

MARITIME SINGAPORE LOWCARBON50 AWARD



Goodwood has received the Maritime SG LowCarbon50 Award 2024. The Maritime and Port Authority of Singapore introduced the award as part of the Maritime Singapore Green Initiative's Green Awareness Program to recognize companies' contributions to emission reduction. The award is given to the top companies that have done effective carbon accounting (i.e., have accurately and diligently tracked and reported their carbon emissions), and that have taken significant steps to reduce emissions and decarbonize (i.e., have clear decarbonization plans and measures in place).

Goodwood's submission for the award was evaluated by a panel comprising of Maritime and Port Authority of Singapore, Singapore Shipping Association, and UN Global Compact Network Singapore. The panel evaluated the award recipients based on three main criteria: emission reduction, innovation and scalability. This is the second consecutive year that Goodwood has received this award.

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FUEL EU MARITIME : HOW TO PREPARE FOR COMPLIANCE

The European Union (EU) has adopted the FuelEU Maritime regulation to increase the share of renewable and low-carbon fuels in the fuel mix of international maritime transport in the EU.FuelEU Maritime sets requirements on the well-to-wake GHG intensity of energy used for ships trading in the EU/EEA from 1 January 2025. The first step is to prepare and submit a monitoring plan to an accredited verifier by 31 August 2024. This statutory news provides you with more details on what you need to prepare.

Summary of the FuelEU Maritime GHG intensity requirements:

From 1 January 2025, for ships trading in or to/from the EU/ EEA irrespective of flag, the annual average GHG intensity of energy used on board needs to be below a defined level. The GHG intensity is measured as GHG emissions per energy unit (gCO2e/MJ) and includes carbon dioxide (CO2), methane (CH4) and nitrous oxide (N2O).

In addition to emissions from energy use on board the ship, GHG emissions are calculated in a well-to-wake perspective, including emissions related to the extraction, cultivation, production and transport of fuel. The regulation includes provisions for crediting ships using wind-assisted propulsion.

Year	2025	2030	2035	2040	2045	2050
Reduction (%)	2%	6%	14.5%	31%	62%	80%
Required GHG intensity (gC02e/MJ)	89.3	85.7	77.9	62.9	34.6	18.2

The GHG intensity requirements are set as a percentage reduction relative to a 2020 reference value of 91.16 gCO2e/MJ. The percentage reduction requirement increases gradually every five years to 2050 - meaning, for example, that it stays at 2% from 2025 to end-2029:

Voyages, scope

The FueEU Maritime GHG intensity requirements apply to 100% of energy used on voyages and port calls within the EU/ EEA, and 50% of energy used on voyages into or out of the EU/EEA. To avoid evasive behaviour, container ships stopping in transshipment ports outside the EU/EEA, but less than 300 nautical miles from an EU/EEA port, need to include 50% of the energy for the voyage to that port as well, rather than only the short leg from the transshipment port.

The GHG intensity requirements apply to ships above 5,000 GT transporting cargo or passengers for commercial purposes. It does not apply to offshore ships. The scope could change as part of the scheduled review by the end of 2027.

FuelEU Maritime also sets requirements on the use of shore power for container and passenger ships from 2030. More details on this part of the regulation can be found in the References.

Compliance process

Responsible shipping company

The requirements apply to the shipping company, which is the shipowner or any other organization or person, such as the manager or the bareboat charterer, who has assumed responsibility for the operation of the ship, including duties and responsibilities imposed by the ISM Code.

As opposed to EU ETS, the responsible company under FuelEU Maritime must be the ISM company and cannot be retained by the registered owner unless the owner is also the ISM

company. This implies that the responsible company for a ship may not be the same for EU ETS and FuelEU Maritime. Each responsible company will need to be registered with an administering state, which is the same as the Administering Authority for EU ETS compliance.

In the event of a change of company, the shipping company has the responsibility – on 31 December in any given year – for compliance for the whole calendar year. However, previous companies are required to report and verify energy use and emissions as soon as possible after the changeover.

