



**Goodwood**

# FORESIGHT



*Dear Colleagues, Onboard ships and Ashore,*

*Wishing you and your families a Merry Christmas and a Happy and Prosperous 2023.*

*We thank everyone for your hard work and dedication to duty and ending 2022 on a successful note.*

*We look forward to your valuable support in the coming year.*

**Md. Kamal Uddin Ahmed - CEO**

DECEMBER 2022 EDITION

## SOCIAL SUNDAY ACTIVITY

### Dance & Laughter Therapy Session on a Social Sunday at Sea.



Being in the shipping industry, takes a toll on every sailor who is away from his loved ones for long durations at sea. Working under stressful conditions at times and increasing pressure and demands with ever-changing industry requirements, it is imperative to ensure the Mental Wellbeing of the seafarer.

#### 5 known health benefits of laughter

- Reduces stress
- Improves and lightens the mood
- Soothes tension
- Improves self-esteem
- Strengthens relationships

#### Introduce more laughter into your day

- Smile – its free therapy!
- Positive attitude induces laughter
- Move towards laughter
- Simulate laughter amongst friends
- Share funny stories and jokes



All crew on numerous ships in the fleet and the Singapore office staff, engaged in Laughter Therapy session as a Social Sunday Activity.

It is a refreshing break from the daily chores, everyone enjoyed the session and will continue to practice it in future.



# Build connections through better relationships



### Be non-judgmental

Non-judgmental listening helps build trust and provide a psychologically safe environment.



### Be accountable

Relationships that are nurtured foster trust and respect. Be available and accountable to your connections.



### Be empathetic

Cultivating empathy can help deepen understanding and increase resilience. Give space to understand others' journeys.



### Be genuine

Sharing your authentic self helps establish stronger connections and deepens your sense of belonging.



### Be curious

Demonstrate genuine curiosity to create opportunities for deeper appreciation and understanding.



### Be respectful

There's direct relationship between giving and earning respect. Practice We Lead behaviors and lead with respect.

## Relationships building

Relationships are a key part of helping us feel connected and establishing a sense of belonging. Match your goals with the people who can make it happen and start building the relationships.

Source: Internet

# LOWCARBONSG PROGRAMME AND SUSTAINABILITY



## A. LowCarbon SG Programme

- o LowCarbonSG is a capability-building programme to guide and encourage local businesses in Singapore to monitor and reduce their carbon emissions.
- o LowCarbonSG aims to demystify the decarbonisation process for businesses in their transition towards lower carbon operations and investments.
- o The programme will help businesses build the habit of measuring, tracking and reporting their carbon footprint through capacity-building and recognition efforts.
- o LowCarbonSG is helmed by Carbon Pricing Leadership Coalition (CPLC) Singapore, the decarbonisation arm of the Global Compact Network Singapore (GCNS) and supported by the National Environment Agency (NEA) and Enterprise Singapore (ESG).
- o Companies that successfully measure and monitor their carbon footprints will be issued a LowCarbonSG Participant Logo.

We at Goodwood Ship Management Pte Ltd in Singapore are participating in the LowCarbon SG Programme to monitor our emissions, paving the way for businesses to lower the carbon impact.

## How can LowCarbonSG help our business?

- 1) Tools and Resources
  - a) Access to the Carbon and Emissions Recording Tool (CERT)
  - b) Access to carbon management workshops by CPLC Singapore and accompanying playbook on carbon management
  - c) Information on government grants to facilitate adoption of sustainable solutions
- 2) Guidance on Emissions Reduction
  - a) Personalised assistance from CPLC Singapore on completing CERT
  - b) Matching to solution providers to facilitate adoption of sustainable solutions
- 3) Recognition
  - a) Recognition on the LowCarbonSG website
  - b) Usage of LowCarbonSG Participant Logo to communicate your progress on decarbonisation

## B. What is Sustainability?

- Sustainability development is any development that “meets the needs of the present **without compromising** the ability of **future** generations to **meet their own needs**”
- For United Nations Global Compact, Sustainability in business is represented in four pillars
  - o Business Human Rights
  - o Labour
  - o Anti-Corruption
  - o Environment





In September 2015, all 193 Member States of the United Nations adopted a plan for achieving a better future for all — laying out a path over the next 15 years to end extreme poverty, fight inequality and injustice, and protect our planet. At the heart of “Agenda 2030” are the 17 Sustainable Development Goals (SDGs) which clearly define the world we want — applying to all nations and leaving no one behind.

