NEWSLETTER CONTENTS

JANUARY 2019 EDITION

YEAR in REVIEW

STORIES THAT CAUGHT SHIPPING'S EYE IN 2018

From the unprecedented opportunities that blockchain brought on the spotlight, to the unforeseen evolvement of the shipping regulatory framework that shifted the industry toward a more sustainable approach, the past year claims the title of a turning point for the future of shipping. Here are the year's top trending shipping stories.

JAN

New autonomous ship research centre

Rolls-Royce opened a new R&D centre for Autonomous Ships in Finland aimed at showcasing the autonomous ship technologies that the organization has already introduced.

FEB

Booklet on gender diversity at sea

The India-based Anglo-Eastern Maritime Training Centre, ISWAN and WISTA International released a new booklet addressing critical social, cultural and interpersonal issues that can affect productivity of seafarers.

MAR

ISO 45001 replaces OHSAS 18001

The new international standard concerning the management of occupational health and safety, takes a top-down approach to the management of safety risks.

APR

IMO adopts initial strategy on GHG reduction

MEPC 72, which took place in early April, set as a target to reduce shipping's GHG emissions by at least 50% by 2050, compared to 2008.

MAY

EU GDPR enters into force

From May 25th, all organizations in the EU, as well as those that deal with data related to EU residents, comply with new data privacy laws.

JUN

Seafarer's well-being in the spotlight

Seafarers' rights to be treated fairly and enjoy quality of life at sea was the focus of this year's Day of the Seafarer campaign, on 25 June, under the theme 'Seafarer's well-being'.

JUL

Cyber-attack hits COSCO

A cyber breach affected COSCO's operations in the US Port of Long Beach, on 24 July; the company's network broke down, and some electronic communications were not available.

AUG

MOL introduces virtual reality in ship visits

MOL introduced the 'Vessel View VR' which provides access to information that until now has been limited in conventional ship visits. The virtual ship visit is to be used into the car carrier 'Beluga Ace'.

SEP

Important step towards use of methanol

CCC 5 completed draft interim guidelines for the safety of ships using methanol as fuel, setting them on course for formal approval by IMO in 2020.

OCT

12 recommendations on cyber safety

IACS published 12 recommendations on cyber safety, in order to enable the delivery of cyber resilient ships whose resilience can be maintained throughout their working lives.

NOV

US passes bill harmonizing BWMS regulatory system

On 14 November, the US Senate passed VIDA, which signed into law few days later, including measures for USCG operations having also wide implications on US EPA VGP, due in March 2019.

DEC

Revised guidelines on fatigue

IMO Maritime Safety Committee completed the 100th Session landmark, considering to revise Circ.1014, firstly issued in 2001, which provides guidance on fatigue mitigation and management.

Goodwood
Ship Management Pte. Ltd.

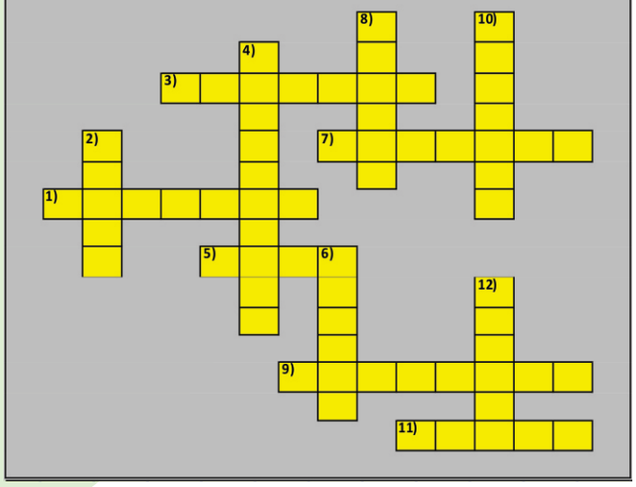
"Trust is the biggest achievement a company can have,"

says Capt AR Sabnis at Goodwood's 10 years celebrations of flawless Operational Excellence

Started in 2008 with just 16 employees, Goodwood Ship Management - an independent ship management company has come a long way in the span of 10 years of flawless Operational Excellence. Offering a comprehensive rang of high quality marine services, Goodwood exceeds their customers' expectations by providing safe and cost effective management of the ships. "Thus, synergistically working in partnership with our customers, we have not only gained their trust and confidence, but also that of our employees, which in itself is an achievement," expressed Capt. AR Sabnis, Managing Director of Goodwood.

