



# FORESIGHT

## *Season's Greetings*

To all our staff & their families & warm wishes in the New Year!



### NEWSLETTER CONTENTS

2	Goodwood Senior Officers' Conference 2015	7	Fighting Against The Tide
6	Newly Launched VLCC - DHT Jaguar	8	Basics of Proper Food Handling On Board
6	High Potential Near Miss	9	Hand Safety
		10	10 Common Financial Mistakes Seafarers Make

# GOODWOOD SENIOR OFFICERS' CONFERENCE 2015

Contributor: Goodwood Mumbai

Goodwood Ship Management has grown steadily in recent years. "Our employees are the major reasons for Goodwood's success," said Capt A.R. Sabnis, Managing Director of Goodwood Ship Management. He was speaking at the Goodwood Senior Officers' Conference held at The Taj Mahal Palace Hotel on September 29 to October 1.



Capt A.R. Sabnis, Managing Director, Goodwood Ship Management

Capt Sabnis always emphasized that the quality of an organisation is the direct reflection of the professional acumen and experience of its people. He said: "Our people are our strength; they are the unshakeable foundation of our company. These are the intangible assets, absolutely unquantifiable and yet extremely crucial to the dependability and reputation of Goodwood. The fact that Goodwood is being regarded as a company defining high quality, transparency, reliability in its service to its esteemed clients, I must admit that our people are our greatest strength and that you gentlemen have made a major contribution in making it possible."

Goodwood had made remarkable strides since its inception as a new entity in 2008 by establishing its presence as a high quality and dependable third party ship management operator. This acquired position is the combination of the sum total of the high standards adopted by Goodwood and its professional personnel both at sea and ashore. "We should all congratulate ourselves to acknowledge the hard work and sincere efforts put in by every one of us," Capt Sabnis added.

This annual conference provided a platform for senior officers in Goodwood to look back at what the company had achieved so far as well as to discuss about future direction.

In 2015, with the great efforts from everyone in Goodwood, the company had achieved significant results. Goodwood had added three VLCCs, three VLGCs, three chemical tankers and a Medium Range (MR) tanker to the existing composition of ships including VLCCs, Aframaxes and chemical tankers. "We will add another eight to ten tankers including the new buildings during the period of next 12 months," Capt Sabnis proudly announced the upcoming tankers that will join the fleet.

Goodwood also received recognition from the Global Green Award. Capt Sabnis represented Goodwood and received the award for "perfection, quality and ideal performance" at the Green Era Award Ceremony and Green Economy Forum 15th Anniversary celebrations in Berlin early this year.

Capt Sabnis kick started the conference with his encouraging words to all attending seafarers. He also invited many prominent leaders in the industry to speak about different concerning issues for all seafarers in the three-day conference.

The conference discussed about several technical issues on the first day. Mr Rafiqul Quader of Exxon Mobil was speaking about the topic: 'New Generation Marine Cylinder Lubricant Technology'. He spoke at length about cylinder liner conditioning monitoring and how it contributes to efficient shipboard operations.



Mr Jens Byrgensen, Maersk

Mr Jens Byrgensen of Maersk Fluid Technology discussed about the present scenario of marine fuels having various sulphur cap, the crucial part is on the cylinder lubrication, which plays a major role in the condition and maintenance of main engine liners and combustion parts.

Also speaking on the importance of oil record book entries, Mr Praveen Chaudhry, Training Manager of Goodwood Ship Management clarified, the importance of making proper entries in the Oil Record Book under different codes. Incorrect entries can lead to Port State control deficiencies and SIRE observations.

Success in shipping is often related to safety which directly impacted seafarers - the backbone of the industry.

People tend to make mistakes and 'Learning from an Incident (LFI)' is what Capt Arthur F. Martin, Goodwood Ship Management's HSQE Manager always believes in

and he conducted a reflective learning workshop to further elaborate it. Capt Arthur also shared an incident video involving fire and fatalities to all attending seafarers. He stressed that there was very little scope to amend procedures but there is always a large scope to change our own personal behaviour to prevent another incident.



