



**Goodwood**

# FORESIGHT

**TRIBUTE TO CAPT. ASHOK SABNIS  
FIRST YEAR ANNIVERSARY**



We are back to the place where it all began in Science Park, to dry our tears, suspend our sorrow and perhaps our anger on how he could leave us at such a young age, just long enough. Just long enough to remember, the wonderful spirit of Capt. Ashok Sabnis. I think for all of us, we are thinking how sad it is that man of such talent, capability of kindness and unusual intelligence would leave us without living a wholesome life to watch his grandkids grow up or even to have a little solemn fun. I could hear him whispering in my ear when I wrote this speech telling me how he wanted to keep things private and short. However, today I feel everyone needs to hear more of him opposed to less of the man.

SEPTEMBER 2022 EDITION





Around 5 years back, we religiously took long walks together in the mornings especially walking our dog Miki who was close to his heart. It was something we both enjoyed doing. On one specific occasion when we were walking across the canal and our dog was being nuisance, someone took a photo of him. He simply went up to that man and said, “Sir, I would kindly advise you to delete that picture as the dog was merely acting his part”. The gent deleted the picture by effectively showing it to us. This episode shows that he was a private person. He enjoyed his space at home and privacy which was something I am beginning to understand even as I age. For most of us, we might love many things or people, but we don't know how to love the people we have around us deeply. Capt. Ashok Sabnis had that knack of identifying with key people around him and commanding that.

For many of us we might still be reflecting on his life and legacy. Capt. Ashok Sabnis was never embarrassed to work hard and was never ashamed of failure. This statement is simplistic by itself and incredibly simply said but true. He was the opposite of absent-minded. There was never a day for the last decade which I remembered him ever skipping weekend days to the office. The consistency in that alone is admirable as for most of us, we would value our family time or personal time much more. Time and again, I heard from friends today on how he should have taken it easier or even enjoy the game of golf. For those of us whom knew him, would have understood that productivity and sheer hard work was the ethos of success. Of course, none of this would be achieved without the pillars of a great team he had. Even today, I keep a key phrase he used to speak of in spirit as a reminder because he has been imbued into me which namely is **“If propellers stop spinning, owners stop earning”**.

His work ethic, sheer will, determination even when he was unwell was really simply marvelous and although we never knew his personality in the office as I hear it's different than to how he was outside when he was with us, we understand. He cared very deeply about both his families, at the office and at home. What moves me about Capt. Ashok Sabnis is his loyalty to his goals, nothing separates him between that and the truth of truths resides in his heart. Eyes are blind, you have look with the heart and what is most important is invisible.

Rest in peace and lots of love from all of us. God bless Baba.

Love,

**Mr. Lakhjit and Sabnis family.**



Crew on DHT Tiger, observed a 2-minute silence, remembering our mentor on his 1<sup>st</sup> death anniversary, 4<sup>th</sup> September 2022.