He was speaking at their two day seminar held on 29th and 30th October at Hotel Taj Land's End, Mumbai. On this auspicious occasion, Capt. Sabnis took the opportunity to appreciate the employees for their continuous dedicated endeavours and the level of productivity they have shown in all these years. His advice was: "We have reached a milestone by completing a decade in this industry. We have to maintain the success achieved, which now is a challenge for us all and this success and reputation will continue until we do not divert from our goods."

NAVIGATION CROSSWORD

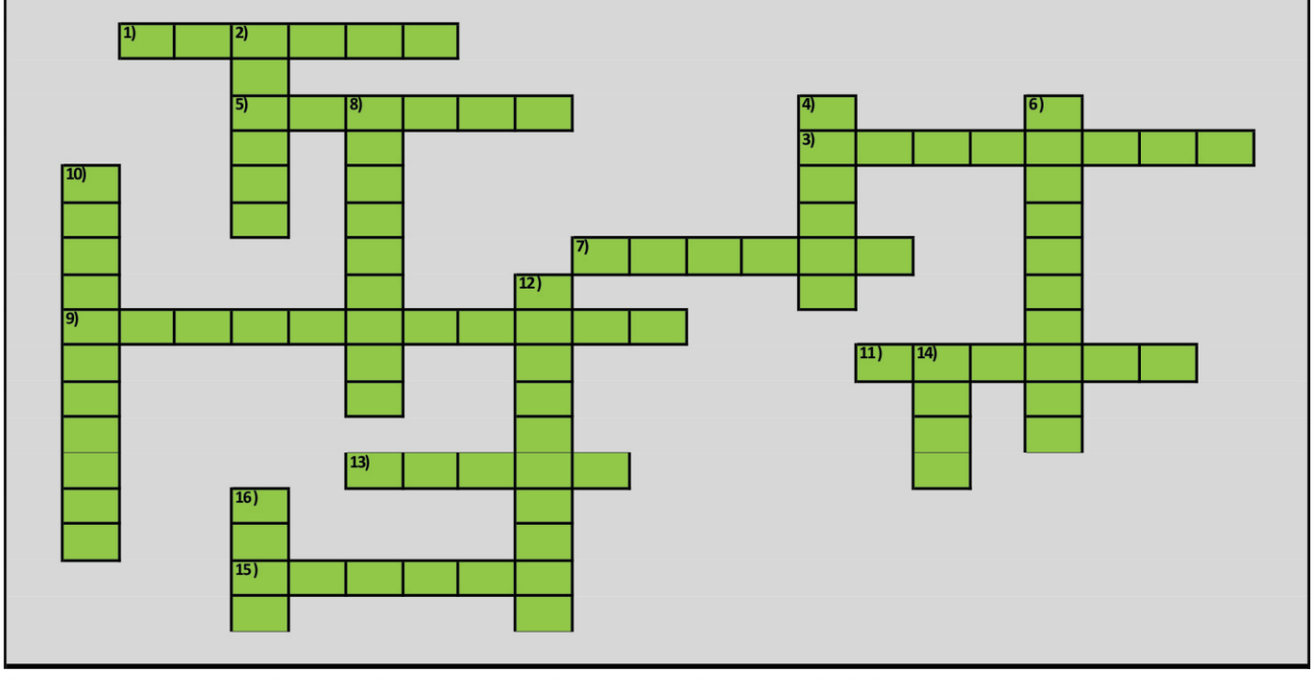


1) To turn over due to negative GM
3) Clockwise change in the direction of the wind
5) A term we use when "A line, wire, net etc. is wound round the propeller"
7) COLREG Rule 5
9) A position at which vessel has to alter course according to her voyage plan
11) A tidal _____is a standard elevation defined by a certain phase of the tide