Capt Sanjay Maini, Republic of Marshall Islands

The seminar also discussed the environmental issue which is always a major concern in the industry.

Mr RC Bhavnani, Vice President (Global Marketing) of Viswa Lab, who was speaking on marine fuels, said: "Switching of fuels may have issues such as compatibility, the requirement of multiple tanks and pipelines and the need for different grades of cylinder oil relative to sulphur content." This produced a lively talking point among attending seafarers.

Capt Sanjay Maini of the Republic of Marshall Islands spoke about the Flag State Inspection regime: "The objectives of the inspection are to identify and eliminate problems as well as the substandard conditions before they reach a critical level," he said during his address.



Mr Rafiqul Quader, Exxon Mobil



Mr Praveen Chaudhry, Training Manager, Goodwood Ship Management



Mr RC Bhavnani, Vice President (Global Marketing) of Viswa Lab

The next day of the seminar covered various technical issues and media training session. These interactive sessions invited many conversations between the attending seafarers and speakers.

One of the conversations is about the medical support on board. Dr Ajit Kulkarni, while talking about medical care at sea, said: "Although risk of illness at sea cannot be avoided but it can be prevented." Carelessness at sea is a huge risk for both seafarers and ships.



Mr Rajendra Gaikwad, ABB India

On the technical side, Mr Rajendra Gaikwad of ABB India explained the importance of turbo charger for a ship. Turbo charger is an important and critical component on the engine, which if it fails, it will render the whole engine useless. If not identified timely, it may lead to huge loss of time and money.

Mr Jan Fincherhaagen from MacGregor Pusnes also presented a paper on windlass maintenance and advised to prepare a pocket guide book with relevant information about safe operation to every person involved in mooring and anchoring operations. Simple general maintenance will result in considerable savings by detecting any major trouble that might be developing and allow the necessary steps to be taken.



Mr Jan Fincherhaagen, MacGregor Pusnes



Capt Muneesh Saxena, Operations Superintendent, Goodwood Ship Management

Capt Muneesh Saxena, the Operations Superintendent of Goodwood Ship Management discussed about the trending of Ship Inspection Report Programme (SIRE) the implementation of it on Goodwood's fleet. He ended the session with a video clip to judge how observant each officer is on board to detect and correct flaws when they return back to their respective ships.

We also stressed about the security offshore and invited Mr Richard Guy from Protection Vessels International, the security company that we hired for GOA transits to conduct an interactive training scenario of RUF. A simple live animated video was also shown on screen with the emphasis on the decision making ability of ships officers and the considerations for the Master and team leader striving towards the non-kinetic forms of deterrent measures.

Mr Stephen Eglin and Mr Rune Mortensen of DHT Management in Oslo also presented the challenges in the commercial side of the business to all attending seafarers. They explained the high cost of non-compliance of



Mr Richard Guy, Protection Vessels International

voyage orders and the uses of the Applied Weather Technology (AWT) for weather routing as well as the remarkable profits from the monitoring. They also plan to publish monthly newsletters for shore staff at Goodwood and DHT. This will be a platform for the staff to share experiences, updates and knowledge sharing.



Mr Stephen Eglin (Left) & Mr Rune Mortensen (Right) DHT Management in Oslo



Mr Svein Moxnes Harfjeld, CEO of DHT Management

Mr Svein Moxnes Harfjeld, the CEO of DHT Management also shared about the growth of DHT in recent years which made DHT a significant shipowner in the large tankers market with 20 VLCCs, 2 Suezmaxes and 2 Aframaxes – in terms of buying, selling and chartering. DHT do not aim to be the biggest but shall strive to become one of the most respected tanker companies in the world.

Mr Sunil Puri, Managing Director of MTI Communications (India) and Mr Vidheesh Tyagi, Vice President of MTI Network provided a comprehensive talk on media response strategies and logistical media response supports that would give essential guidance to the organisation in times of high profile media scrutiny.