## Global greenhouse gas emissions and warming scenarios Our World in Data

- Each pathway comes with uncertainty, marked by the shading from low to high emissions under each scenario.
- Warming refers to the expected global temperature rise by 2100, relative to pre-industrial temperatures.

Annual global greenhouse gas emissions  
in gigatonnes of carbon dioxide-equivalents

150 Gt

100 Gt

50 Gt

Greenhouse gas emissions  
up to the present

0

1990 2000 2010 2020 2030 2040 2050 2060 2070 2080 2090 2100

**No climate policies**

4.1 – 4.8 °C

→ expected emissions in a baseline scenario if countries had not implemented climate reduction policies.

**Current policies**

2.7 – 3.1 °C

→ emissions with current climate policies in place result in warming of 2.7 to 3.1°C by 2100.

**Pledges & targets (2.4 °C)**

→ emissions if all countries delivered on reduction pledges result in warming of 2.4°C by 2100.

**2°C pathways**

**1.5°C pathways**

Data source: Climate Action Tracker (based on national policies and pledges as of May 2021).

OurWorldinData.org – Research and data to make progress against the world's largest problems.

Last updated: July 2021.

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### Considering Environmental Pillar:

(See the graph below) Annual global greenhouse gas emissions exceeded 50 gigatonnes, before the pandemic brought many countries to a virtual economic standstill. But as the world bounces back to business-as-usual, emissions are once again on the rise.

Current climate policies put the planet on course to reach at least 2.7°C above pre-industrial times by 2100. This potentially cataclysmic rate of warming is approximately twice the 1.5°C target set by the Paris Agreement.

### Reaching Net Zero:

Calls for governments, companies and other organizations to bolster commitments to reach net zero emissions are becoming increasingly widespread as the effects of failing to limit climate change become more apparent.

But what does “net zero” actually mean? And importantly, what can be done to put the planet's emissions on a safe course?

Put simply, the term net zero applies to a situation where global greenhouse gas emissions from human activity are in balance with emissions reductions. At net zero, carbon dioxide emissions are still generated, but an equal amount of carbon dioxide is removed from the atmosphere as is released into it, resulting in zero increase in net emissions.

### Source:

<https://www.unglobalcompact.org/sdgs/about>

<https://www.carbonpricingleadership.org/>

<https://www.weforum.org/agenda/2021/11/net-zero-emissions-cop26-climate-change/>





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Manager, Goodwood Marine Services



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Snr Superintendent HSQEE,  
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Company Doctor



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## GOODWOOD SENIOR OFFICER'S CONFERENCE 2022

Goodwood organized the Senior Officers Conference in Mumbai on October 17 to 19, 2022.

The officers and management team were quite excited to finally meet face-to-face post-Covid. The discussions held during the conference were vibrant and engaging. The topics discussed ranged from PSC Inspections, Crew Wellness, IMO GHG, And Decarbonization, Bulk Carrier Safety, Onboard Maintenance, SIRE 2.0, Cyber Security, Training Updates, Crew Personnel, Learners/Growth Mindset, and Learning from Incidents Through a Role Play.

The conference's theme, "One Team One Goal", was the backbone of all matters discussed. The company's performance, opportunities, and challenges were shared with a clear vision of future workings and expectations. It was an excellent opportunity for the officers to engage in a lively manner with the owners too on their perspective, expectations, and challenges faced.

In his welcome address, Goodwood CEO Mr. Kamal Uddin Ahmed thanked the Management and Seafarers for their dedicated efforts resulting in safe operations and optimal performance. He also outlined the continued uncertainties and changes undertaken by Goodwood and how to ensure continued focus, excellence, and safe operations. He shared the latest achievements and emphasized the principles and expectations for the

highest operational and professional standards. "Our reliability in performance must therefore remain unshakable", stated Mr. Kamal.

Further, Mr. Sanjeev Bhandari, Snr Superintendent HSQE, briefed on the PSC Inspections and Performance. His session elaborated on the various Deficiencies and the responsibility for ship safety that primarily lies with the ship staff, ship owners/managers, and flag states.

One of the main attractions was the medical advice given to seafarers by Dr. Ajit Kulkarni, Company Doctor, he opined "The hectic life of seafarers makes them vulnerable to stress, blood pressure, heart diseases, obesity, diabetes, etc." He highlighted the do's and don'ts for maintaining good health at sea.