Pooling of compliance

FuelEU Maritime includes the option to attain compliance across a fleet of ships, even if they belong to different companies. This means that each individual ship does not need to achieve the required GHG intensity but can rely on other ships to achieve a combined level of GHG intensity below the requirement.

Banking and borrowing of compliance surplus

If a ship has an average GHG intensity below the requirement, the surplus emission amount (compliance surplus) can be banked for use in the subsequent compliance period. Similarly, a ship can borrow advance compliance surplus from a subsequent period, limited to 2% and only for two consecutive periods, and with a 10% penalty on the borrowed compliance surplus for the subsequent period.

Penalties

Ships thathave a higher GHG intensity than the requirement must pay a penalty corresponding to its compliance deficit, measured as the difference between the required and actual GHG intensity, multiplied by the energy use. The penalty is progressively increased if the ship has a compliance deficit for two or more consecutive reporting periods. The compliance deficit is calculated into energy based on the actual GHG intensity of the ship, applying a penalty of €2,400 per tonne VLFSO energy equivalent, or about €58.50 per GJ of non-compliant energy use. Hence, the penalties can be significant.

Reporting and verification

The energy use and emissions will be reported and verified through a scheme which is separate from the existing EU Monitoring, Reporting and Verification (MRV) system. However, elements from the MRV regulation can be reused for the purpose of the FuelEU Maritime regulation.

By 31 August 2024, the FuelEU Maritime Monitoring Plan needs to be submitted to a verifier (such as DNV), describing the method for monitoring and reporting of the data required under this regulation. This plan comes in addition to the current MRV Monitoring Plan, but part of this can be reused.

Vessels trading in the EU/EEA countries shall have the approved FuelEU Maritime Monitoring Plan on board before 1 January 2025.

References: DNV's FuelEU Maritime topic page The FuelEU Maritime regulations DNV's MRV topic page

MY SHIP, MY HOME



Capt. Introspect, has recently joined the MV. HOME, returning from a well-deserved fourmonth vacation. Despite cherishing the quality time spent with his family and children during the break, he can't help but feel a profound longing for them as he reflects on the cherished moments and memories at home with a heavy heart.

On a quiet Sunday morning, he finds himself in his room, just taking in the moment with a cup of coffee. The room's vibe hasn't changed much over the years, and it hits him. The computer desk is all business, neatly set up with work stuff, lacking that personal touch. The wall has only one thing - a cabinet filled with paperwork that's threatening to stage a coup. It makes him miss the coziness of home even more.

Looking out from his desk, he's met with the same old alleyway views he's seen for the past two decades on ships. His eyes scan the empty space, passing briefly at the posters with instructions. It makes him wonder: with all these posters piling up, do people even notice them anymore? Or is the brain playing its trick, making us subconsciously ignore them because we've seen them a gazillion times?

Lost in these thoughts, his phone rudely interrupts with a jarring ring. It's the chief officer on the other end, reminding him about the accommodation rounds starting at 10:30. Back to reality.

As he steps out into the hallway, the chief engineer and the chief officer exchanged warm greetings. They make their way to inspect the various rooms. Passing by the posters along the alleyway, he notices his eyes gliding over them without really registering anything. A smile plays on his lips.

Reaching the end of the alleyway, they arrive at the first room. Upon entering, his attention is drawn to the worktable. A family photo sits next to the monitor, and he can't help but gaze at it. The chief notices and shares that it's from their last family vacation. Whenever stress creeps in, a glance at the photo turns it into a smile. It strikes the captain, that how something as simple as a photo can turn an ordinary workstation into a personalized haven.

Moving on to the next cabin, he notices a silhouette of a jungle scenery above the wallmounted TV. It's evident that the person occupying the room shares his passion for wildlife. Grinning at the wall stickers that create the captivating image, he muses about the interesting choice to bring life to the room. It not only adds dimension but also imparts a unique character to the wall.A sense washes over him that each cabin on this ship holds a potential for a fresh perspective. It strikes him that it might just be a coincidence, considering he was pondering the same notion while sitting in his room just a few minutes ago. As he moves from one cabin to another, he encounters a diverse array of occupants passionately pursuing hobbies amidst their demanding work schedules. From a dad, learning to make balloon animal for his kids to a golf enthusiast turning his room into a putting green, and from a video blogger brainstorming topics to an upcoming photographer trying out he various settings of his DSLR.