Capt Sabnis also opened up on issues aboard ships such as the carriage of armed guards on ships and new developments in the company's policies. He said, in the closing session of the seminar, "One should have access to everybody. That is the work culture we follow here."

The third day of the event was reserved for the renowned international speaker, Mr Shiv Khera, the founder of Qualified Learning System from the United States. He conducted a full day programme on 'Develop a can-do Attitude'. He told the assembled: "We are hired for our skills and get fired for our attitudes." All attendees agreed it was a very inspirational session. He also added, "Only good people are assets; the rest are all liabilities in an organisation."

Goodwood generously offered to host cocktails dinner for all attending seafarers and their families at the end of each day of the seminar.

It was a great opportunity for everyone to get to know each other better while enjoying sumptuous food and drinks before ending the day.

This seminar has proved to be the right mix of knowledge sharing and issue solving as well as a platform to generate new ideas; thanks to the collective efforts from both seafarers and all management.



Mr Vidheesh Tyagi, Vice President MTI Network



Mr Shiv Khera, Founder of Qualified Learning System



Goodwood bonding time with the anthem sung and enacted by the trio



## NEWLY LAUNCHED VLCC - DHT JAGUAR

We are proud to have taken delivery of DHT Jaguar on 23 November 2015 in Korea, built at the Hyundai Heavy Industries (HHI) shipyard in Ulsan. This is part of the contract with HHI to deliver six 300K DWT VLCC oil tankers from November 2015 to December 2016.

The new hull is part of the ECO design range of vessels, and is fitted with the Pre Swirl duct and X-twisted rudder where about approximately 5% fuel saving can be achieved according to the model test.

The new propeller was designed in conjunction with the analysis of propulsion efficiency, cavitation and the extent of vibration to the hull structure and machinery.

The vessel is fitted with Safe Chain Stopper made by Pusnes, which avoids the direct impact to a windlass in terms of anchor chain fouling. HiBallast Water Ballast System is also installed on the DHT Jaguar and we can expect the type approval from USCG before 2017.

The initial site team was set up in 2014 for the drawing approvals and the full Goodwood team was formed in the beginning of 2015. The experienced site team members are always trying to achieve the best quality from HHI for the delivery of these six Cat series VLCC.

The remaining ships are named as DHT Leopard, DHT Lion, DHT Panther, DHT Puma and DHT Tiger.

Contributor: K.S.Mehanathan

## HIGH POTENTIAL NEAR MISS

“A High Potential Near Miss” is an incident that had the potential to happen but did not cause injury or death to people or damage to ship or equipment.

It was reported that a VLCC got into close quarter situation at 0300LT with an Aframax tanker in the Arabian Gulf in a very clumsy manner. The Aframax tanker was the stand-on vessel while the VLCC was the give-way vessel. The VLCC was restricted in her ability to alter course to starboard as required by the International Regulations for

Preventing Collisions at Sea (COLREGS) as she was over taking a vessel on her own port beam, had a vessel over taking her from the starboard quarter and four fishing vessels on her starboard bow.

The officer on watch (OOW) on the VLCC elected to first clear the fishing vessels and then alter course to starboard. At the same time, the Aframax tanker altered her course to port (in violation of COLREGS) and both ships got into this close quarter situation.