After a refreshing Tea Break, the next discussion was pivoted on IMO GHG and Decarbonisation by Mr. Brijesh Tewari, Lead Maritime Decarbonisation Consultant, Lloyd's Register, and Mr. Rajeev Pratap, General Manager Technical and Procurement, Goodwood Ship Management. The session gripped on the awareness of Calculative thinking in the use of resources and emphasized our understanding of the environment where nature is a gigantic storehouse of resources, Implementing the IMO strategy on reduction of GHG emissions from ships.





Mr. Jignesh Shah, Regional Technical Services Manager, International Paints, shared insights on Onboard Maintenance and the Importance of Maintenance that keeps any mechanical equipment or machinery going. On a ship, maintenance is one thing that keeps machinery up to date and in smooth running condition, stated Mr. Jignesh.

The Ship Inspection Report Program was launched in 1993 to specifically address sub-standard shipping. Highlighting the expectations and Importance of its Update, Capt. Muneesh Saxena, Marine Manager, and Capt. Saurabh Taneja, Marine Operations Superintendent, Goodwood Ship Management presented on SIRE 2.0.

Cybersecurity is crucial because it safeguards all types of data against theft and loss. Mr. Balasubramanian Balamurugan, Snr IT Manager, Goodwood Ship Management, pressed on the pros and cons of Cybersecurity and its Familiarization.

Capt. Arthur Martin, General Manager HSQEE and Training, and Mr. Praveen Chaudhry, Training Manager, Goodwood, outlined the Training Update, highlighted the Quality of Training, and Expectations at Goodwood, and assured the continued support and commitment to safe and efficient vessel operations.

This set the conference's tone for Day 1 and helped align expectations, highlighting the importance of commitment, collaboration, communication, and trust among the team.

The following Day two saw interactive engagements with the free exchange of viewpoints, best practice sharing, and Frontline-focused information and context. This was facilitated by Capt. Rohan Sabnis, Capt Uday Sane, and Mr. Santosh Kattimani, Fleet Personnel Manager of Goodwood Marine Services, emphasizing Teamwork and the features of Human Resource Development through Fleet Personnel- Crew Matters.

"Safety management objectives of the company should...establish safeguards against all identified risks", on this point Capt. Arthur Martin, General Manager HSQEE and Training along with Mr. Sanjeev Bhandari, Snr Superintendent Engineer HSQEE, Goodwood stressed on the Importance of Risk Assessments through Role Play.

A person's mental and physical wellness directly impacts his productivity and output. Focusing on well-being, Dr. Deepti Mankad from Mind Speak, brought a lively environment to the room by presenting on Mental Wellness: Maintaining Harmony onboard.

Mr. Svein Moxnes Harfjeld, President & CEO, DHT Holding, presented on DHT followed by Mr. Thomas A Teigland, Chartering Manager, DHT Management AS, and Mr. Eirik Ole Rynning, Operations Manager, DHT



Management AS presented on the DHT Operations, focusing on Operational Matters.

Moving ahead, Mr. Rajeev Pratap, General Manager Technical and Procurement, and Mr. Alok Misra, Technical Manager, Goodwood Ship Management shared the PAL System Upgrades and Technical Challenges that seafarers should be aware of.

"There is much rumor and wrong information that gets communicated to the media during a crisis. An elaborate session on media handling in crisis was held to address this issue. It dealt with the guidelines for handling social media, which can otherwise sabotage the company's image. Practical exercises were conducted through a Role Play guided by Capt. Arthur Martin and Mr. Sanjeev Bhandari. "Crisis handling is the biggest test of management skill and speed is the key", he said.

Interactive sessions with the participants made the sessions livelier. Each Goodwood participated with full enthusiasm. It was clear that Goodwood has an excellent team - both on board and ashore- that is ready to learn and shares passion towards work.

The following Day 3, a great, informative workshop conducted on leadership and Team Building was introduced by Ms. Priya Kumar, Internationally Acclaimed Motivational Speaker, and Corporate Trainer.

The Constructive Conference then came to a close with a vote of thanks delivered by Mr. Kamal Uddin Ahmed, CEO, Goodwood Ship Management where he expressed his gratitude to each and every attendee. "Ships are easily built but training high-quality officers takes a great deal of time and effort." Keeping the seafarers abreast of market requirements and training them well is really the major challenge. The constructive conference concluded on a high note with good learnings and takeaways for both the sailing and office staff.

