



# FORESIGHT

## DELIVERY OF DHT STALLION AND DHT COLT

Goodwood Ship Management took delivery of two DHT new build vessels from Daewoo Shipbuilding & Marine Engineering, OKPO, Korea. These two vessels are awarded ECO notation and fitted with Selective Catalytic Reduction system (SCR) to comply with NOx Tier III emission requirement.



DHT Stallion delivered on 27<sup>th</sup> April 2018

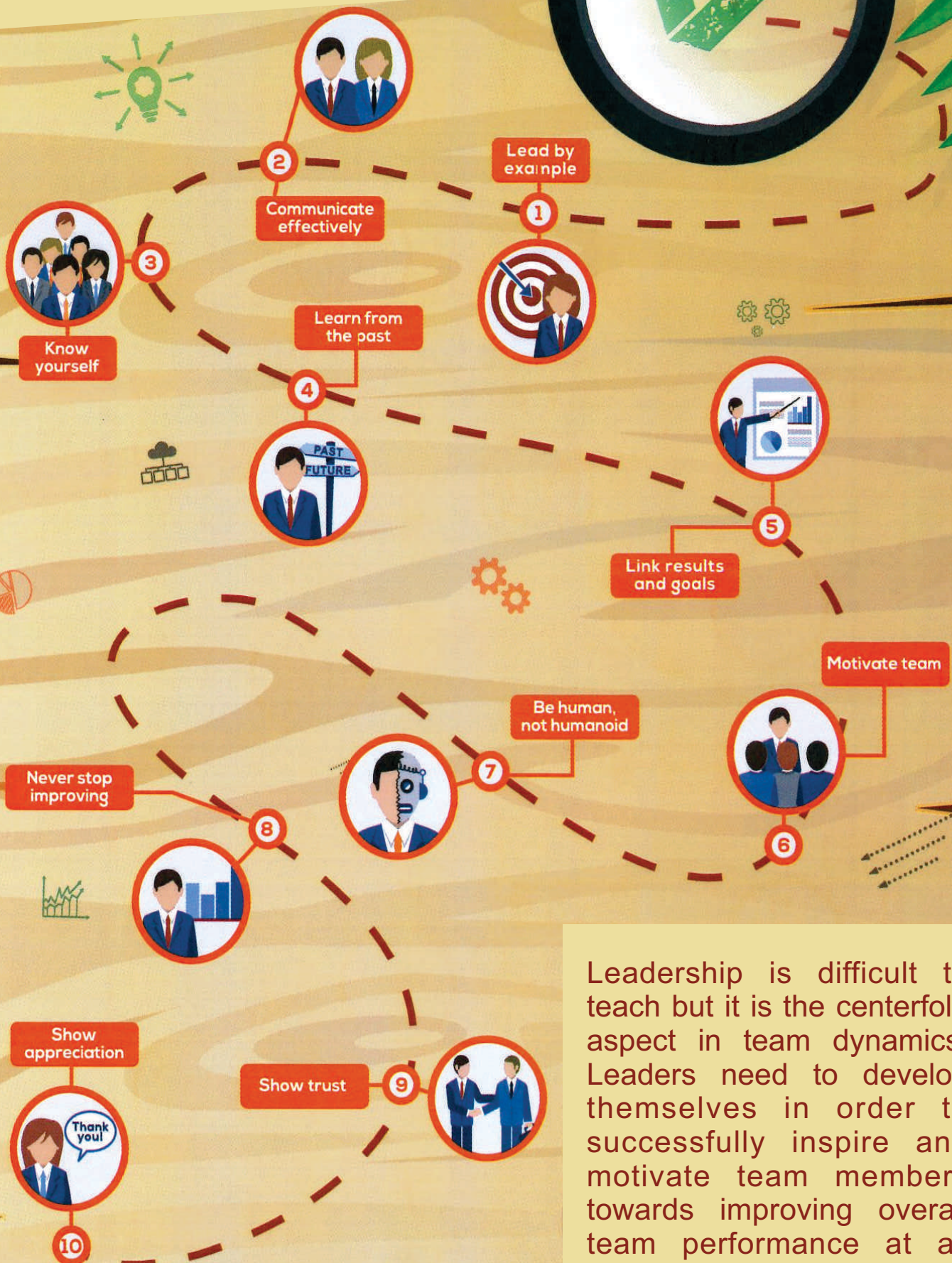


DHT Colt delivered on 25<sup>th</sup> May 2018

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# 10 LEADERSHIP TIPS



Leadership is difficult to teach but it is the centerfold aspect in team dynamics. Leaders need to develop