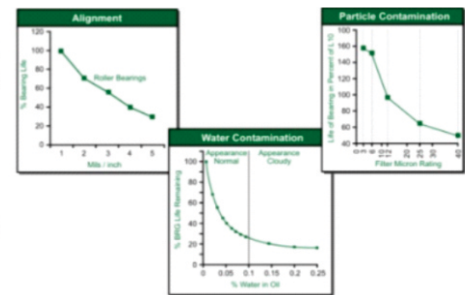


Figure 4 - Root causes of Bearing Failures

Practical TIPS

Handle all hydraulic maintenance work as if it were a 'heart surgery'. While the above sections would have covered necessary information regarding Hydraulic system operations, the below information could be handy. Early detection is the key to Success.

o Listen to the pump for any unusual noise, which could be a sign of cavitation. Cavitation is the formation of bubbles/cavities in the fluid caused by air in the areas of relatively low pressure around an impeller. These bubbles damage the pump (by implosion), reduces flow rate & causes vibration if not treated in time. Look for choked filters or obstructions to inlet piping, check air ingress points, bubbles in LO return into the reservoir, shaft misalignment/bearings damage / sticky or detached vanes, damaged gears, etc.

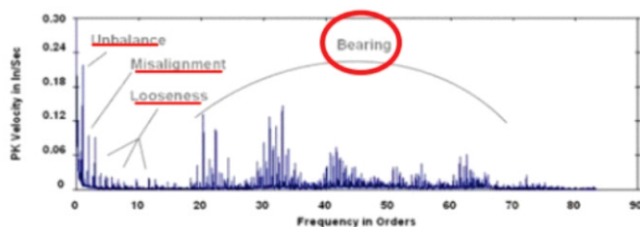


Figure 5 - Vibration monitoring to identify source of trouble

o Monitoring the frequency / vibrations on the equipment can provide valuable information on early intervention & guidance to start trouble shooting.

o Ensure system relief valves are not tampered without CE's knowledge. Some pumps have internal relief valves which if leaking will show up in terms of output reductions and or heat generation.

o Oil Analysis still remains the most important diagnostic tool and will provide information on filter performance as well as internal leakages and wear debris. Around 80% of hydraulic failures can be prevented by early intervention due to LO analysis results.

o Always flush the system after a major repair / overhaul to eliminate foreign particles / contaminants, which could have entered into the system during working on it.

o Check system temperature using a spot infrared thermometer. If the temperature is higher than as recommended by the maker, condition of the cooler and relief valve settings must be checked.

o Inspect inside of the hydraulic reservoir for any signs of aeration. Use a flashlight and look for any signs of foaming or small whirlpools. Aeration may be a sign of a leak in the suction line or faulty shaft seals, so it is important to inspect the reservoir on a regular basis. Milky oil means water contamination.

o Inspect hydraulic hoses, tubing & fittings for leaks/frays. Remember that any leakage is an environmental & safety hazard.

o High-pressure systems can inflict dangerous injuries & can cause fatalities in cases of some breakdowns. Always maintain isolation & tag prior starting work on the system. You may be doing the correct procedure, but it is important that others know that work is being carried out on the system. As they say, it is not what you know that will kill you, it is often what you do not know that will! Always be SAFE!!!

If in doubt, please always consult office / your Technical Superintendent.

Compiled by: Mr. Kalyan Patnala – Technical Superintendent Fleet 1

Most Important Tools

- Eyes
- Ears
- Hands
- Nose
- Use your senses and ASK QUESTIONS !

MOVING ASHORE

Moving ashore as a Marine Superintendent while leaving behind a long sea career is a sensible decision at a certain stage of life. It's all about a diversified work style and a splendid occupation where knowledge, professionalism & hard working collectively helps someone to become a Marine Superintendent.

Just like most sea Captains, we all have an urge to work ashore and whenever we meet a superintendent visiting the ships, it gives us an encouragement to move ashore.