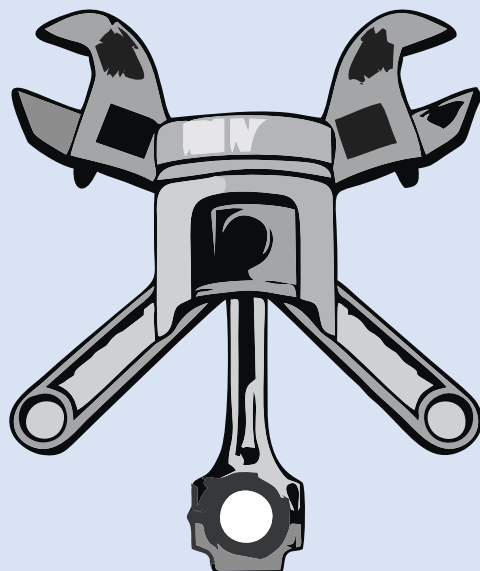
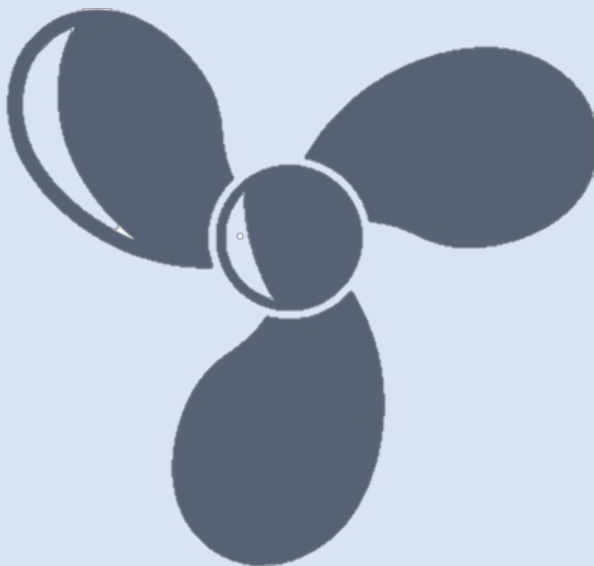
Smile even if your heart is aching. Smile even if your spirits are down. Smile even if you are knocked down. Because he is smiling above at us with the same mischief he always had at the twinkle of his eye.

We can't see and hear you anymore  
But we can feel you because  
You have a place in our hearts and mind.  
Rest peacefully in heaven.

## THE TEN COMMANDMENTS OF A GOOD MARINE ENGINEER



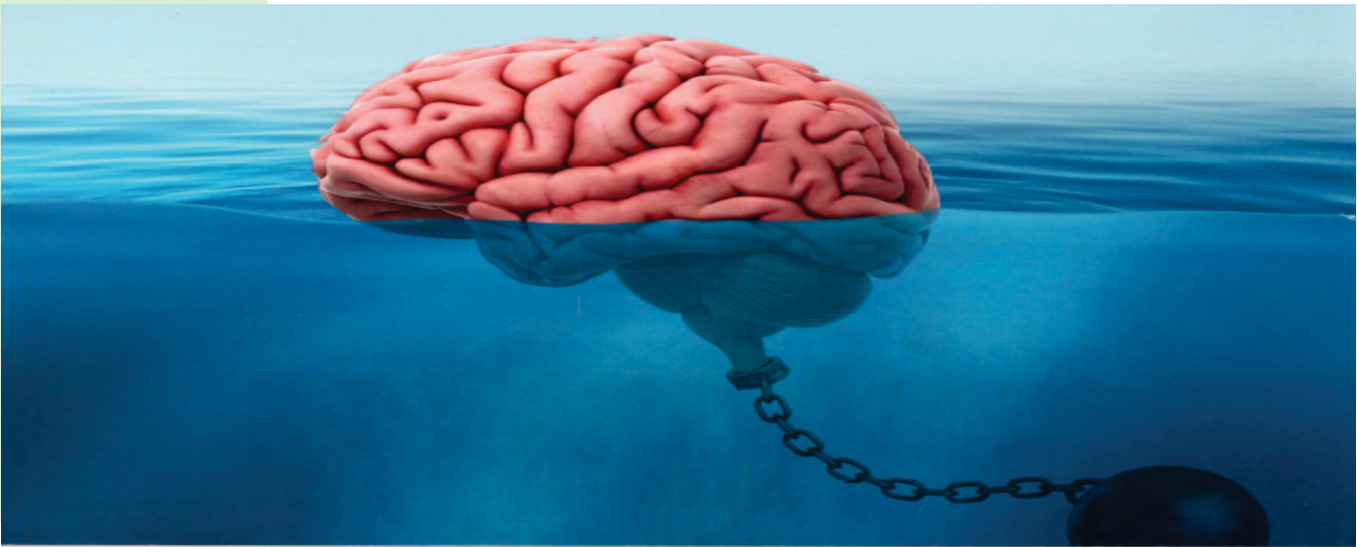
1. Thou shall keep thy engine clean and in adjustment that thy life in this company shall be long and that the Owners shall increase thy pay.
2. Know thine engine and all its parts & functions, else thou shall be in some unholy spot.
3. Be not wise in thine conceit. Remember the factory instructions and keep them holy, least repairs be thine undoing.
4. Be not loose in the jaw hinges for no man knoweth all about Diesels. The truly wise absorbeth much knowledge and excudeth little and he who doeth so shall gain repute amongst his fellows and favours amongst his superiors.
5. For all things in this life that thou desirth, thou shal also pay plenty and for the wisdom of experience, no less. Advice from multitudes costeth nothing and is usually worth just that.
6. In the books thou mayest read what to do and when, but only the voice of experience may tell thee why and how, else thy reading of what and when shall plague thee with smoke.
7. God maketh the earth to rotate endlessly without bearings or oil, but not so thy Diesel.
8. Curse not thy Engine when turneth not, curse rather thine own stupidity.
9. Steam engines and gas engines may long turn over through sloppy, a Diesel not so with gauges and spanner be thou every busy.
10. The external eye watcheth universal operations, but thou shall not reply upon it for thy Diesel. Thine own vigilance is the price thou payest for thy job.