2) A whistle signal made by the vessel
4) A specified location where vessels meet in a certain area or position
6) This is a tendency to drift in the direction of the wind is called _____
8) A group of vessel which sail together
10) To pull a vessel off after grounding
12) When a buoy is not in its designated position caused by heavy weather etc

Prepared by - 4th Off. Ryan Dias // Ch. Off. Vaibhav R. Kulkarni - DHT Edelewiss

ECDIS CROSSWORD



Prepared by - 2nd Off. Pratik A. Rane // 3rd Off. Pratheepraj Durairaj - DHT Edelweiss

01) Key to unlock the chart in ECDIS.
03) One of the ENC usage baud
05) De cluttering of chart display.
07) One of the ENC subscriber.
09) The scale on which SCAMIN in not affected
11) A type of chart used in ECDIS.
13) Back up drive for ECDIS- '_____state drive'
15) File in which user can find the information regarding withdrawn ENCs and latest changes in ENC.

02) Photographic representation of paper chart use in ECDIS.
04) M_QUAL / Quality of Data Survey
06) One of the three type Datum on which ENC cells are constructed.
08) Authority which administrate and approves worldwide navigation related products.
10) Prioritization of ARPA and AIS targets in ECDIS.
12) Mode of symbol display in ECDIS.
14) Electronic position feed into ECDIS.
16) Antenna offset is fed in _____setting during initial setup of ECDIS. (Short-form Needed)

Global Sulphur Cap - Singapore Directives for Implementation of IMO 2020

From 1st January 2020, in accordance with MARPOL Annex VI, the sulphur content of fuel oil used on board commercial ships trading outside sulphur Emission Control Areas (ECAs) must not exceed 0.50% m/m.

The 0.50% requirement will be strictly enforced globally by Port State Control (PSC) authorities, whose task will be assisted by the prohibition on the carriage of non-compliant fuels, which will enter into force from the start of 2020.

To facilitate compliance, IMO has developed guidelines for a specific Ship Implementation Plan, which shipping companies are recommended to use.

It is reiterated that there will be a significant increase in associated compliance checks by Port State Control following the implementation date of the Global Sulphur Cap. If a ship has on board a suitably developed Implementation Plan, and corresponding records are maintained on board, which demonstrate how the Plan has been followed, then a ship's crew should be in a better position to demonstrate during any PSC inspection that they have acted in good faith and done all that could be reasonably expected to ensure implementation by 1st January 2020.

MPA Singapore will act vigorously to ensure that the vessels coming into Singapore fully comply with MARPOL requirements and directives issued by MPA to minimize emissions. Also, MPA Singapore has warned that offenders can be prosecuted in court and penalized.

The following to be noted for vessels calling Port of Singapore:

i) Specific Ship Implementation Plan (SIP) to be available on board. Although the SIP is not mandatory, it can be utilized by owners/operators to help them demonstrate the actions taken by the ship to prepare for compliance with 0.5%m/m Sulphur limit requirement and would serve to facilitate the documentation check by Port State inspectors.

ii) Vessels intending to change over to compliant fuel are strongly encouraged to follow the SIP and do so as early as possible to identify any issues that may come up and corrective action can be taken.

iii) Fuel Oil Non Availability Report Form (FONAR) – Ships calling into Singapore and submitting a FONAR would need to declare so in the Electronic Notice of Arrival (EPAN). Such ships would be required to bunker compliant fuel in Singapore. The remaining non-compliant fuel oil should be disposed to appropriate reception facility.

iv) Effective1st January 2020 ships may be subjected to verification of compliance with Sulphur limit including carriage ban during PSC and Flag State Control inspection.

The ship inspection will normally be carried out in three steps. Starting from step 1, should there be clear grounds, escalating to step 2 and step 3:

Step 1 – Document check

Step 2 – Indicative Fuel oil analysis

Step 3 – Detailed fuel oil analysis (Laboratory Test)

v) With effect from 1st January 2020, the following shall complete EPAN and submit it to MPA Singapore at least 24 hours before ship's arrival in Singapore or if passage from last port of departure is less than 24 hours, the information is to be sent immediately upon departure from the from such port:

- Passenger ships including High Speed passenger crafts;
- Cargo Ships including high speed crafts of 500 GT and above;

Mobile Offshore Units including Mobile Offshore Drilling Units.