In a surprising turn, he recognizes a familiar face, Mr. E from his last ship. Struck by the realization that he never knew Mr. E's interests during those four months, he steps into the room only to discover Mr. E's talent for wood sculpture. Amazed, he learns that Mr. E has crafted wooden sculptures on all his ships, including the last one they sailed on together. It dawns on the captain that these personal touches were always there, but perhaps it's the shared passion among the entire lot on board this ship that has brought them to his attention now. The realization hits him profoundly — each person has personalized their space to create a sense of home and carry a piece of it with them, a realization that leaves a lasting impression on the captain.

Moving to the lower decks, he discovers a diverse passion residing in each cabin, each telling a unique story about its occupant. What catches his eye is the homely ambiance in some cabins, thanks to the printed bedsheets and pillow covers. His aversion to the clinical white and blue hospital-style bedsheets in his own room becomes apparent when he inquiries about the source of these printed linens. The revelation pleasantly surprises him – the previous captain had gone the extra mile to specially order these charming, printed bedsheets.

Leaving the room and turning the corner, he stumbles upon a side alleyway with delightful wallpapers on its bulkheads. A hand-painted picture of a city night scene catches his attention, and though not particularly an art enthusiast, the painting manages to draw a smile from him. He briefly forgets he's on the ship and reflects on how small adjustments can turn the vibe from feeling like a motel to strolling through the hallways of a 5-star hotel.

At the end of the alleyway, entering the recreation room, he's pleasantly surprised to sense an atmosphere akin to a cozy apartment's living room. Paintings adorn the walls, and a showcase cabinet clearly made onboard holds neatly arranged photos from past ship gatherings and souvenirs collected from different ports the ship visited. The room exudes the ship's character, creating a welcoming ambiance.

As he tries to recall if he's ever been on a ship with so much to offer, he catches the sound of excitement from the adjacent room. Stepping into the Mess room, he finds a group of crew members gathered around a poster, laughing and having a good time. The poster announces an onboard poll organized by some officers, focusing on voting for the finalist of the last Saturday's storytelling competition. This realization makes him wish he had been on board the previous Saturday to witness the finals. It surprises him how something as simple as this can evoke a strong sense of wanting to be part of the ship.

Completing his rounds and climbing the stairs to his room, various thoughts cross his mind. He observes how some crew have tactfully eased the transition between home and ship, making ship accommodations feel less transactional and clinical. They've created a holistic experience, allowing for both work and living in the same space while still managing to keep them distinct. The use of visual reminders and references in the living spaces brings the feeling of being at home and also a sense of belonging with the ship's defined character.

It dawns on him how, throughout his years, he had been solely focused on the work onboard, neglecting the living space and its potential to feel like a home. The realization that he spent 20 years of his 40-year life in a mere workspace, not making it his living space, hits him profoundly. As he sits back at his table, lost in these reflections, his eyes fall upon the ship's stamp kept on the table. It suddenly occurs to him that there is no coincidence in the ship being MV HOME.

Based on some true events and some aspirations for the future.

Contributed by: By Capt. Shashwat K. Sahai

PPE - THE LAST RESORT

Personal Protective Equipment (PPE) includes gear worn at work to mitigate health and safety hazards. Use PPE as a last resort, prioritizing engineering controls and safe work systems before its use.



Consider the following controls in this order:

- 1. Elimination: Physically remove the hazard
- 2. Substitution: Replace the hazard
- 3. Engineering controls: Isolate people from the hazard
- 4. Administrative controls: Change the way people work
- 5. PPE: Protect the worker with personal protective equipment

It's important to note that using PPE may also create hazards, such as reduced field of vision, or loss of dexterity or agility.