Source: Internet



# DON'T LET NEGATIVE THOUGHTS SINK YOU!!!



Negative thinking can sink you by contributing to problems such as social anxiety, depression, stress and low self-esteem. Negative thoughts can easily form a chain making it difficult to break out. One of the keys to breaking this chain is to realize & understand the way you are thinking now and use simple strategies to change negative thoughts or reduce their impact.

Negative thoughts include:

- Thoughts that affect your mood
- Negative beliefs about yourself, situations or others

Negative thoughts occur:

- Mainly because of stressful periods in our lives
- This can be stress in both professional or personal life

## Simple strategies to change mindset:

### #1 Practice Mindfulness

Mindfulness is the practice to detach yourself from your thoughts & emotions and view them as an outsider. Practicing mindfulness can help you become more conscious of your thoughts and build greater self-awareness. The objective is to gain control of your emotional reactions to situations by allowing the thinking part of your brain to take over.

### #2 Identify negative thoughts

While you observe your thoughts, identify and label any negativity. For example, if you tend to view yourself as a complete success or failure in every situation then you are engaging in “black-and-white” thinking. Other negative thinking labels include Jumping to conclusions, Catastrophizing, Overgeneralization, Emotional reasoning and Self-blame.

### #3 Replace negative thoughts:

Cognitive Behavior Therapy (CBT) helps you to identify and change a negative thought into to more helpful and adaptive one. Cognitive restructuring involves a step-by-step process where negative thoughts are identified, evaluated for accuracy, and replaced. Although it is difficult to think with this new style at first, over time and with practice, positive and rational thoughts will come more naturally.

### #4 Do not stop your thoughts:

The problem with thought-stopping is that the more you try to stop your negative thoughts the more they will surface. This is known as thought rebounding. Thought rebounding is considered more damaging and can lead to anxiety over a longer period. It is recommended to find ways to deal with negative thoughts directly rather than stopping them.

### #5 Try to deal with criticism

In our professional or personal lives, it is very much possible that sometimes we come across people who are critical and judgemental. All are not equipped to cope with rejection and criticism. Developing this ability might require therapy sessions with a pretend conversation. This will help build assertive skills and response to criticism.

We are very prudent about treating our physical wounds and often ignore our emotional ones. It is time we start realizing the long-term impact of negative thoughts and start practicing Mindfulness.

**Source: Safety4Sea & HSQE**



## "WELLNESS AT SEA" A SAILOR WIFE'S PERSPECTIVE



"Only the Best Man can go to the sea, only the best Woman can be with the Best man" – Great Words explaining the truth certainly.

My name is Dr. Richa Devgun, W/O Capt. Ankur Devgun. I got married 11 years ago and have been sailing together with him since then and thus got opportunity to understand the life of a sailor generously.