After working for a Tanker Company as a Marine Superintendent in Singapore, I joined Goodwood Ship Management, as an Operation Superintendent in August 2020.

Role and responsibilities:

While in the operations department we manage a fleet of allocated vessels with regards to optimizing of voyages, Cargo operations and care and other Safety & Security related issues and preparing vessel for remote OCIMF Sire inspections and attending during inspection where possible.

Replying to OCIMF and oil major companies for observations during inspection. Dealing with port state control inspection and preparing vessel accordingly. Corresponding with raised Charterer and other third parties for commercial fixing. Conducting Navigation audit and safety audit on board vessels.

Coordinating with the HSQEE Department on inspections, internal and external audits and vessel management reviews to ensure vessels tradability and meeting customers' requirements. Conducting thorough accident investigation and root cause analysis, preparing reports and forwarding relevant authority. Monitoring and Guiding ship's crew to perform safe shipboard operation in accordance with company SMS and local/international regulations.

Monitoring and advising Master and crew on board to comply with MARPOL, antipollution requirements and to carry out load/discharge operation in a safe manner. Monitoring daily activities and Maintenance jobs on board. Monitoring and controlling ships supply and budget. Conducting Navigation audit and safety audit on board vessels on various types of inspections such as SIRE, CDI, vetting inspection of various oil majors, class ANNUAL and many more. Co-ordinating new building vessels deliveries & guarantee claims. Conducting performance appraisals for Masters and Chief Engineers of assigned vessels.

As a beginner in this role of Marine Superintendent, someone should have a positive attitude to every jobs assigned to him. Responsibilities of the Marine Superintendent consist of more or less the same elements outlined above. In fact there are some noticeable work difference in companies among the organizations depending on their company structures. There is more opportunities to get exposure to every details of the shipping activities while managing ships. The job requires certain skills which basically comes from a sailing careers. Being an ex- Master of the ocean going vessel, it is stress-free to visualize any problems reported from ship. There are many new things to learn at shore based management in handling ships such as providing accurate decision to vessel Master in respect of any dispute and assisting him with various relevant information which are not accessible on board ship.

Being an ex-seafarer, it provides an automatic approachability to our seafarer colleagues. There is a common understanding with seafarers as always. Throughout any discussion with Master & Chief Engineer, it is necessary to understand them effortlessly in order to approach the next course of action to solve that raised issue. This collective working environment always helps to guide them whenever any query comes from the ship.

As a Marine Superintendent we ensure the safe operations of ships and compliance to all international marine requirements and upkeep of the Safety Management System. It is constantly required to conduct regular ship inspections to ensure compliance to the statutory requirements. During ship board visit it is a prime responsibility to promote and develops a culture of continuous improvement in pursuit of organizational objectives. There are exposures to supply chain management and logistic challenges which is an interesting part to learn and imperative to keep the ships business moving without interruptions.

The superintendent acts as the focal point of contact between ships in his charge and ship-owners, commercial operators, charterers, terminals, receivers, classification society, flag state, port state control, dry dock companies, repair shops, equipment suppliers, service providers and other company departments to deliver superintendent support. He is a facilitator and fixer.

The Superintendent rank requires Self-motivation, pro activeness, stamina, passion, physical fitness, communication skills and prudent approach as always. Communication skills is one of the vital feature as he is the contact point of stake holders, charterer, owner and the vessel.

Interestingly, in 2010, while sailing as a chief officer, one of my vessel was hijacked by the Somalian pirates at Gulf of Aden while vessel was enroute to Suez Canal. The memory of the seven and half months of being Hostage along with many other ship's crew often keeps me awake at night whenever any of our managed vessel is going to cross the Gulf



of Aden. I always guide the vessel Master utilizing my real life experience and lesson learned from that incident. The importance of security arrangements and duties while passing high risk area always had been a significant advice Master from my side.