The evening was adorned with a spectacular gala dinner filled with fun, joy, and happiness for the attendees that signified the togetherness of the Goodwood family, staying true to the theme, "One Team One Goal".

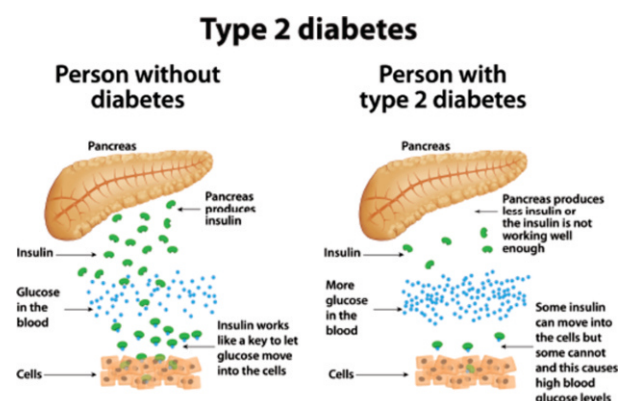
## TYPE 2 DIABETES

### Causes

- Excess calories lead to excess fats in the Liver
- As a result, the liver responds poorly to insulin and produces too much glucose
- Excess fat in the liver is passed on to the pancreas, causing the insulin producing cells to fail
- Losing less than 1grn of fat from the pancreas through diet can re-start the normal production of insulin, reversing Type 2 Diabetes

### Preventions:

- Loose between **5%** and **10%** of your body weight if you are overweight
- Start moderate exercise routine – at least **30mins** most days of the week
- Eat healthy foods like fruits, vegetables, and whole grains.



In type 2 diabetes, the pancreas makes some insulin but it is not working as well as it used to.

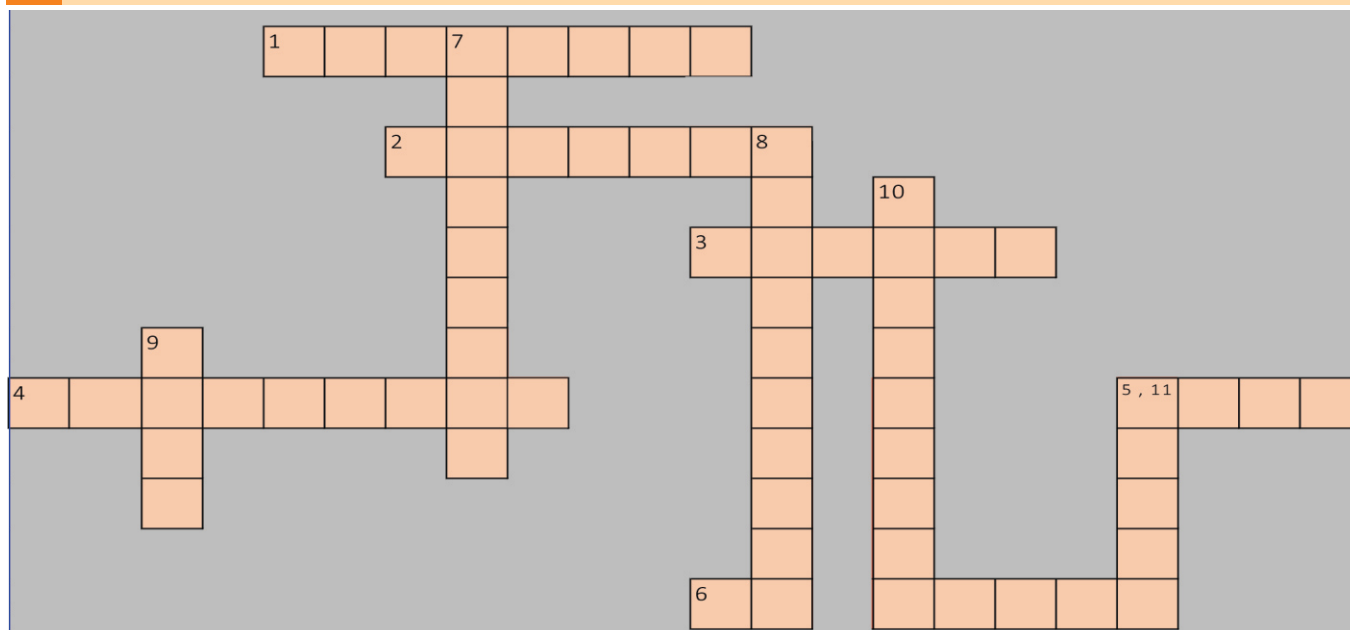
Source: Internet

## TAKEOVER OF M.T. ATLANTIC M



M.T. Atlantic M was built at the New Times Shipbuilding Co. Ltd. P.R.C and Goodwood took over the technical management of the vessel on 30<sup>th</sup> Sept 2022 on behalf of ship owners Singfar International Pte Ltd based in Singapore.