Provision, Storage, Maintenance, and Use of PPE:

Issued equipment must be "suitable," matching risks and tasks without adding risk, fitting ergonomically, and being compatible with other gear. The company ensures proper selection, fit, and compatibility. The safety officer and department heads must ensure accessible, well-stored, and regularly maintained PPE, with instructions available to all workers. Equipment should be inspected before and after use according to the manufacturer's guidelines. Correct use and wearing of PPE must be ensured by the safety officer and department heads.

Defective equipment provides no defence, so it is vital to select and maintain the correct items. PPE should be kept clean and disinfected as needed. Regular inspections and proper stowing of equipment are essential. You can find specific recommendations for special PPE in the relevant sections of "12.06.00.00.## - Safety Guidelines" and "12.06.15.001.## - Personal Protection Equipment Guide". There will be times when the need for special protection is identified during the risk assessment conducted by the officer in charge at that time.

Always select PPE based on the hazard and type of work, following the risk assessment findings and discussions during toolbox meetings.

Onboard Implementation:

The organization has established standardized PPE for fleet vessels, including an automatic supply system and distribution schedule. Instruction guides cover application, limitations, standards, maintenance, and inspection regimes.

This article focuses on hand protection within the standardized gear. Gloves are categorized into three groups: Daily Use Gloves, Job-specific Gloves, and Galley Gloves. This section excludes Hot Work Gear and Winter Gear.

Daily Use Gloves:



For the safety of all crew members, wearing either "Utility Plus" or "Cut Pro Ultra" gloves is mandatory at all times. Additionally, each crew member must carry their "Ultimate Pro Ultra" Impact gloves at all times. The incorporated metal clip and loops in the boiler suit ensure quick access to these gloves for tasks requiring force. Depending on the task, crew members may need to wear specific gloves over the daily use ones. These gloves are suitable for Engine room, Deck, and receiving stores work:



- General STARK UTILITY PLUS: Multipurpose utility gloves, suitable for tasks where cotton gloves are adequate.

- STARK CUT PRO Ultra: Multipurpose utility gloves with Cut Level 5 resistance, replacing leather gloves.

- STARK ULTIMATE PRO Ultra: Impact gloves (whenever any force is required), designed to complement the boiler suit and attachable using the Metal Free Glove Clip.

Introducing Job-Specific Gloves:



Nitrosafe Plus Chemical Gauntlet: Designed to be wornover utility or cut pro gloves, providing exceptional resistance against various chemicals (Protection against category A, F, J, K, L, M, N, O, P & T) compared to PVC gloves.

Electrical Insulating Gloves: Class 0 gloves with 1kV AC working capacity, offering greater dexterity and reduced hand fatigue. These natural latex gloves have a maximum usage life of 6 months from the date of first use, with no need for testing within 12 months from the date of manufacture.





Household Latex Gloves: Standard laundry gloves 🔰

color-coded for easy identification, ensuring safe and effective use without confusion with chemical gloves.

Galley Gloves:



- Sabre-Lite Food-Grade Knife Glove: Ideal for cutting in the galley.

- WILCO 5-finger Stainless Steel Chainmail Glove with Spring Cuff: Perfect for chopping. These ambidextrous gloves provide exceptional dexterity and comfort when working with sharp knives.





It's crucial for seafarers to thoroughly understand and adhere to the provided guidelines onboard, covering details such as description, features, usage, limitations, wash and care instructions, approvals, product codes, quantity, and distribution.

Contributed by: By Capt. Shailesh Shanbhag

CONTAINERIZED ECONOWIND WIND SAIL UNIT

Wind sail technology on merchant ships is an innovative approach to reducing fuel consumption and lowering emissions in the maritime industry. By harnessing wind power, which is a renewable and clean energy source, ships can significantly improve their environmental performance and reduce operating costs.

Recently, one of our Owners NORSE Shipholding in collaboration with charterers Ocean Network Express (ONE) have taken the first step to harness the Wind sail technology, committing for a Greener Future. Their owned Container vessel KALAMAZOO was installed with one such equipment made by Econowind - a Dutch-based company with a containerized 'Ventfoil' unit.