There are many ways to get connected to the shore based marine and shipping business. Marine superintendent can be the first door to enter this shore based vast shipping industries and relevant organizations. This gives an opportunity to familiarize with the potential roles which suits someone better. A great part is social and professional networking which can be developed being in this role while meeting many other professionals during many survey, visit, inspections and seminars.

Presently due to COVID situation travelling has been restricted and many training and self-improvement courses are online based.

There is no denying that the profession of ship Superintendent is unique and offers a lot of opportunities. There is no doubt that being a ship Superintendent is one of the most prominent choices of all the other marine jobs present in the market today. The advantages are countless when you work ashore holding your professional pride at the same time. Opportunities of growing further in various roles of the marine industries are always at your reach. The most important things which we benefit is having, family and kids always with you within.

Contributed by Capt. Iqbal Jofar (Operations Department)

25 WAYS TO BE A BETTER NAVIGATOR

A professional navigator looks astern as well as ahead during his navigational watch and must keep himself up to date with New Regulations, Practices, Technology and Information sources.



Contributed by: HSQE Department

KEY POINTS OF A TIME CHARTER

“The voyage orders gives me the flexibility to load 70,000MT +/- 10%. I think I can stretch to load more than 70,000 MT. Shall I put more effort or I just play safe? Who cares as long as I am within a loadable limit?” Such questions may pop up many times in a Master's mind. A question that pops up in the Chief Engineer's mind is “Charter party (CP) description says 12 knots speed is at 25 MT/ day consumption. However, I am achieving 12 Knots speed at 24 MT/ day consumption only, shall I consume till 25 MT and speed up to reach faster”? Interestingly, the answers to these doubts will vary, depending on how the ship has been chartered.

Ship's responsibility is to ensure that Ship owner profits from the ship's business. However, vessels chartered in different ways may leave Masters and Chief Engineers unaware of the consequences of their actions. In today's world, where every minute counts, the situation demands the ship's staff must have a deeper understanding of the shipping industry as well as commonly used terms. Let us begin with the basics. The Shipper has the cargo which is required to be moved. The Charterer acts as a cargo owner and enters into a contract with the Shipowner to let him use his ship's cargo space on the basis agreed to hire. There are broadly three ways a vessel can be employed. First, from load port X to discharge port Y (Spot/Voyage Charter). From a date XX to another date YY (Time Charter) or from place XX to place to YY for about ZZ days (Time Charter Trip). In a Bare boat Charter, the empty ship is owned by Charterer, also termed as Disponent Owner, for a particular period. In this article, we will focus on Time Charters or Time Charter Trips, in which Charterer hires the vessel for a particular time, and the Shipowner receives charter hire on a per-day basis. Here, the Shipowner takes care of ship's management and maintenance, the remaining costs specific to the venture such as bunker, port dues, agency charges etc. are paid by the Charterer. A detailed Charter Party (CP) agreement is drawn up between Shipowner and Charterer.

However, to maintain commercial confidentiality, the ship is usually provided with a document called “Charterer's instructions to Master”. The Master must go through these instructions carefully and highlight the essential instructions such as the agreed speed/ bunker consumptions, loadable quantity, etc. to ensure compliance with the agreement. An important aspect is the loadable quantity. For instance, if the CP states 70,000 +/- 10% with a draft restriction, Master should know that, in a Time Charter, vessel taking any undue risk to load a little more cargo will not prove beneficial to the Shipowner. Regardless of the vessel loads of 63,000 or 77,000 MT, Shipowner will earn the same hire rate per day. Hence, a more cautious approach towards the ship's safety should be considered as long as the loadable quantity is within the tolerance limit. Another important aspect is the speed/ bunker consumption. The Charterer expects the ship to run at a certain speed and bunker consumption in good weather conditions as agreed in the charter party (CP).