When it comes to Wellness at sea, a sailor's family, especially his wife, is an important link. As we all know, the life of Seafarer, as well as his wife/family, is challenging. It is not a cake walk, neither for him nor for his wife/family.

Wellness at Sea not only depends on everything going smooth on vessel but also on circumstances prevailing at home. Wellness is related with how well you communicate with family as well as Ship and Shore staff. The life of Seafarer is definitely different from other professions.

Each and every 'Good-Bye' and 'Welcome' makes our relationship strong, stronger and Strongest. A strong bond between husband and wife is very important. It is not easy to live life away from each other. The most important thing is to connect well with each other. Situations at ship and at home are not same and it requires a balance and most importantly, an understanding between both sides.

Wellness at sea depends on Professional life as well as Personal life.

Firstly, I would like to enlighten about Professional life aspect.

Positive and healthy environment on ship is very important. Good understanding between the members on ship is essential. Ship staff is like family for the time a person is onboard. If the environment on ship is healthy and good, there will be less chances of conflicts and if the staff is cooperative and understanding, Wellness at sea thrives.

It is important to communicate well with each other on ship, share your feelings, discuss your problems, if you are sad or not feeling good. On the other hand, if you see someone who is unhappy, try to solve his/her problem by communicating and resolving their problems.

It is important to have a happy and content atmosphere on ship. Small get-togethers, birthday/ anniversary celebrations as well as festive occasion celebrations are important for Wellness of seafarer as that is the time when a Seafarer misses their family most and make the ship staff feel good and calm. In short, Wellness at sea depends on how well things are managed, keeping a balance between professional and personal relationship onboard as well as with Shore Staff.

Now the other side of Wellness at sea depends upon the family at home.

When a husband joins a vessel, his wife feels a part of her is going away every time he sets out to sail. Missing someone is a part of loving them, if you are never apart, you will never know how strong your bond is.

One must be prepared to stay calm, motivated and up-beat during such times when you feel beleaguered.

It is important for both to stay positive whenever you face challenges or setbacks in life. Whenever a negative thought comes to the mind, replace it with a positive one. Family and friends can help you in this. Better connectivity these days means that they are just a call away. Connectivity is the main element for Wellness especially at sea. (Goodwood couples in Jaipur)



As we all know, the Seafarer wife needs to be mentally and emotionally strong because she needs to manage things at home in the absence of her husband.

How she copes and manages things at home and supports the seafarer is a backbone that goes a long way for wellness of seafarer.

A sailor has to deal with home sickness and anxiety of being separated from loved ones. A person's mental and physical wellness directly impacts his productivity and output. Focus should not just be on Seafarer skills only but also on their wellbeing.

To sum up I would like to commend the brave men who choose career at sea and the women in their life who match them in every possible way.

**Contributed By Dr. Richa Devgun**

# IT PROS AND CONS

Internet onboard:

What are the pros and cons for seafarers

Using internet today is like breathing air. While you cannot see it around, it is of outmost importance for the proper function of everyday activities. Of course, the seafaring profession does not remain unaffected, as the increasing digitalization on board, provides many benefits, as well as drawbacks.

## PROS

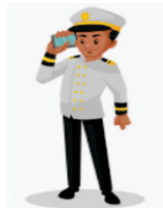
### 1. Banking, bills, and shopping:

The internet provides access to your bank account & view balances. Make Transactions and send money.



### 2. Communication with loved ones:

Emergencies at home can be immediately communicated onboard.



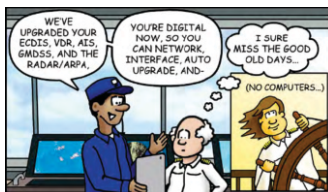
### 3. Entertainment:

The internet gives everyone access to an endless supply of entertainment, with access to watch videos, watch movies, listen to music, and even play games online.



### 4. Address, mapping, and contact information:

With the help of GPS technology, the internet helps map and direct you to almost every place in the world.