themselves in order to successfully inspire and motivate team members towards improving overall team performance at all levels.

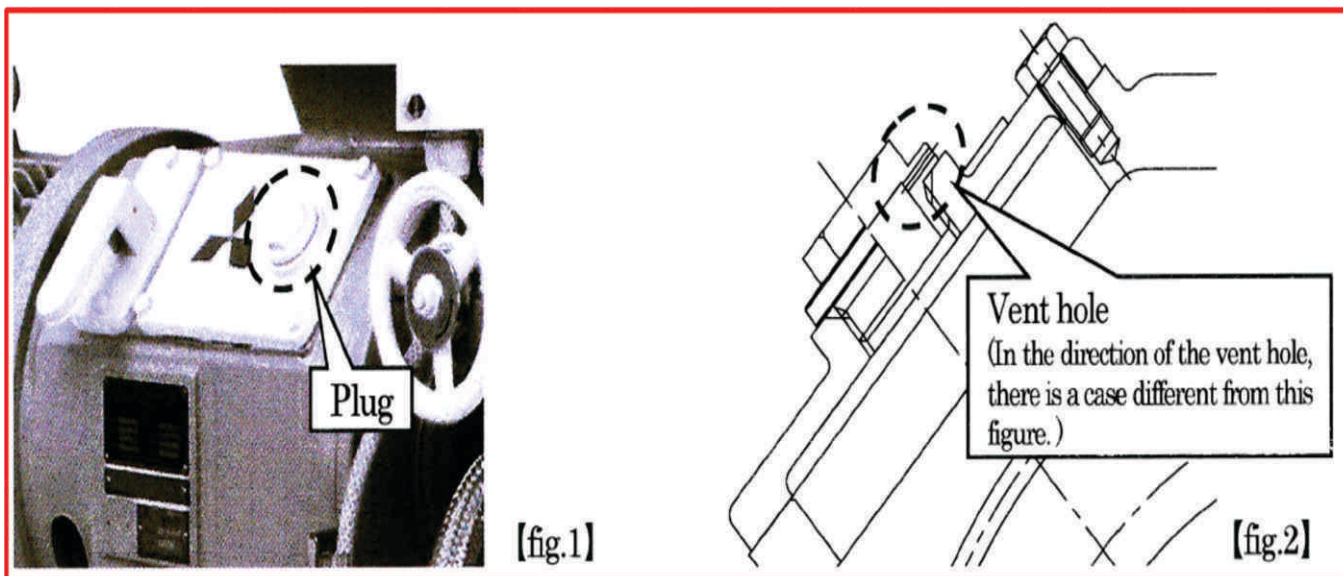
## MITSUBISHI OIL PURIFIER – VENT HOLE IN PLUG FOR GEAR COVER

Vessels in our fleet which are fitted with Mitsubishi Oil Purifiers have been facing some failures and breakdowns.

The problem faced is that the vertical shaft bottom bearing has failed frequently due to ingress of water caused by a blocked vent hole in the plug.

Following is the information received from Mitsubishi; circular dated 01 Feb 2010 and applicable to Purifier types SJ10F to SJ100F, SJ10G/GH to SJ150G/GH and OP1000 to OP5000.