## Crossword Puzzle - CREW MENTAL WELL BEING



### Across

- 1 "Activity is required for good health and wellbeing.
- 2 Required to carry out our job in safe and efficient manner.
- 3 Human Beings are Animals.
- 4 Never take extreme decisions when very
- 5 Gives us livelihood and satisfaction
- 6 Poor sleep quality, Inexperience will lead to lack of mental and physical

Complied by: Deck officers on DHT Colt

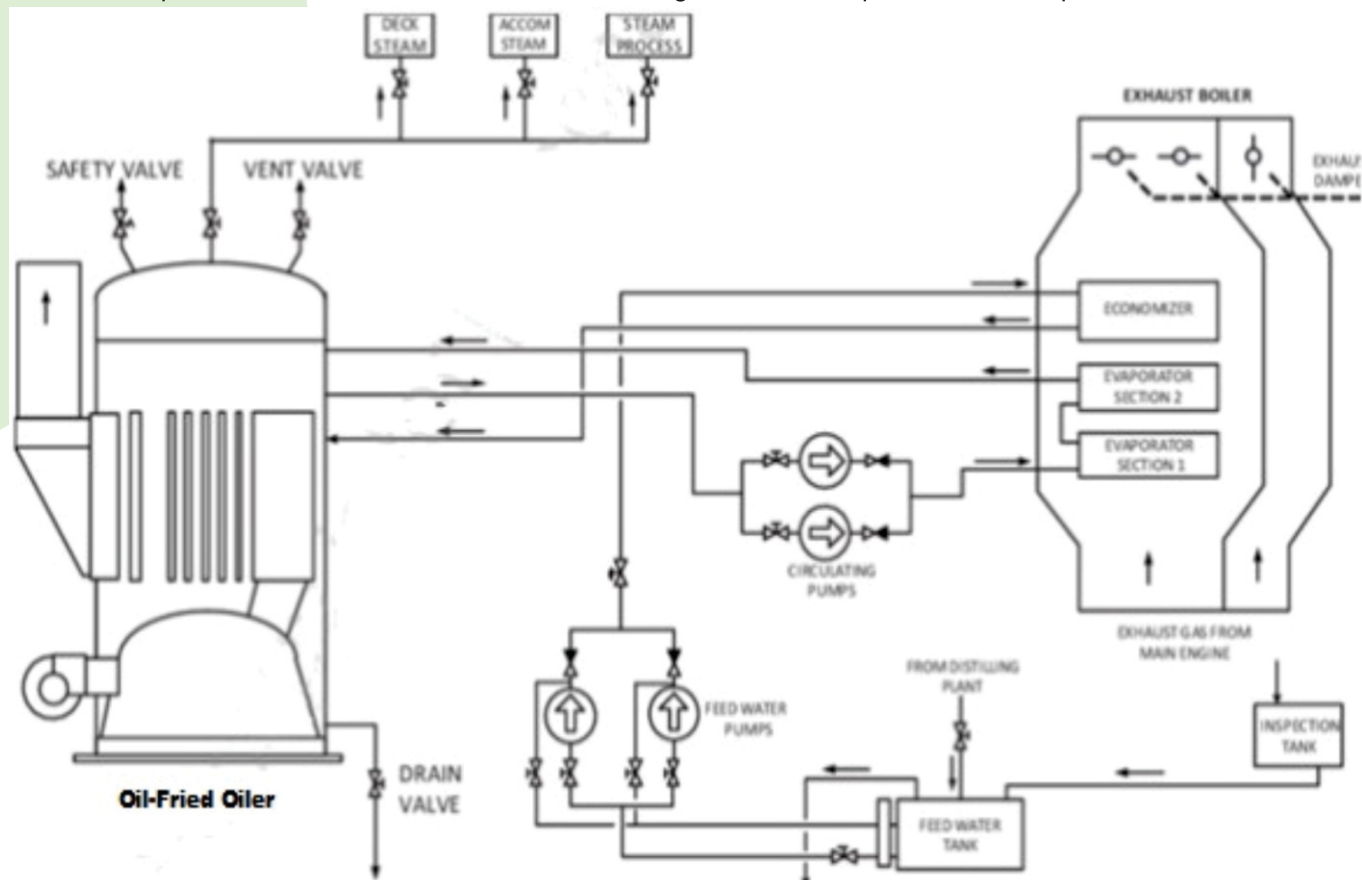
### Down

- 7 People more likely to be able to stay calm and focused and away from negative energy
- 8 Every seafarer looks forward to during a Port Call
- 9 Gives us pleasure but should be taken in a balanced way
- 10 Proper Planning can gives us a happy and secured future