Information Requirements

MPA Singapore requires following information to be submitted:

i) Specify the method of compliance with Reg 14 of MARPOL Annex VI with regard to fuel oil 0.5%m/m Sulphur content limit throughout the vessel stay in Singapore – if the vessel is fitted with a Scrubber, specify type of scrubber installed.

Wash water discharge from Scrubbers is banned in Singapore, which means that Open Loop Scrubber will not be permitted. Such vessel will need to switch to compliant fuel. Vessel should have sufficient fuel on board for the total stay in Singapore.

Closed Loop Scrubber will be acceptable.

If Hybrid Scrubber is installed, it should be operated only in Closed Loop mode.

ii) If the vessel will be using compliant fuel, specify the type of compliant fuel - LSFO / MGO /LNG or other clean fuel.

iii) If none of the above, then FONAR report shall be completed.

Additionally, MPA Singapore has advised that in accordance with requirements of IMO, it is working on ensuring the following:

- Availability of Compliant fuels such as LSFO / MGO / LNG in Singapore.
- Reception facilities for Hybrid/Closed Loop Scrubber residue and such residue to be disposed to licensed collectors.
- Supply of neutralizing agents for Hybrid/Closed Loop Scrubbers.

Contributed by: Sanjeev Bhandari (HSQE Department)


Capt Jupji Hundal


Capt Gaurav Thapliyal


Capt Muneesh Saxena


Capt Rahul Karnik


Capt S Balyan


Mr AK Kochumadhavan


Mr Alok Misra


Mr Arthur Martin


Mr Henrik Hartzell


Mr Nikhil Desai


Mr Praveen Chaudhry


Mr Surendra Kumar


Mr Ranjeet Kumar


Mr RK Mathur


Capt Rohan Sabnis


Mr. Praveen Gandhi


Capt Narvinder Singh


Mr Svenn Magne Edvardsen


Mr Sanjeev Bhandari

In sync with the thoughts of Capt Sabnis on success and achievements depending on the employees, Capt Rohan Sabnis and Mr RK Mathur discussed issues related to officers and crew appraisals that will give proper recognition to those employees. Both of them assured that appraisals will be used as a tool for improvement, which will help identifying strengths and weakness. They also emphasised that the promotions are purely based on the performance.

Goodwood ensures that its seafarers receive adequate training that makes them strong and confident. Ensuring this concept is followed to the core Mr Praveen Chaudhry, Training and Technical Manager and Mr Surendra Kumar briefed about the various training conducted at Goodwood and what is expected from these trainings.

Capt Muneesh Saxena, and Capt Gaurav Thapliyal, Operations Superintendent spoke on last year's Ship Inspection Report Programme (SIRE) inspections, where they mentioned that the company has progressed a lot which is a good sign.

"We have to realize that a small error on part of the vessel or improper planning can result in serious financial loss to the vessel and its owners," said Mr Alok Misra, Technical Manager while discussing about scrubbers and selective catalytic reduction (SCR). Mr Stephen Eglin, Director of the Chartering & Operations DHT holdings – an independent crude oil tanker company opined his views about scrubbers, "We are still in the process of learning and with the upcoming 2020 emission rules, the issues with blended fuels can be expected for vessels using them."

Mr Sanjeev Bhandari, HSQEE Department and Mr. Praveen Gandhi, Technical Manager, Singapore, presented engineering audits, watch-keeping practices followed vis-à-vis expectations. Planning maintenance system in shipping was delivered by Mr AK Kochumadhavan. He also gave an introduction to VPMS and PMS.

The second day of the seminar proved to be a welcome relief from the technical sessions, as the management had organised a 3 hours motivational lecture by Mr Nikhil Desai, Director, The Centre for Excellence. He focused on the importance of the soft skills required and took the audience for a fun ride with his different approach towards motivation.

The need of onboard training was emphasized by Capt Rahul Karnik and Capt S Balyan, Onboard trainers where their main focus was on constraints in onboard training such as dynamic workforce, planned inspections, and time available for training.