**01) Structure of the plug for the gear cover** – There is an oil injection hole in the gear cover of the oil purifier and it is sealed up with the plug (See Fig 1). This plug has a vent hole of 2 mm diameter (See Fig 2).



**02) Function of the vent hole** – During the operation of the oil purifier, the air flows during the rotation of the bowl resulting in temperature changes and change in the internal pressure of the gear case. The vent hole allows the air to go in and out of the gear case during these pressure changes.

However if this vent hole gets clogged, air exchange is stopped and operating water collected in the frame, flows into the gear with air flow leading to various kind of troubles including vertical shaft bearing failure.

**03) Precaution to prevent failure** – During overhauls and painting of the cover, care to be taken to ensure that this vent hole is **NOT** clogged and kept open and cleaned for proper air ventilation of the gear case.



It is recommended that this gear case cover be marked and painted as shown in the figures above clearly identifying the hole in the plug. The hole to be kept clean and clear for optimum operation and preventing future damages and failures.

Contributed by Mr. Praveen Chaudhary Training Department

# In Anticipation of Operational Deadlock - Defective Ballast Water Treatment System

The BWM Convention imposes an international ballast water discharge standard to manage the transfer of invasive aquatic species. National regulatory bodies may also introduce regulations in response to ballast water management. The most prominent of these is the United States Coast Guard (USCG), which has established both regulations and guidelines to prevent the introduction and spread of nuisance species.

With the addition of two new builds and multiple new builds lined up for delivery, our expanding fleet has to prepare itself for the inevitable – breakdown of the Ballast Water Treatment System (BWTS).

First of all, let's understand why we should be concerned:

Vessels keel laid on or after 8<sup>th</sup> September 2017 have to be installed with an approved ballast water treatment plant. The Ballast Water Management Certificate/Statement only gives the option of ballast water treatment and no exchange for these vessels.

Vessels keel laid earlier than 8<sup>th</sup> September 2017 will have to be installed with an approved ballast water treatment plant at the first IOPP renewal survey after 8 September 2019. Thereafter, the Ballast Water Management Certificate/Statement will only give the option of ballast water treatment and no ballast water exchange.

While the BWTS installed have been type approved in accordance with either or both the IMO and USCG requirements, from Industry feedback, it is estimated that up to 60% of BWTS installed are not operating correctly. The primary cause of BWTS malfunction is the lack of knowledge and familiarity of crew with the equipment. Any new technology or process introduced on board ships needs to be understood and accepted by the crew. It is imperative that all officers are conversant with the BWTS manual. Master and Chief Engineer will have to lead the officers from the front. An inoperable BWTS on board may lead to regulatory non-compliance, wasted time and money, or even damage to our business and reputation.



Up to **five billion** tonnes of ballast water is transferred throughout the world annually

Transfer of **10,000** unwanted species daily



In case the BWTS is not operational, practical and realistic set of contingency measures (CM) identified by Goodwood shall be implemented.

The following contingency measures are considered practical ballast water management options and to be taken in the event if BWTS fails on board. Each contingency measure is given a distinct numbering that can then be included on the Ballast Water Management System Failure Report as well as the Ballast Water Contingency Measure Request Form. The contingency measures recommended by Goodwood will have to be

acceptable to the Port State Authority, else alternative measures may be recommended by the Port State. We shall have to comply with the requirements of any Port State, in whose waters our vessel is sailing. The contingency measures identified by Goodwood are:

#1 CM: Repair BWTS at the ballast loading port	#2 CM: Repair the BWTS en route
#3 CM: Ballast water exchange (BWE) options	#4 CM: Ballast water exchange in a designated ballast water exchange area
#5 CM: Shore-based mobile treatment systems at the ballast discharge port	#6 CM: Discharge to a port reception facility at the ballast discharge port
#7 CM: Retain ballast water on board	#8 CM: Use water from a public water supply (PWS)
#9 CM: Partial ballast water discharge at 12nm from nearest land (US only)	

In any case, the vessel is required to submit its repair plan to the Port State control authorities and the Flag State and do its best to correct malfunction of the Ballast Water Management system.