- 11 Biggest motivation for a seafarer to stay fit and carry out his job safely



## STEAM MANAGEMENT ONBOARD A SHIP

Steam is one of the vital mediums used on board for propulsion, heating driving pumps etc. Boiler in any form is found on every type of vessel. Boiler can be in the form of oil-fired boiler or can be exhaust gas boiler, which uses waste heat of exhaust to produce steam. Below is basic schematic diagram of a steam plant onboard ship.



With so much emphasis on controlling carbon emission to save our planet, it is important that we endeavour to minimise steam consumption onboard ship, which in turn will result in reduction in fuel consumption in boiler.

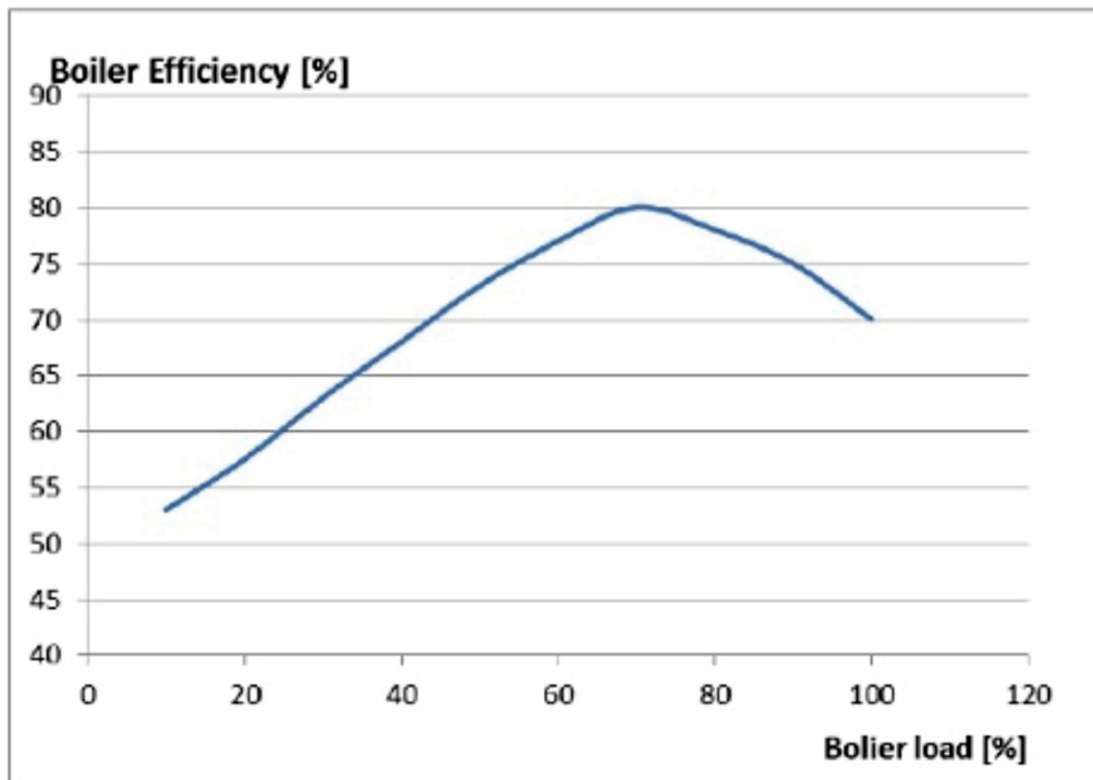
Steam management can be divided in two stages which are source and consumer.