Thereafter, Capt Saxena and Mr Alok Misra made a detailed presentation on 'Fuel Saving from an Operations and technical perspective'. He highlighted how fuel can be saved on different operations like; fuel can be saved during drifting and idle periods, and during ballast water exchange operations to name a few.

Capt Thapliyal and Capt Arthur Martin, Manager together explained Rest Hours non-compliance management to the seafarers' present and exceptional cases reported regarding rest hours onboard.

Onboard Scavange inspections and CM test. ME engines Sweep test requirements, procedure for taking samples and interpretation of shore analysis reports was delivered by Mr Chaudhry.

Mr Ranjeet Kumar, Procurement Manager touched upon purchasing related issues.

Mr Henrik Hartzell, Managing Director, Singapore introduced his company "Heidmar" to the audience and thanked Capt Sabnis for this platform.

In conclusion, Capt Sabnis spoke on culture and ethics of Goodwood and later on felicitated employees with 10 years long service award for their endless contribution for company's success.

After intense deliberations, an evening filled with fun, music and dance was organized for seafarers and their families.

Marex Media

Goodwoodites Speaks...

"I have completed 10 years with Goodwood. The management and colleagues have been very helpful." – ***Mr Jineesh Pothody,*** *Chief Engineer*

"This is my fourth seminar and each seminar that I have attended is different from the other, which is very interesting." – ***Mr Anubhav Kalra,*** *1st Officer*

As far as seafarers are concerned, Goodwood cares about their seafarers' more than material things. I have worked in many companies, but here, I sense some kind of personal touch, which makes me to work for this company more dedicatedly. – ***Noble Pereira,*** *Master*

"I have been associated with this company for 3 years and I am really very proud to work here." – ***Narendra Pratap Singh,*** *Master*

"We seafarers are cut off from new happenings regarding new rules and regulations and latest development in the maritime world. Such seminars help us to know everything in a short span." – ***Mr Alap Verma,*** *Chief Engineer*

Annual family get together for seafarers and families in Manila

8 Ways to find the right balance with your anxiety onboard ships

1. **Avoid Triangles**
   Due to long monotonous sea voyages the environment on ships are built on gossiping about fellow crew members. Bonding with someone by talking about a third person is called “triangling,” and it's an unhealthy way to manage work anxiety.
2. **Use Neutral Language**
   Learning to use neutral and calming language on ships can help bring down everyone's anxiety at work. Questions like, “What could we each do about this issue?” or “How could we prevent this from coming up in the future?” are also great for problem-solving.
3. **Stay In Contact**
   It's human instinct to avoid or cut off contact with crew member who make us uncomfortable while at sea. Contact is a muscle you have to flex to make it stronger.
4. **Don't Drag Others Down**
   This is a cultural issue on ships which ultimately makes the environment more stressful and lowers morale. Try changing the subject when people talk poorly of coworkers or the seniors / office staff. Don't respond to negative statements that seek to drag others down.
5. **Encourage In-Person Conversations**
   It can be incredibly difficult to decipher emotions and intensions. Much workplace anxiety comes from misinterpreting orders. If an issue is making you particularly anxious, don't be afraid to have an in-person conversation to clarify things.
6. **Focus On The Positives**
   Working at sea may be challenging enough, however rather than getting stressed, take control over your emotions. By developing positive thinking, you can adopt a positive attitude toward yourself and your co-workers
7. **Reduce your caffeine intake:**
   Indeed, research suggests that caffeine, can make stress worse; switch to de-caffeine coffee if you have to. Additionally, it gives you poor quality of sleep; meaning less spare capacity to face and fight your stress.
8. **Eat and sleep well:**
   Last year, the findings of a key industry report identifying growing levels of fatigue, particularly among Masters and watch keepers, high levels of fatigue usually rise the anxiety level.

Contributed by : HSQE Department

IMPACT ON CYLINDER LUBRICATION

Not utilizing the correct cylinder oil lubricant in two-stroke engines with an optimized feed rate has serious financial implications for ship operators:

1. Cylinder oil lubricants are a single use product. If feed rates are not optimized, then there can be costly, unnecessary oil consumption.