The Ventfoil is an aspirated wind propulsion device, which is designed to create a lift force that can be used to generate forward thrust and therefore adds to the ship's propulsion.



The Econowind unit is fittedin a 40 ft sea container and can quickly be placed and removed. The VentiFoil is a wing shaped element using modern innovations in aerodynamics creating high propelling force relative to its size. Smart suction is integrated in the wing, resulting in double the force of the VentiFoil while reefing when needed.

The basic working principle of ventfoils is using boundary layer suction with ventilators placed inside the wing sail

to generate thrust for the ship. Hence, the use of the propeller can be reduced in order to remain the same speed, saving fuel and energy consumptions.

The VentiFoil units can be rotated automatically to find the optimal angles relative to the apparent wind. The generated force will be transferred right into the deck and thus helping with propulsion of the vessel. To maintain the ships optimal speed, the engine power can be reduced. In heavy and/or unfavourable wind conditions the VentiFoil units can be easilystored in the container.



The VentoFoils are designed to operate in apparent wind speeds up to 22 m/s or 42 kts, above which it is stowed back in the container. With windspeeds lower than 3m/s positive effect of the VentoFoil on propulsion is negligible. Forward thrust can only be created once the apparent wind direction comes in an angle of at least 25 degrees from the bow.

Optimal forward thrust will be created when the apparent wind comes in from the side of the vessel. Wind from the stern creates less forward thrust.

All equipment, like hydraulics, automation and ventilation are integrated in the containerized unit. The only support of the vessel to the unit is 400-460 V, 3 phase, 50-60 Hz power connection.

• The ventfoil unit is packed/installed inside a 40 feet container, which can be placed onboard at a suitable location as recommended by the maker.





• This container is placed on top of other regular cargo container in the foremost container bays, one on Port and one on Starboard side. The sails/wings are deployed vertically when sailing.

• The ship staff were trained by makers on how to rig the sail on sailing out from Port and how to stow it back, the crew are fully familiarized now.

• The unit is most efficient when at particular relative wind speeds and when the wind directions are from the quarter unlike general belief that wind from behind assists on a sail.

Benefits

Fuel Savings: Wind-assisted Propulsion can significantly reduce the amount of fuel needed for Voyage. Depending on the wind conditions and the type of technology used, fuel savings can range from 5% to 15%.

Emission reduction: By using wind power, ships can reduce the greenhouse gas emissions, particularly CO2. This helps shipping companies comply with increasingly stringent environmental regulations and contribute to global efforts to combat climate change.

Operational Flexibility: Wind-assisted ships can operate with greater flexibility, particularly in regions with favourable wind conditions. This can be specially beneficial for routes that are well known for their consistent winds.

Actual Fuel savings onboard KALAMAZOO is being monitored since beginning of March this year. The data collection and its review is in progress. We can certainly witness fuel savings on the basis of raw data, but the amount of savings is still not quantified. We will need to analyse the Ventfoil performance on various wind/sea conditions, various Engine RPM/Engine Load – with and without 'Ventfoil' rigged, before arriving at any conclusion.

Contributed by: By Mr Parthiban Swaminathan

UNVEILING INCOMPATIBLE FOOD COMBINATIONS:

A Journey to Digestive Harmony:



In today's health-conscious society, understanding the intricate dynamics of food combinations is paramount, as improper pairings can set off a cascade of digestive issues. Certain foods, when combined incorrectly, can disrupt our body's delicate balance, paving the way for indigestion, fermentation, and gas formation.

Consider the seemingly innocuous duo of bananas and milk. While individually nutritious, together, they can wreak havoc on our digestive fire, leading to a cascade of ailments from sinus congestion to allergies. This disruption stems from the creation of ama, a toxic substance

that underlies many health issues.

Milk is a staple in many diets, however, modern processing methods like pasteurization can strip it of vital enzymes, hindering proper digestion. Opting for organic, unpasteurized milk and heating it just to the boiling point preserves its enzymatic integrity, ensuring optimal nutrient absorption.

Yet, in the hustle of daily life, accessing such pristine dairy may prove challenging. In such cases, supermarket options, though less ideal, still offer valuable nutrition.