### 5. Quick reference to new regulations:

While most of these are communicated by in house company circulars, more information can be easily obtained by visiting relevant websites.



## CONS

### 1. Rest Hours:

Unrestricted and round the clock internet access brings the urge to use the facility unnecessarily.



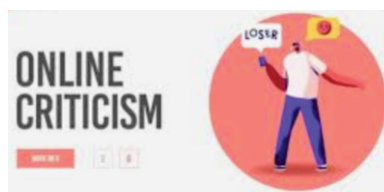
### 2. Distraction:

Several times seafarers get distracted in their work due to excessive use of internet.



### 3. Offensive Posts:

There is an increasing tendency among seafarers to vent out their frustration. Also, sharing Company confidential content in social media.



### 4. Internet Policy:

Internet is filling each day more and more with cyber-security traps, and seafarers must be careful to ensure their online safety.



### 5. Bridge Watchkeeping:

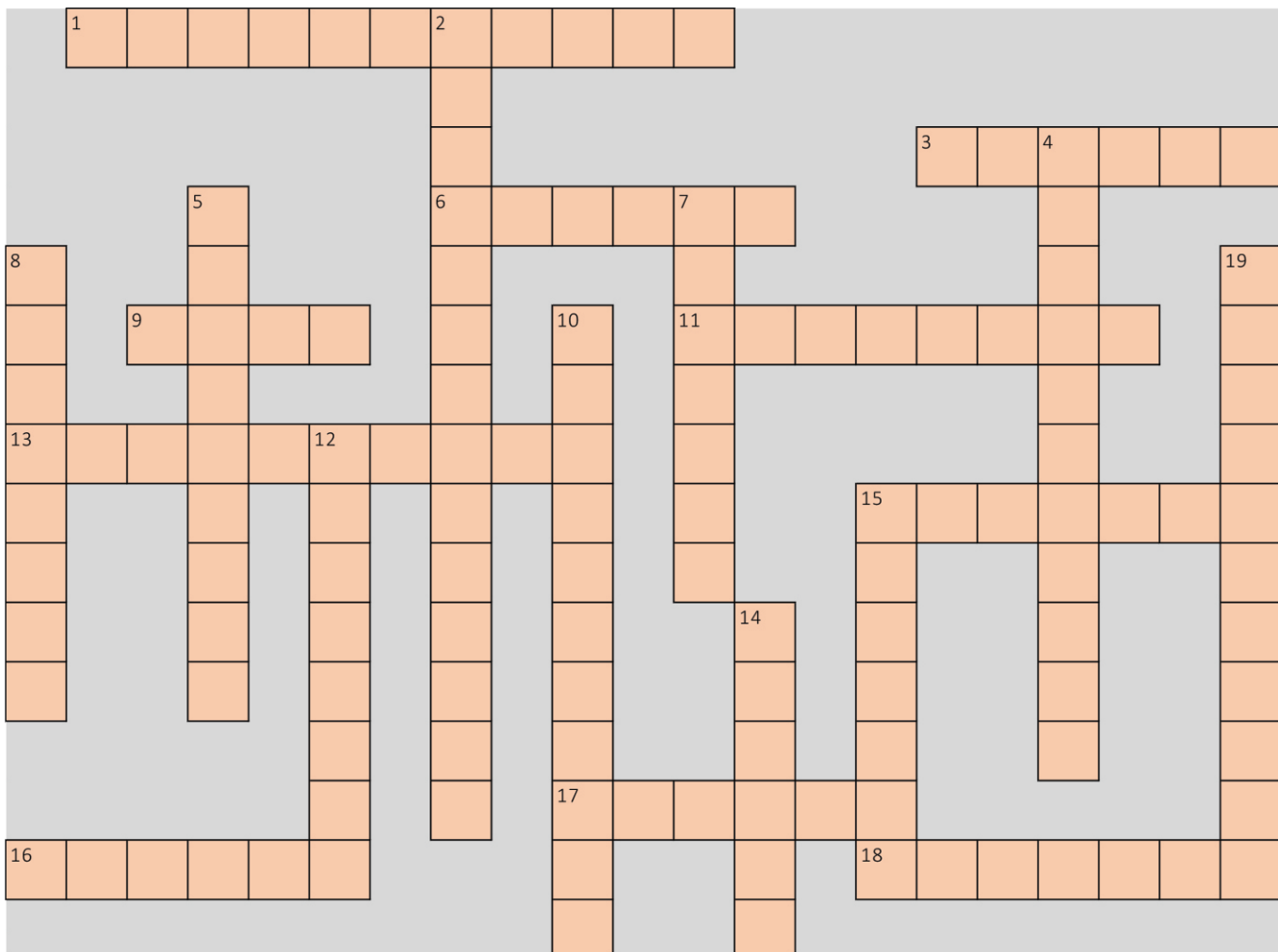
The Master needs to make it clear that use of internet is restricted during watchkeeping.