1. Source – Which includes Aux boiler and economiser. On a steam driven ship it can be main boiler as well.
2. Consumer – Which includes various consumers where steam is consumed like cargo oil pumps, heaters, turbo generator etc.

### SOURCE

1. **Aux boiler** - Onboard ship a boiler is used to produce steam for various consumer. An efficient boiler is the one which consumes optimum fuel for production of specific amount of steam. There are several factors which should be taken care of to keep boiler to be energy efficient.
  - a. **Fouling of boiler tubes in furnace** – The main function of boiler is generation of steam with best energy efficiency. Optimal efficiency will depend upon proper heat transfer of fuel energy to water via boiler tubes and heating surfaces. In case boiler tubes are fouled on the gas side, it will result in less heat transfer, resulting in more fuel consumption for same amount of steam generation. Higher boiler exhaust temp is indication of fouling of tubes on gas side.  
To avoid this fouling regular soot blowing of boiler must be done. Additionally, water washing of the tubes from furnace side can also be done. But it must be ensured that boiler tubes are made completely dry after washing. Otherwise, it may lead to corrosion of water tubes. While carrying out water washing of furnace, the drain must be confirmed to be clear, else accumulation of water in furnace may damage the refractory.
  - b. **Scaling of boiler tubes** – Scale build up inside boiler water tubes is a major factor of reduced heat transfer and increased fuel consumption. This can be a result of poor boiler water treatment. Hence it is imperative that proper chemical dosing, boiler water testing and if required chemical cleaning of boiler tubes are being done.
  - c. **Hot well Temperature** – Water is supplied to boiler from hot well and the condensate from consumer returns to hot well. If cold feed water is supplied to boiler, then fuel consumption will increase to produce steam from cold water. Hence temp of hot well needs to be maintained around 80–85 deg C. An overheated hot well water can also cause cavitation at feed water pump or vapour lock

d. **Boiler efficiency load factor** – Boiler efficiency is load dependent.



### Impact of load factor on efficiency

As per above graph for boiler efficiency vs boiler load, we can see that boiler efficiency is max at around 70 % load. Hence operating boiler at low load is inefficient operation. Generally, if ship is fitted with two boilers, it is more fuel efficient to run one boiler at higher load rather than running two boiler in parallel at low load. As a thumb rule boiler is most efficient around 2/3<sup>rd</sup> of its rated capacity.

- a. **Proper combustion:** Maintaining proper air and fuel ratio ensures optimum efficiency of boiler. Hence it must be ensured that automation of boiler combustion is in order. Manual adjustment of air and fuel always leads to excess fuel consumption and black smoke from funnel.
1. **Economiser** – Economiser onboard is used as waste heat from the recovery medium, which utilises the heat in exhaust of Main Engine to produce steam. The efficiency of economiser again depends on water tube condition in economiser, gas side as well as water side, which has been explained for Aux boiler above.

### Steam distribution system and Consumer

Steam distribution system refers to steam piping and various devices for instruments for steam controls

Consumers refers to all the steam consuming systems e.g Cargo oil pump turbines, Turbo generators, heaters, tank heaters etc. Various factors which needs ship staff's attention for minimising steam consumption is listed below.

1. **Insulation** - Insulation creates a barrier between hot surface and cold surface and hence prevent loss of heat from steam. Steam distribution system pipeline and return lines should always be insulated to avoid heat loss. Insulation frequently gets damaged or removed and never replaced after some maintenance. Such situation not only results in higher fuel consumption in boiler but also increases the temp of purifier room or engine room.
2. **Steam leaks:** Steam leakage is visible indicator of waste and must be avoided. Steam leaks has multiple negative effect on steam based plant operation including energy loss, high fuel consumption higher emission. Due to various maintenance onboard we often have various types of steam leaks. Any small leak if left unattended it will increase and will become uncontrollable. A steam leakage must be quickly attended to whether leakage at pipeline, valves, flange, steam trap or joints.
3. **Steam trap** – steam trap is fitted normally in return line of steam consumer. Steam trap allows only steam condensate to pass through it and does not allow live steam to pass through. If steam traps are not maintained in operational state, live steam can pass though it to atmospheric condenser. This will result in increased steam consumption.
4. **Importance of vacuum in turbine operation**– A vacuum is maintained in the condenser of turbine so that steam can easily flow and more work can be extracted from the steam in the turbine. This is the reason why proper vacuum must be maintained in condenser.

**Contributed by:** Technical Department





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