Say, for example, CP description states - 12 knots at 25MT consumption. The vessel must ensure that average voyage speed is not less than 12 knots and average per day consumption is not more than 25 MT. If the ship is doing 12 Knots at 24 MT only, she is meeting both criteria. Hence, there is no benefit to the Shipowner if vessel increases consumption to 25 MT and does more than 12 knots of speed. If the ship does not qualify in any criteria, the Owner will be charged with an under performance claim. If under performance is due to rough weather (CP defines good weather up to Beaufort Force 4 and Douglas Sea State 3, no adverse effects of Swell/Currents), maintaining the logbook weather records as evidence will prove critical in the event of future litigation.

IMPORTANCE OF HOUSEKEEPING

There is no phrase called “Good Housekeeping”. There is only one word called housekeeping which is explained below. Our MOTTO is to have a clean and safe work place at all times instead of just preparing before days of inspection.

Here are some results of poor housekeeping practices:

Poor housekeeping causes Injuries – Crew may trip, fall, be struck or strike due to objects kept out of the place.

Injuries caused by using improper tools because the correct tool has been misplaced.

Productivity lost because valuable time spent searching for proper tools and materials.

Time spent in reporting accidents and investigating could have been used for other valuable cause.

Fire may happen due to improper storage and disposal of flammable or combustible materials and wastes.

Third party inspections will seriously view the poor housekeeping as total failure of shipboard team and safety culture onboard. Any serious observations by inspectors about safety issues will affect the vessel employment and in turn loss of company's business.

General housekeeping rules to follow:

Always keep our work area clean while doing the job. This will minimize the amount of time needed to clean a “Larger Mess” at end of the day.

Dispose all combustibles and flammable items properly. If improperly discarded, they can be potential cause for fire.

Pick up your trash / debris and dispose of it properly or place it where they will not pose a hazard to others.

Remove protruding nails and other sharp objects by hammering them flat to prevent causing injury to others.

Always stack spares and stores in orderly manner and secure them so that they won't topple. Take proper inventory and tag them individually. Critical spares are to be kept in separate racks.

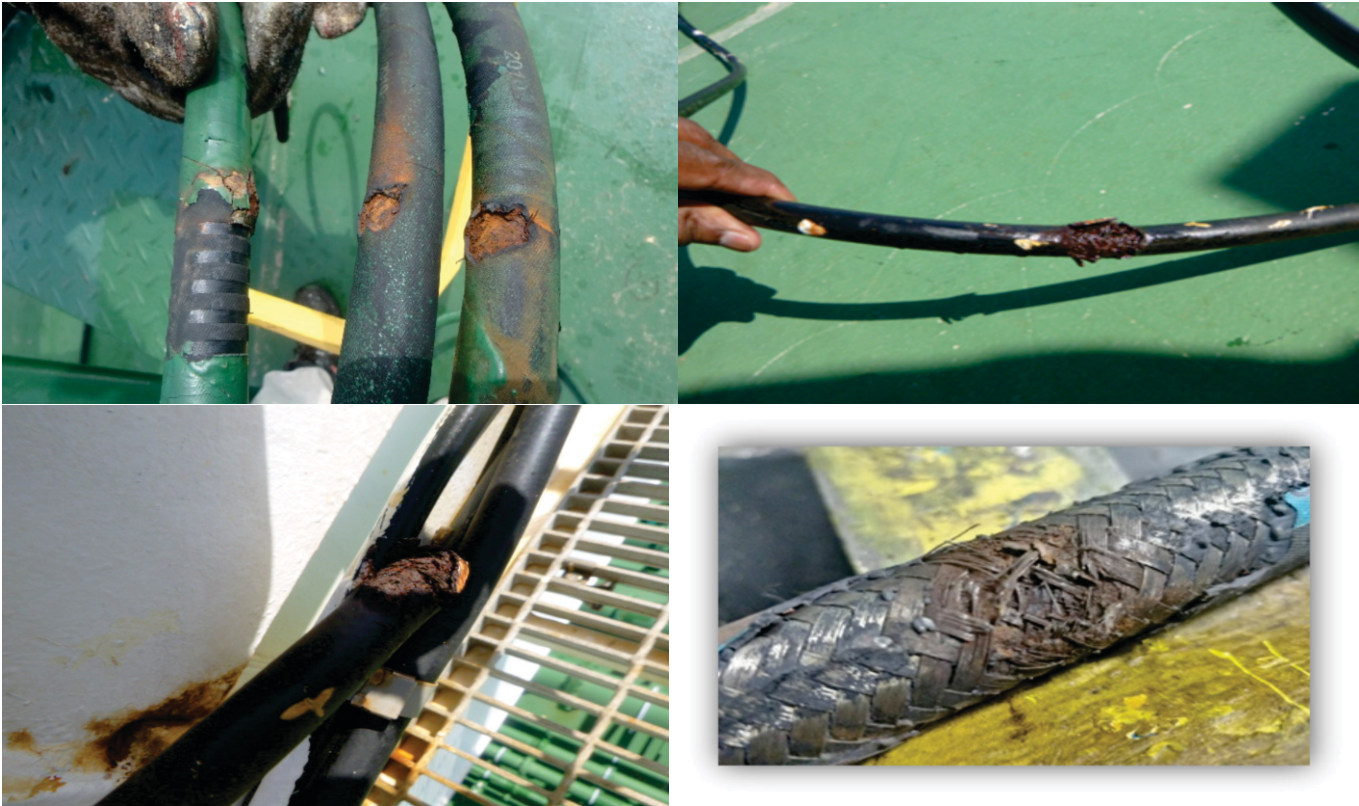
AS SAYING GOES, YOU WILL NEVER GET A SECOND CHANCE TO MAKE A FIRST IMPRESSION.