Contributed by: IT Department



# CROSSWORD PUZZLE - CYBER SECURITY



## Across

1. Saving into a local drive from a web source
3. A copy of an electronic record to protect the information from loss
6. An expert computer programmer who tries to gain unauthorized access
9. Unwanted mails that comes to your email address
11. A password, PIN or swipe pattern
13. The process of encoding information to keep it safe
15. A test commonly used by websites during login to verify the user is a real human or a bot
16. A unique identifier for an Internet site
17. A form of malware that shows unwanted Ads
18. Malicious software installed to steal the victim's usage detail

## Down

2. Process of recognizing a user's identity
4. A set of personal information that is used to recognise and allow an user in a system
5. A text or an image that links to another webpage or data source
7. A type of attack that takes advantage of a software vulnerability
8. A security device that monitors and filters incoming and outgoing network traffic
10. A type of malware designed to block access to a computer until a sum of money is paid
12. A type of attack which attempts to steal user information by pretending to be a genuine site
15. A piece of user information generated by a web server and saved in your computer
14. Unlawful data leak
19. A malware that misleads users of its true intent

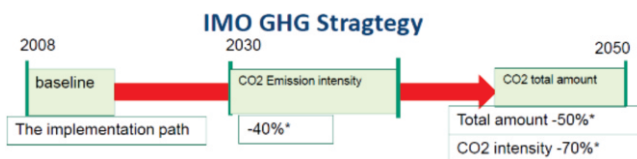
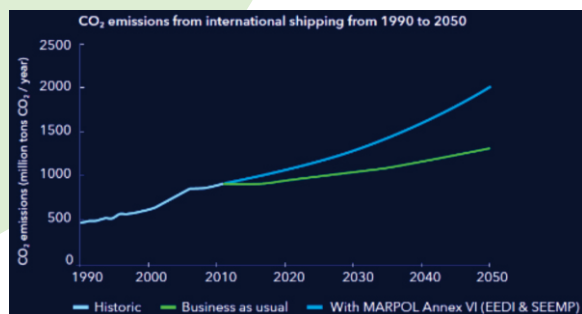
Contributed by: Mr. Gaurav Mokashi (2/off) and Mr. Kushwanth Kumar (3/off) on Gloria Maris

## FUTURE TECHNOLOGIES - CARBON CAPTURE & STORAGE (CCS)

The transportation sector accounts for about 25% of global greenhouse gas emissions, with 2.9% of emissions coming from the marine industry. Faced with changing regulations and international targets for reducing environmental impact, the race is on for marine stakeholders to decarbonize their assets and activities. Over 40 billion tonnes of CO<sub>2</sub> is emitted each year, globally.