As a final note, our officers' familiarity with the BWTS installed on board will determine how bumpy the road ahead will be.....

Contributed by Mr. Sanjeev Bhandari - HSQEE Department

## Lubricant - Storage, Stability, and Estimated Shelf Life

Most lubricating oils and greases deteriorate with time. However, good storage practices promote sufficient stock turnover so that lubricants are used before performance loss occurs.

**Storage conditions :** The storage environment greatly affects the shelf life of lubricants and greases. The conditions to monitor are:

**Temperature:** High heat (greater than 45°C) and extreme cold (less than -20°C) can affect lubricant stability. Heat increases the rate of oil oxidation, which can lead to deposit formation and viscosity increase. Cold temperatures can cause wax and possible sediment formation. Additionally, alternating product exposure to heat and cold may draw air into drums, which may result in moisture contamination. A temperature range of -20°C to 45°C is acceptable for storing most lubricating oils and greases. Ideally, the storage temperature range should be from 0°C to 25°C.

**Light:** Exposure to light can change the color and appearance of lubricants. To prevent this change, keep lubricants in their original metal or plastic containers.

**Water:** Some lubricant additives may react with water, forming insoluble matter. Water can also promote microbial growth at the oil/water interface. Store lubricants in a dry location, preferably indoors.

**Particulate Contamination:** Do not store drums and pails in areas where there is a high level of airborne particles. This is especially important when storing a partially used container.

**Atmospheric Contamination:** Oxygen and carbon dioxide can react with lubricants and affect their viscosity and consistency. Keep lubricant containers sealed until the product is needed.

**Storage conditions affecting grease:** Grease properties may change during storage depending on thickener type, its concentration, the base fluids and the additives used. One condition that commonly affects greases is:

**Oil Separation:** Oil naturally separates from most grease. Temperatures in excess of 45°C can accelerate oil separation. If grease is removed from drums or pails, the surface of the remaining grease should be smoothed to prevent oil separation into the cavity.

### Recommended storage conditions and practices

- Store lubricating oils and greases in a cool, dry indoor area where airborne particles are at a minimum. Indoor storage also prevents label deterioration and the container from weathering. The ideal storage temperature range is from 0°C to 25°C.
- If drums must be stored outside, apply one of the following options:
  - Place a plastic cover on top of the drum to keep the top protected from dust and water accumulation.
  - Use other equivalent methods to prevent the ingress of water or dust.

Always store grease upright to prevent oil separation.

- When necessary, bring grease to satisfactory dispensing temperature just before it is used.
- Rotate the inventory. Check the container fill date and use the oldest container first.
- Keep containers tightly covered or closed to avoid contamination.
- Wipe off the tops and edges of containers before opening them to avoid contamination.
- Use clean tools and equipment when pumping or handling lubricants and grease.

**Products exceeding the estimated shelf life** A product in an unopened container, which is beyond the estimated shelf life, may still be suitable for service.

The product should be tested and evaluated against the original product specifications. Thoroughly mix the container to ensure a uniform, representative sample is taken for testing. If the product's test results fall within the original specifications, it should be suitable for use. Following testing, if the product is not consumed within a year, the product should be marked for reclamation or disposal.

As a final note, the user should validate the product's performance claims against the equipment manufacturer's recent specifications. Equipment designs and specifications can change over time, making an old product obsolete for use with new equipment.

### Estimated shelf life of base oils, lubricating oils, and greases

Product	Years
Base Oils	5+
Lubricating Oils (mineral or synthetic)	5
Greases (mineral or synthetic)	3
Coolants (general)	5
<b>Known Exceptions:</b>	
Rust Preventatives	2
Open Gear Lubricants	2

Source: Lube Product information sheet



## Why resilience matters

**R**esilience may be defined as the ability to bounce back from a negative experience with “competent functioning”, in other words to become strong, healthy or successful again after a failure. The approach allows a person to recover from adversity and engage in life with hope and humor despite devastating losses on his/her path.