### Junior officers must always comply with:

- 1. Call Master:** We encourage any crew member to, ‘Stop an Unsafe Act’ and applying the same logic we have empowered the able seaman (AB) on duty to also call the Master if he sees any unsafe situation developing and try to avoid one man error.
- 2. Speed Reduction:** Since alteration of course was not possible in a developing situation, all ships were made to perform a live ‘reduction of speed’ drill moving the telegraph from full sea speed to half ahead and to clear the doubt in the minds of the OOW that engines can be used even when the engine room is unmanned.
- 3. Trial Manoeuvre Feature:** In a crossing situation – OOW must always use the trial manoeuvre feature available on the automatic radar plotting aid (ARPA) to comply with minimum Closest Point of Approach CPA (as per Masters standing orders) and know the exact course to alter to maintain that CPA.
- 4. Use of VHF:** Always take avoiding action as required by COLREGS and avoid using VHF contact as far as possible. If needed – then ensure that other vessel confirms her identity before any conversation begins in areas of medium or high density traffic.
- 5. Light and Sound Signals:** COLREGS state that sound signals can be supplemented by light signals and must stop at using light signals only to attract attention at night.
- 6. Verification:** Master to quiz each OOW on their awareness of his standing orders and randomly verify with the use of ECDIS Playback function to check whether each OOW is complying with his minimum CPA and Time to Closest Point of Approach (TCPA) during hours of darkness.

## FIGHTING AGAINST THE TIDE

The merchant navy has long been male dominated. Think of a seafarer and one conjures up an image of a young adventurer, gazing out at the endless horizon and dreaming of boats taking them far away. It is the same in today’s world but with a slight twist. Women are now making their presence felt on board.

Previously only as figureheads of the world’s ocean-going vessels, the entrance of women into the seafaring trade is a small, but growing phenomenon. Yet as women work their way into the world’s great ships, sea and salt are only part of the challenges they face.

I did not grow up with a yearning to command tankers. Far from it! When I was at school I would burst into tears if someone said something nasty to me.

It was not easy securing a cadetship where you are the only female in a cohort of 40 males. I walked into many companies and many times I was told that I was interviewed as a matter of courtesy and there was no intention of offering me a job. Captain Rohan Sabnis from Goodwood, fortunately had a more enlightened view and offered me a cadetship.

Then began the grueling months out at sea and the discovery that cadets are often “entertainment” for their seniors.

The odds are against you when you are a young, single heterosexual woman working far from home in a closed environment with men. Most men are not psychologically prepared to accept a woman as an equal and the atmosphere out there

is not conducive and they look upon you as a new breed of seafarer.

The crew’s attitudes towards me ranged from being protective to hostility. I had to learn to ignore the insults and to take things positively. The only way was to be 110 per cent professional and to make sure I was capable of completing every job I was asked to do.

At the start, each week felt like a month at sea, where everything seemed to go wrong. I was homesick three-quarters into my journey, but slowly I am beginning to make sense of everything. Over time I was able to integrate with the crew and have since been accepted as one of them.

Today, I work with a great group of senior officers who ensures that we are up to mark and also gives us space to learn and grow as an individual. Personally, this has been a great unique experience and never have I thought that I will be able to stand on bow of the ship with dolphins racing beside me or feel the breeze blowing through my hair as I dine at a beachside restaurant in France

I am thankful to have made it so far with everyone’s support; life as a woman at sea is tough but it is possible and so rewarding!



# BASICS OF PROPER FOOD HANDLING ON BOARD

Safe steps in food handling, cooking, and storage are essential to prevent food borne illness. We cannot see, smell, or taste harmful bacteria that may cause illness. In every step of food preparation, we should follow the four steps of the Food Safe ship campaign to keep food safe:

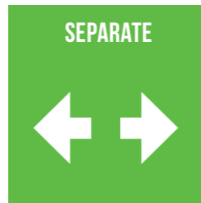
## Clean - wash hands and surfaces often.

Bacteria that make you sick are invisible. Wash your hands before and after handling food and after using the restroom. Wash galley utensils and surfaces with hot soapy water. Wash cutting boards and sponges with hot soapy water after each use.



## Separate - do not cross-contaminate.

Harmful Bacteria can spread from one food to another. Keep raw meat, poultry and fish separately so the juices won't drip out. Wash anything (including your hands) that touches raw meat, poultry or fish before using it with other food. Never put cooked food on the same plate or cutting board that was holding raw food. Wash it first.



## Cook - cook to the right temperature.

To kill food borne bacteria that can make a person sick, cook food for long enough and at a high temperature for that particular food. Cook eggs until yolks and whites are firm. Cook fish until it's not shiny and it flakes easily with a fork. Reheat leftovers to at least 165 deg F (73.9° C).