### IMO's Decarbonization Vision

IMO has adopted mandatory measures to reduce emissions of greenhouse gases from international shipping, under IMO's pollution prevention treaty (MARPOL) - Energy Efficiency



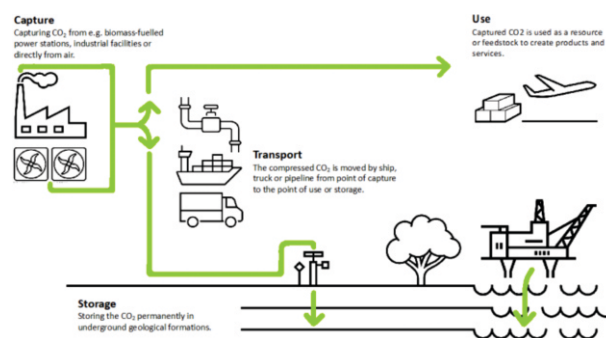
y Design Index (EEDI) is mandatory for new ships, and the Ship Energy Efficiency Management Plan (SEEMP) for all ships. The initial GHG strategy envisages a reduction in carbon intensity of international shipping (to reduce CO<sub>2</sub> emissions per transport work), as an average across international shipping, by at least 40% by 2030, pursuing efforts towards 70% by 2050, compared to 2008; and that total annual GHG emissions from international shipping should be reduced by at least 50% by 2050 compared to 2008. The strategy includes a specific reference to "a pathway of CO<sub>2</sub> emissions reduction consistent with the Paris Agreement temperature goals".

### Carbon Reduction Technologies for Improved CII & EEXI

Various technologies have been developed and are being implemented to improve CII and EEXI ratings for the maritime fleet worldwide. In this article we shall attempt to understand the background and concepts for Carbon Capture technologies

### THE IPCC & CCUS INITIATIVES

The UN's Intergovernmental Panel on Climate Change (IPCC) 6th Assessment Report reached some disturbing conclusions about climate change. The IPCC identified human activity as a root cause for a warming planet and noted that "Global warming of 1.5°C and 2°C will be exceeded during the 21st century unless deep reductions in carbon dioxide (CO<sub>2</sub>) and other greenhouse gas emissions occur in the coming decades." More recently, a draft of the Glasgow Agreement, released at COP26, recognized that "... limiting global warming to 1.5°C by 2100 requires rapid, serious, and sustained reductions in global greenhouse gas emissions. Involvement of major use of carbon capture was identified. Thus, **Carbon Capture and Storage (CCS)** projects have recently gained renewed momentum for expanding development.



The **Carbon Capture, Utilization, and Storage (CCUS)** - the adjoining illustration outlines the process by which CO<sub>2</sub> can be captured, transported, and stored or utilized at final destinations.

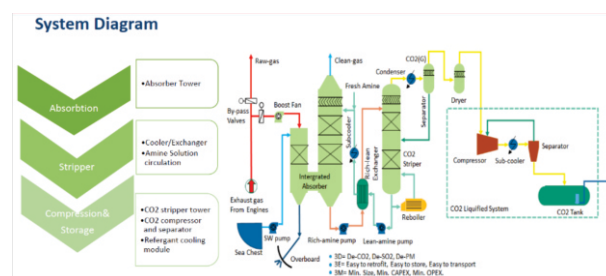
### CO<sub>2</sub> Separation Technologies

Carbon can be separated with a variety of methods: membranes, solid sorbents, and liquid sorbents using a variety of solvents and have all been effectively used in onshore carbon capture projects. The three major approaches to capturing carbon for power generation plants are:

1. Direct source carbon capture (from exhaust/flue gas or direct air)
2. Pre-combustion
3. Oxy-fuel combustion

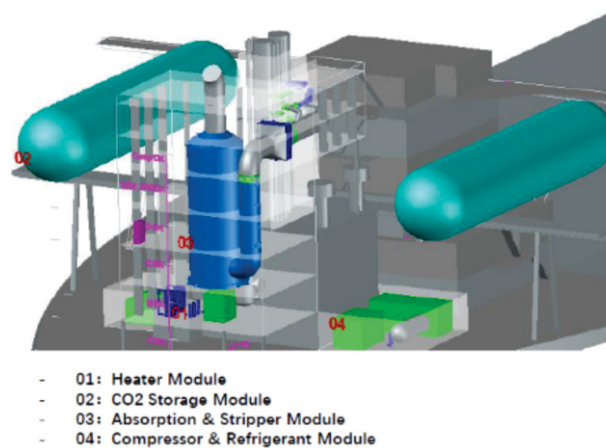
Here we shall introduce the concept of '**Direct source carbon capture (from exhaust/flue gas)**' - a technology which is being developed in rapid steps. A typical Afra/Suez Max installation is explained hereby.