Many vessels have the feed rate set higher than is necessary by up to 50% or more which means that a significant volume of cylinder oil is wasted every year through over lubrication. On a single large vessel this over lubrication can cost as much as an additional $100,000 in a year.

2. Incorrect use of lubricant and mis-match to the type of fuel used can have serious mechanical consequences including excessive wear of engine components.

This can cause shortened life spans of engine components and costly replacements through to potentially catastrophic engine failure.

In order to stay competitive in a challenging market it is critical ship operators utilize the correct lubricants as well as optimize the quantities utilized for each vessel.

Impact of SOx Regulations on Lubrication

Operation with Traditional Marine Fuels

During combustion the sulphur in the fuel is subject to oxidation and SOx (sulphur dioxide $S0_2$ and sulphur trioxide $S0_3$) formation. The SOx compounds react with the water created from combustion to sulphurous and sulphuric acids.

These corrosive compounds, if not neutralized, will corrode the cylinder liner wall. One of the principal functions of the cylinder oil lubricant is to act as a neutralizing agent.

The BN (Base Number) of a lubricant represents the 'neutralizing power' of a lubricant.

Effect of over lubrication

What is a base number:

The BN is what is often referred to as the 'alkalinity' or 'base' of a lubricant, however it is actually the quantity of acid, expressed in terms of the equivalent number of milligrams of alkaline potassium hydroxide, that is required to neutralise all alkaline constituents in one gram of sample.

The higher the sulphur content of the fuel, the more acidic compounds form and higher the BN of the lubricant that is required for effective neutralisation. Therefore, a careful balance is required.

The BN of the lubricant must be matched to the sulphur content of the fuel being bunt.

What are the Risks?

A BN too low? The corrosive sulphuric by-products of combustion remain un-neutralized. These create excessive corrosion of the cylinder liner leading to metal to metal contact and scuffing as oil control is lost.

A BN too high? There is more base (calcium carbonate, $CaC0_3$) than is required. This starts to form hard deposits. These deposits can cause fouling of the piston crown which in turn can lead to bore polishing as well as deposition of ash in the combustion chamber, exhaust vales and turbocharger. Again, loss of oil control results in metal to metal contact and adhesive wear.

Recommendation:

- For newer-generation NOx Tier II compliant engines and earlier engines with modifications to operate under low load conditions, cylinder oils of up to 100BN are recommended by OEMs.
- For older engines and those not operating under conditions where cold corrosion is likely to be a problem a 70BN remains the standard.

Distillate / HFO blends (with maximum of 0.5% Sulphur content) : 25 - 40BN cylinder oils for two stroke engines. Extra care with regard to monitoring and control of feed rates is advised.

Distillate Fuel and Marine Gas Oil (with maximum of 0.1% Sulphur content) : Low BN cylinder oils (~25BN) for two stroke engines.

Fuel Switching

As the BN of a lubricant must be carefully matched to the sulphur content of the fuel and the operating conditions of the engine, switching between fuels of differing sulphur contents causes a mismatch.

What Are the Risks?

It will depend on the length of time a vessel operates with a lubricant that is not matched to fuel sulphur content.

Recommendation: Since the introduction of switching between fuels with varying Sulphur content there has been no 'safe period' that has been established by OEMs. Vessels have been found to be particularly at risk when leaving ECAs.

Therefore, the advice is to switch lubricants when switching fuels, always taking care to align the timing of fuel change with lubricant change.

Contributed by : HSQE Department

EGC SOX Scrubber Installation:

Two vessels in the Goodwood fleet, DHT Raven and DHT Lake have successfully completed the installation of the new open loop SOX scrubber onboard in Dec 18. These fleet vessels are pioneers in this new technology for reduction in Sulphur emission with the global 0.5% Sulphur cap entering into force on 1st Jan 2020.

To begin with, the presentation regarding the SOX scrubber during the 2018 Goodwood Officer's Seminar formed the base for all officers on-board in relation to understanding the system. To fix an additional system in an already space constrained layout of the engine room and its funnel with additional requirements of maintaining the designed flow rates and back pressure for the sea water system and the exhaust gas system needs high standards of designing, planning and execution.