Studies have identified several factors to develop and sustain a person's resilience. Above all, having a positive view of one's self is an important mindset that helps a person to improve his performance, achievements and quality of life.

It's not about smiling and denying the negative aspects of reality; Being resilient does not mean that a person doesn't experience difficulty or distress. The road to resilience can improve one's state of mind,

lead to improved thought patterns, more options and make a real difference in one's life.

Resilience is a choice and a skill that can be learnt, involving behaviours and actions that can be developed in anyone. A resilient person is able to look for opportunities in problems, has a positive attitude, learns from mistakes and finds power in every situation to overcome difficulties, instead of feeling a victim.

Considering that the human element lies at the heart of the safety culture, the concept of resilience is imperative for shipping industry & other industries as well. Although many rely on KPIs to assess accident/incidents and any other system failure or gap, resilience aims to shift our focus from Safety I concept, in which we learn from our errors, to Safety II concept, in which we learn from our successes.

## A modern definition of Resilience:

### PROGRESSING

1. Goal orientation
2. Flawless operations
3. Sustainable in the long run

### DESPITE

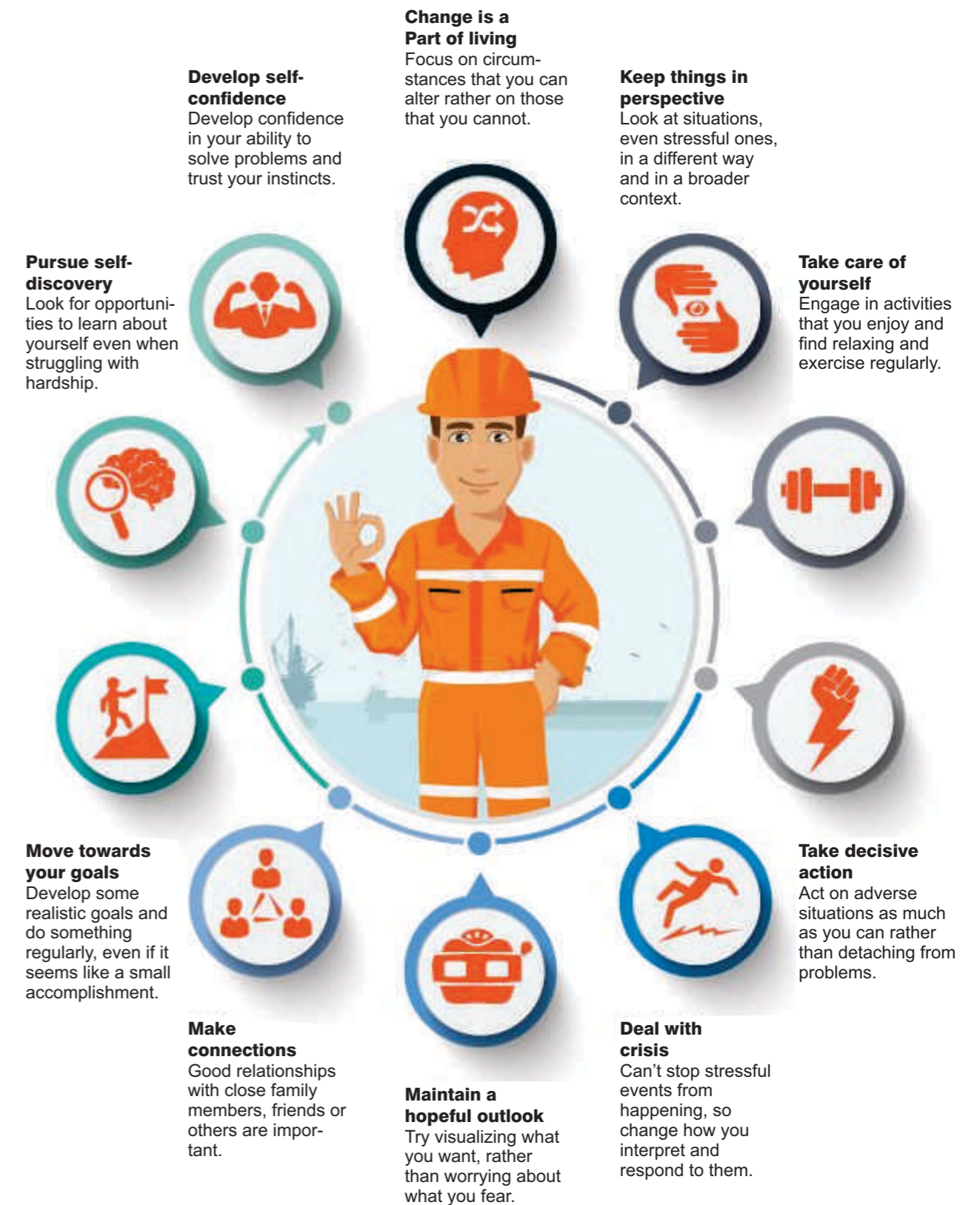
1. Be pragmatic
2. Prepare for change
3. Be proactive