Contributed by: Mr. Saravanan Paramasivam (2nd Engineer)

HOSE HANDLING CRANE HYDRAULIC HOSES MAINTENANCE

A Hose Handling crane on a tanker vessel is an important equipment as this is required to lift floating cargo hoses at SBM. Therefore, it is imperative that hydraulic hoses are maintained in good condition for safe & reliable operation of the crane. Damaged or poor quality hose may rupture under pressure and likely cause hydraulic oil spill in addition to rendering crane inoperable.

Hydraulic hose is covered with a protective rubber sheathing to protect the metal part of hose against corrosive atmosphere at sea. While installing a new hydraulic hose, care should be taken that correct size hose is used and it is installed free from any twist because twist will introduce residual stress and eventually cause rubber sheathing to fail. Once rubber sheathing is cracked, metal part of hydraulic hose will be exposed to corrosive atmosphere at sea which will eventually lead to failure of the hydraulic hose.



Few actions can be taken to ensure crane hydraulic hose remain fit for the purpose:

- Each crane hydraulic hoses to be renewed once every 5-years or earlier as per maker's recommendation.
- When installing new hoses, care should be taken that correct length hose is used and free from any twist.
- Hydraulic hose couplings to be covered with denso tape to protect against corrosion.
- Hydraulic hoses to be inspected periodically say at 6 monthly interval.
- Officers & Crew conducting this examination must be informed inspection scope and he should remain vigilant to spot any damage to hose sheathing, corroded end coupling connectors, traces of oil oozing from couplings, hose length etc. Defective hose must be renewed immediately.
- Each vessel MUST maintain one complete set of hydraulic hose for hose handling crane and each provision crane (in case both provision cranes have different SWL). If a hose is used, RO must be raised to replenish consumed hose so as to ensure one complete set of spares hoses are maintained on board.
- In order to monitor hydraulic hose inventory, list of hydraulic hoses for the hose handling crane and provision crane to be prepared and placed near hoses storage location for ready reference. Each hose to be tagged and each hose ROB updated.

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