## Chill — refrigerate promptly.

Cold temperatures keep bacteria from growing and multiplying. Refrigerate or freeze meat, poultry, eggs and other perishables as soon as you get them on board. Never let raw meat, poultry, eggs, cooked food or cut fresh fruits or vegetables sit at room temperature more than two hours before putting them in the refrigerator or freezer (one hour when the temperature is above 90°F).



## PREPARATION

- Always wash hands with warm water and soap for 20 seconds before and after handling food.
- Don't cross-contaminate. Keep raw meat, poultry, fish, and their juices away from other food. After cutting raw meats, wash cutting board, utensils, and countertops with hot, soapy water.
- Cutting boards, utensils, and countertops can be sanitized by using a solution of 1 tablespoon of unscented, liquid chlorine bleach in 1 gallon of water.
- Marinate meat and poultry in a covered dish in the refrigerator.

## THAWING

- Refrigerator: The refrigerator allows slow, safe thawing. Make sure thawing meat and poultry juices do not drip onto other food.
- Cold Water: For faster thawing, place food in a leak-proof plastic bag. Submerge in cold tap water. Change the water every 30 minutes. Cook immediately after thawing.
- Microwave: Cook meat and poultry immediately after microwave thawing.

## COOKING

Cook all raw beef, pork, lamb and veal steaks, chops, and roasts to a minimum internal temperature of 145 °F (62.8 °C) as measured with a food thermometer before removing meat from the heat source. For safety and quality, allow meat to rest for at least three minutes before carving or consuming. For reasons of personal preference, consumers may choose to cook meat to higher temperatures.

**Ground meat:** Cook all raw ground beef, pork, lamb, and veal to an internal temperature of 160 °F (71.1 °C) as measured with a food thermometer.

**Poultry:** Cook all poultry to an internal temperature of 165 °F (73.9 °C) as measured with a food thermometer.

## SERVING

- Hot food should be held at 140 °F (60 °C) or warmer.
- Cold food should be held at 40 °F (4.4 °C) or colder. When serving food at a buffet, keep food hot with chafing dishes, slow cookers, and warming trays. Keep food cold by nesting dishes in bowls of ice or use small serving trays and replace them often.
- Perishable food should not be left out more than 2 hours at room temperature—1 hour when the temperature is above 90 °F (32.2 °C).

## REFREEZING

Meat and poultry defrosted in the refrigerator may be refrozen before or after cooking. If thawed by other methods, cook before refreezing.

*Provided by the catering team on DHT  
Cathy | Policies & Links | Significant  
Guidance | FOIA | Accessibility Statement |*



## HAND SAFETY

Statistics show that more than 1 million hand injuries occur in the USA alone each year. To avoid such injuries, it is important that we recognise hand hazards, follow safety guidelines and use protective equipment.

The most common cause of hand injury is using unprotected or faulty machinery or equipment. Failure to follow appropriate procedures is the leading cause of hand injuries, followed by wearing of jewellery, loose fitting clothing around moving parts and incorrect gloves.

Chemicals and irritating substances as well as temperature extremes and electrical hazards may also cause hand injuries.

At Goodwood, all ships in the fleet are provided with Impact Cut Resistant gloves and Finger Savers to prevent hand injuries when used effectively.

### Further corrective actions:

- Always wear the appropriate gloves for the right task
- Always be aware of your hand positions, pinch points and keep in mind to avoid using loose clothing and jewellery
- Always use correct guards, shields and inspect the equipment prior to use
- Always select right tools to keep your wrists straight to avoid repetitive stress injuries
- Always establish lock-out procedures when required



### In conclusion:

Stop to think before you act (Take 5)

Accidents are not always the result of bad luck. They occur when someone decides – consciously or not – to take a chance.

Be smart and avoid taking unnecessary risks on your ship.