### ADVERSITY

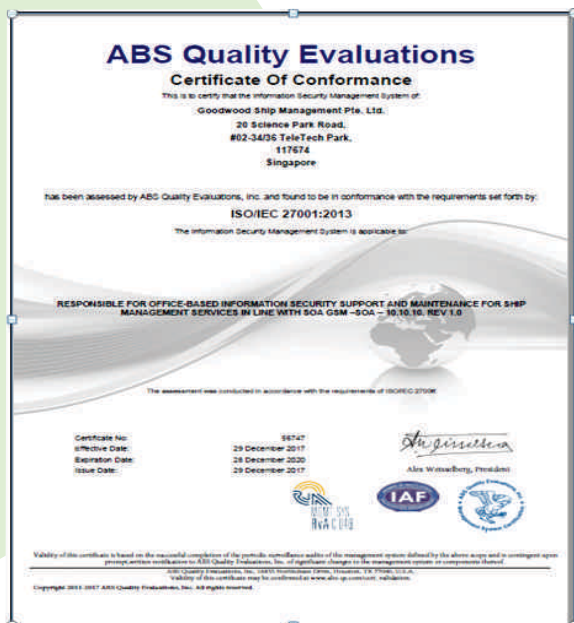
1. Personal Issues
2. Work life ashore / onboard
3. Inspections / Incidents
4. Social challenges

# 10 WAYS TO BUILD RESILIENCE

Source : American Psychological Association



## GOODWOOD IS ISO 27001 CERTIFIED



Keeping abreast of the upcoming IMO requirements on Cyber Security, Goodwood decided to go in for accreditation with ISO 27001:2013 standard, which is an internationally recognized standard for Information Security Management System. For this accreditation, the company underwent an extensive 2 stage audit which lasted for a period of 10 days, during which compliance with this standard was verified. This also included all elements of Cyber Security and it extended to various processes and practices of the vessels under our management. After successfully completing the audit, Goodwood was accredited with ISO 27001 standard on 28 Dec 2017.

### **CYBER SECURITY – NEW CHALLENGES**

Cyber security is a complex subject and unfortunately has not been properly addressed in the Shipping Industry until recently. With more and more dependency on systems that rely on digitization and automation, a vessel's exposure to cyber threats has increased considerably and as a result so has the associated risk factors.