The project planning stage included representatives of the Equipment maker, Shipyard, Owner & Goodwood. The placing of pipelines, pumps, electronic boards at their exact locations was possible with the help of drawings and 3-D models. Final alterations at the yard on site upon installation were handled with the help of on-board project managers dedicated for Scrubber installation.

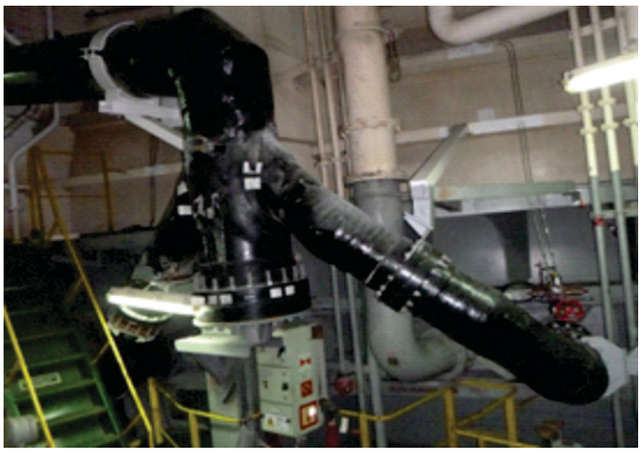
Externally, the vessel now has an additional Deck house placed aft of the funnel on top of the poop deck mooring space. This additional deck house contains within it the scrubber system main control panel, new scrubber unit & associated equipment and its designated funnel stack on the top.

Internally the equipment setting is much more elaborate - There are 3 major components installed for the scrubber system namely- The sea water system, The Exhaust gas system and the Control system. To tie up these 3 systems there were thousands of meters of cabling installed in engine room and in the scrubber deck house.

The sea water system has an independent sea chest and two overboard pipes along with 2 VFD pumps and pipelines leading from engine room to the deck house and back to engine room to the overboard. Passing these pipelines between existing pipelines and equipment in the engine room / steering gear room took a considerable amount of time and creative approach.

The on-board team not only had to oversee the layup of the pipelines but had to additionally think regarding contingency measures if there were any leaks or repairs which needed to be carried in the future.

Sea water pump with VFD control



GRE Overboard pipe

The next major work carried out was on the already space constrained funnel. Main Engine and Auxiliary Engine exhaust uptake were modified to fit exhaust damper and pipes in place, access holes were cut in funnel stack to allow exhaust gas uptake to scrubber jet body.

Sealing Air fan

Jet body and absorber unit

The control system with analysers and electric junction boxes was another time consuming job. The wires had to be terminated and fit correctly in their location as per the drawing and again with the space restriction and managing the number of workers at any given time were a tricky task.

With the completed installation and preliminary checks carried out the vessel sailed out for commissioning and final checks out at Sea.

Contributed by : Technical Department

Risks arising from mobile phone use on bridge

Mobile phones enable seafarers to keep in contact with family and friends while off duty, while they also help them to call the office easily. However, several navigational incidents took place because bridge team members became distracted while using mobile phones while on the navigation watch.

According to the PNI Club, the majority of this kind of incidents happen when the bridge crew who are responsible for a navigation watch, use their mobile phones when within coverage area, to make long phone calls or scrolling through the internet, getting distracted, losing focus and have resulted in costly collision cases.

The idea of prohibiting mobile phones onboard, is similar to banning the use of mobile phones by traffic police on vehicle drivers. All interested parties advises its members to revise the watch keeping procedure within the SMS and modify it in order to eliminate the possibility of watch keepers being distracted by their mobile phones when they are responsible for navigating the vessel. We at Goodwood have included same in the HSQEEn procedures.

The Club, USCG & NTSB advises its members to **ban the use of mobile phones** when:

- ❖ Entering or departing in a port / Navigating in the vicinity of ports or anchorages;
- ❖ Passing through high-traffic areas / Navigating through restricted-sea-room areas;

  Collisions have resulted in serious consequences causing injuries and fatalities, material damage, and a huge environmental impact.

➢ Degrades performance / Causes slow response times / Increases attention lapses of those in safety-sensitive positions.

Extract from: West of England PNI Club

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