*Contributor: HSQE Department*

# 10 COMMON FINANCIAL MISTAKES SEAFARERS MAKE

As seafarers we are very uniquely placed. We live and work in our workplace as it moves around the world incessantly. Boarding and lodging is on the ship owner and so are the medical expenses. We are also told that we're insured for a certain amount of money. Because we do not learn to spend on the home-front until we are married, we do not appreciate how much it costs to run a household. We do not develop any perspective of small day to day expenses and learn to plan for the same. This lack of practical experience and understanding of personal finances often leads to some major mistakes, which could have been easily avoided.



These are the common ones:

- 1 Over-dependence on ship owners:**  
The ship owner provides us a salary during the period of the contract only. The cost of living and also the life aspirations ashore have gone up substantially. Unless we plan our finances wisely and realistically we could be in for a serious shock in our later lives.
- 2 No medical insurance**  
Seafarers often do not plan for their own medical insurance. We feel that the ship owner will cover us for any eventuality. This is not true because during the leave period, MOST of the companies do not cover us. Hence if something happens to us during leave, the medical and other related expenses can be huge. Also, we should get appropriate cover for our families.

- 3 No life insurance**  
Seafarers don't realize that the Insurance cover is only for the tenure of their working period on board. They must plan for cheaper forms of insurance (called term insurance plans) while they are young and the premium cost less. If they purchased a cover at 22 and continue with it till 75, they will have to pay way less (about \$150 to \$200 a year). The coverage for such plans would be in the range of \$300,000 and the premium would stay fixed till the age of 75 (or as applicable in your respective country).
- 4 Wrong type of insurance**  
Some life insurance policies are money back or endowment policies, which are more for savings rather than for coverage Please check carefully with your agent on the objective of the policy - is it to protect or to save?

- 5 No contingency or emergency fund**  
Today an officer leaves home for a period of 4 to 6 months and a non-officer for even more. The salary is regularly sent home via ALLOTMENTS and it may just get consumed in home expenses etc. Recommend seafarers must deposit part of their salary in a separate account, apart from regular HOME EXPENSES so that it serves as an emergency fund for rainy day.
- 6 No proper plan for savings**  
Though the modern seafarer is getting wiser than their predecessors, most of the times they either do not save or set aside SUFFICIENT savings. If the seafarer doesn't start saving in the initial years when he is not married or have any major responsibility, it can get a bit serious as he will lose the advantage of being an early bird.

- 9 Spending too much on things you rarely use**  
Prestige and living up to the Jones is the name of the game here. Most of the shopping done is based on the input of the colleagues or friends ashore or because of the advertisements that you see at the airports while joining or signing off from your ship. Expensive mobile phones, motorbikes or cars are other objects of desire that seafarers purchase and leave home while staying for long periods of time at the sea. Unless these things are being utilized appropriately avoid spending huge amounts on them.



- 7 Locking into high value houses/ apartments at inappropriate terms**  
Shelter is a must for every human being and is the third necessity after food and clothing. I firmly believe that one should acquire a house as early in life as possible. Living in a bigger city might seem more attractive but with limited and expensive resources, a smaller city might be a smarter choice. It is cheaper and may easily develop in 5 to 10 years' time.
- 8 Trusting various finance agents**  
Because of our limited exposure to methods on shore, we start trusting various agents, most of them are pretty looking ladies employed for the purpose. Many a time a relative may have been conned to buying a certain product and then encourage you to buy in too. Always educate yourself and make an informed decision.

- 10 Not keeping in touch with developments in respective countries**  
News from home should not only consist of Formula One car racing or cricket match scores. Good news or news of an opportunity can save and make money if you can utilise it at the right time. Hence we have to keep ourselves updated on the ways and means to stretch this income. The idea is to use it to generate more returns in an efficient, legal and tax efficient way.

If this is done properly, I can assure you in about 10-15 years of your working life, you will have two sources of income and in all probabilities, the returns from your investments may exceed your salary.

However, do bear in mind we have to sacrifice today, in order to enjoy the rewards of tomorrow!

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