### **WHY THE SUDDEN ATTENTION TO CYBER RISK?**

As the ships and their equipment are becoming more technologically advanced, there has been an increase in the need for such systems to be connected and / or dependent on the cyber systems. Some of the key systems, like ECDIS, Automation Software and OT Systems (Operational Technology) require an access to the internet, which in turn exposes them to threats associated with the cyber world and therefore such systems can possibly be hacked and compromised. Such exposure also arises from the lack of crew awareness on this subject.

IMO has recognized this threat and encourages the inclusion of Cyber Risk Management into the Company's Safety Management System no later than the first annual verification of a company's DOC after 01 Jan 2021.

The tanker industry recognizing the seriousness of the threats posed by Cyber risk's to the Tankers, has already adopted these requirements under TMSA3 and also the new VIQ 7 which will come into effect from 17 Sept 2018.

### **ROLE OF THE SEAFARER**

On board the vessel, a seafarer can play a key role in preventing exposure to Cyber-threats. We regularly disseminate information to vessels on the do's and don'ts and carry out Cyber awareness campaigns and drills such as ECDIS failure drill, in order to bring about more awareness.

Below are some of the key points / initiatives related to Cyber Security:

1. Seafarers should access Goodwoodlive for various Cyber Security Awareness presentations hosted on this platform by the company.
2. On board trainers bring about Cyber security awareness as part of their on board training program, which includes Cyber Security awareness videos.
3. It is prudent to identify and lock open USB ports with physical USB locks. This is mostly applicable to all OT systems.
4. Always use a strong password for your systems. Never share your password with anyone. Passwords should be changed regularly.
5. Never use an unauthorized USB on any of the vessel systems, such as ECDIS, VDR, AMS, Boiler control, PMS (Power Management System) etc. All USB's should be scanned for anti-virus prior to use.
6. Company updates all seafarers on latest trends being used by hackers to breach into systems or gain sensitive information like Phishing, Whaling etc.

Contributed by: Capt. Jupji Hundal – HSQEE Department

## Slow Eating Speed May Be Linked To Weight Loss

Along with dietary and lifestyle intervention, slow eaters have been found to be less obese than the people who eat fast or with normal speed. Researchers at a School of Medical Science, Japan, found that such changes are strongly associated with lower BMI and smaller waist circumference.

The observational study is based on health insurance claims and their checkup data for six years, regardless of the claimant's obesity status. These people were observed for changes in eating speed as well as other lifestyle habits and the main result indicated that eating slowly decreased their risk of obesity. Lifestyle habits such as eating, sleeping pattern, alcohol and tobacco use, snacking habits after dinner and skipping breakfast were also noted.

Subsequently, considering these influential factors (lifestyle habits) showed that compared to those who ate too quickly versus ones who ate at a normal speed were 29% less likely to be obese. Correspondingly, slow eaters were 42% likely to suffer from obesity and other health disorders. A reduction in waist circumference was higher in slow and normal speed eater as well. Previous research in this area have linked eating too quickly to impaired glucose tolerance and insulin resistance as it causes increased blood sugar fluctuations. It's also observed that fast eaters take longer to feel full as eating quickly doesn't allow the brain to indicate the gut hormone to stop eating. However it is the reverse in the case of slow eaters and in turn helps in limiting their calorie intake.

It was further noted that avoiding snacks after dinner, not skipping breakfast and including a good night's sleep was been linked to decrease in health risks including obesity.

The study is supported by Ministry of Health, Japan, and is based on observations of self-reported data which could be subjective and include people with Type 2 diabetes only. The findings may not be highly affirmative as other facts such as energy intake or physical activities have not been taken under consideration.

However these small lifestyle changes such as reduced eating speed may effectively contribute in lowering health risk and providing more information in studying obesity and its associated risks. Try it out and let us know if the results are favorable.

“Avoiding snacks after dinner, not skipping breakfast and including a good night's sleep has been linked to decrease in health risks including obesity”

# EAT SLOWLY



## IT TAKES YOUR BODY 20 MINUTE TO REALIZE IT'S FULL.

Source: Japan Health Ministry





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