Water quenching in the scrubber is carried out to lower the temperature of the exhaust gas to approximately 40°C, a temperature at which carbon dioxide is readily absorbed in the next stage by monoethanolamine (MEA), a first-generation amine solution widely used in carbon capture applications. A blower compensates for back-pressure induced by the overall system to avoid negative performance impacts on the Main and DG Engines. The cooled exhaust gas then enters the absorber column where it is exposed to the amine sorbent and carbon dioxide is absorbed





into the solution. Most of the volatile amine carried out of the absorber is removed from the exhaust gas by the water wash and returned to the column. The carbon dioxide-enriched amine is then pumped out the bottom and sent through a heat exchanger to scavenge energy from the carbon dioxide-lean amine returning from the stripper. At the bottom of the stripper the temperature of the amine solution is increased to about 120°C @ 2.0 bar. The reboiler raises part of the amine solution to the boiling point in order to introduce sufficient vapor to strip the carbon dioxide from the solvent. Concentrated carbon dioxide and water vapor exit the top of the stripper and are then cooled and flashed to remove residual water and amine, which is returned to the main loop. The almost pure gaseous carbon dioxide is then sent to a final quench station where remaining impurities are removed and finally to a liquefaction system where it is compressed, liquefied, and pumped into holding tanks at a pressure of about 16 ~ 20 bar (at about -25 °C). These holding tanks have to be later de-bunkered at a shore reception facility.



There would be a deadweight capacity loss due to the system installation and a matter of concern for tankers is the potential impact on stability – however the change in metacentric height was deemed insignificant for various tanker designs. Safety concerns revealed by a HAZID (Hazard Identification) analysis primarily focused on human exposure to the solvent (MEA) and the concentrated carbon dioxide, both of which were identified as manageable through appropriate engineering and safety protocols. Hazards related to liquefaction and storage of the carbon dioxide can be addressed through rules listed in the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk.

**Source: Maritime forecast to 2050 (DNV) / Carbon Capture, Utilization and Storage (ABS)**

## 14<sup>TH</sup> MARINER'S CRICKET PREMIER LEAGUE 2022



Standing (Left to Right): Nirmal Tripathy, Saurabh Taneja, Sadanand Rajwade, Rahul Karnik, Bala Murugan, Zikrul Chowdhury, Vijoy Dick, Muneesh Saxena, Jineesh Pothody

Sitting (Left to Right): Jupji Hundal, Jitendra Kumar, Abhijit Dutta (Organizer), Mr. Syed Kirmani (Chief Guest), Anuj Sahai (Organizer), Jyothish Nair, Abhishek Gupta.

Goodwood office staff participated in the above League organised by Mariners' Cricket Club held in Singapore where 38 local teams participated from Shipping industry.

**Contributed by: Mr. Nirmal Tripathy (Team Captain)**



### **Goodwood Ship Management Pte Ltd**

20 Science Park Road      Ph +65 6500 4040  
#02-34/36 Teletech Park      Fax +65 6500 4050  
Singapore 117674

### **Goodwood Marine Services Pvt Ltd**

(Manning office in India)

Unit 905, 9th Floor      Ph +91 22 6720 0400  
and Unit 1222, 12th Floor      Fax +91 22 6720 0404  
Hubtown Solaris  
N. S. Phadke Marg,  
Andheri (East),  
Mumbai - 400069  
Maharashtra, India

[application@goodwoodship.com](mailto:application@goodwoodship.com)

[www.goodwoodship.com](http://www.goodwoodship.com)