As we navigate the supermarket aisles of abundance, armed with ancient wisdom and modern insight, let us heed the fervent whispers of our bodies, forging a harmonious relationship with food—one balanced bite at a time.

NAME OF FOOD	INCOMPATIBLE with			
MILK	BANANAS,			
	Fish, Melons, Yogurt, Sour Fruits, Bread made with yeast			
YOGURT	MILK,Sour fruits, Melons, Hot drinks—including coffee and tea—Fish, Mango, Starches, Cheese, Banana			
MELONS "Eat them alone or	EVERYTHING, especially: Grains, Starches, Fried			
leave them alone"	foods, Cheese			
EGGS	MILK			
	Yogurt, Melons, Cheese, Fruits, Potatoes			
STARCHES	BANANAS			
	Eggs, Milk, Dates			
HONEY (never cook honey)	GHEE in equal proportions (by weight), Grains			
CORN	Dates, Raisins, Bananas			
LEMONS	Yogurt, Milk, Cucumber, Tomato			
NIGHTSHADES	Yogurt, Milk, Melon, Cucumber			
(Potato, Tomato, Eggplant)				

NOTE : For each food in capital letters on the left, the food in capitals on the right is the most incompatible; foods in small letters are less incompatible.

Goodwood's 15th Anniversary Annual Senior Officers' Conference 2023



Goodwood celebrated its 15th Anniversary in grand style with its Annual Senior Officers' Conference held from September 25th and 26th 2023, at the JW Marriott Phuket Resort Hotel, Thailand. The theme for the conference was "Navigating the Human Element: Synergizing Operational Excellence, Wellbeing, Safety, and Sustainability."

There were a host of current topics discussed during the seminar as follows:

- Opening speech by CEO Mr Kamal Uddin Ahmed
- Port State Inspections- A changing Landscape by Mr Sanjeev Bhandari, HSQE Manager and Mr Kapil Berry, Business Development Director DNV Singapore
- EU ETS, Fuel EU maritime and Voyage Data Management by Mr Kapil Berry, Business Development Director DNV Singapore, and Mr Rajeev Pratap, General Manager Technical and Procurement.
- Prensentation from Mr Svein Moxnes Harfjeld- CEO and President DHT Holding
- Sire 2.0 Update- Captain Muneesh Saxena, Marine Manager
- Technical Challenges- Mr Rajeev Pratap, General Manager Technical and Procurement and Mr Praveen Gandhi, Technical Manager
- Media Handling- Mr Andrew Leahy, Director of Southeast Asia at MTI Network
- Safety Culture- Mr Sanjeev Bhandari, HSQE Manager
- Fleet Personal Presentation- Captain Mahesh Garimella, General Manager- FPD
- Mental well-being Workshop- Miss Karen Paula Psychologist and Mr Marville Cullen Espago, Regional Manager at ISWAN.
- DHT Presentation- Mr Stephen Eglin, Director of Chartering and Operations, DHT Holding and Mr Fredrik Sandrud, Operations Manager, DHT Holding
- P&I and H&M insurance Mr Paul Andor Marskar, Senior Claims Executive at Gard, Singapore
- Presentation from NGM Energy- Mr Antonis Mergos, CFO at NGM Energy
- Bulk Carrier Operations Captain Rajiv Bali, Marine Manager

The conference concluded with a maritime skit titled 'Unravelling Weak Signals,' performed by senior officers of the fleet. The skit covered themes related to Navigation Safety, Safety Culture onboard vessels, Mental Health issues, and a counselling session with ISWAN Psychologist Ms. Paula. It was well-conceptualized and executed by Captain Shashwat Sahai, Captain Manjinder Singh Khosa, Captain Karampal Singh, Chief Officer Anubhav Kalra, Mr. Pratik Rane, Mr. Narendra Sharma and Chief Engineer Amandeep Singh.

This was followed by a closing address by the CEO Mr Kamal Uddin Ahmed. The conference ended with a Gala Dinner where shipboard officers and their families joined in for celebration.



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