



FORESIGHT

Season's Greetings

**Merry Christmas
&
Happy New Year**

Thank you for your support & we
look forward to another year of
successful partnership with you.

*From all of us at
Goodwood*



NEWSLETTER CONTENTS

- | | | | |
|-----|----------------------------------------------------|----|-------------------------------------------------------------------------------------------|
| 1 | Season's Greeting | 8 | Goodwood Family Get-together in Manila |
| 2-3 | Windrock 6400 portable analyser | 9 | Ten tips to immunize yourself from stress /
Work harder so that you can perform better |
| 4 | Fight complacency with C.A.K.E./ Regulation Update | 10 | Dangers working with High Voltage |
| 5 | Growing by helping others to grow | 11 | Addendum to our Health Campaign |
| 6-7 | Goodwood Seminar in Mumbai | | |

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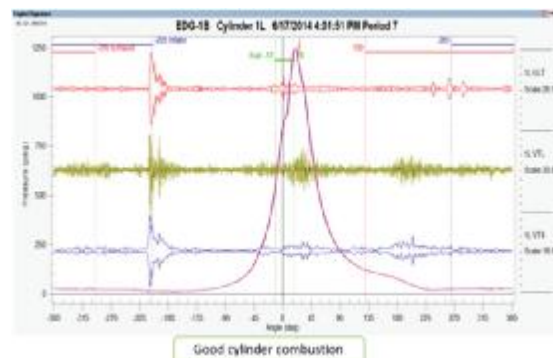
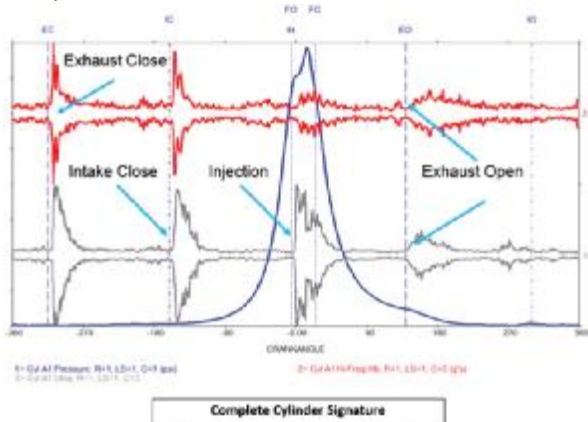
WINDROCK 6400: BENEFITS OF MACHINERY ANALYSIS



At Goodwood we use this Windrock performance portable analyser for preventive maintenance which uses the ultrasonic and vibration analysis in conjunction with the engine Combustion chamber behaviour to help early detection of machinery related failures which can be mild, moderate or catastrophic in nature.

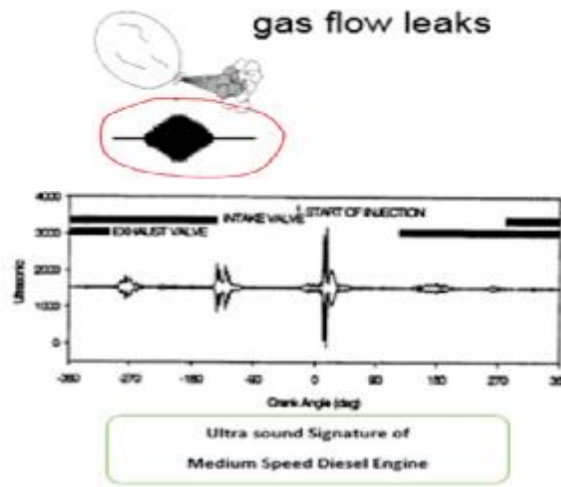
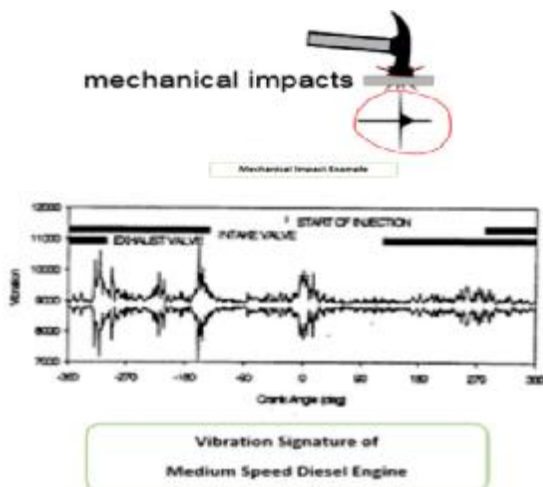
The Windrock performance analyser system is an indispensable tool for compression and combustion machinery reliability programs. It provides fundamental information used to assess the mechanical condition and performance of reciprocating compressors and engines, as well as rotating equipment. The system also provides early warnings of potentially catastrophic running conditions and gives actionable economic data to support

maintenance and operational decision-making. It evaluates power production/consumption, gas throughput and efficiency and compares actual operation against theoretical models and identifies existing machinery deficiencies or operating conditions that may lead to a catastrophic event. In reciprocating machinery, indications of developing malfunctions are often masked within normal operating signals which can be easily identified with the help of ultrasonic and vibration readings. Following is a brief summary and some examples of the windrock performance analyser data analysis.

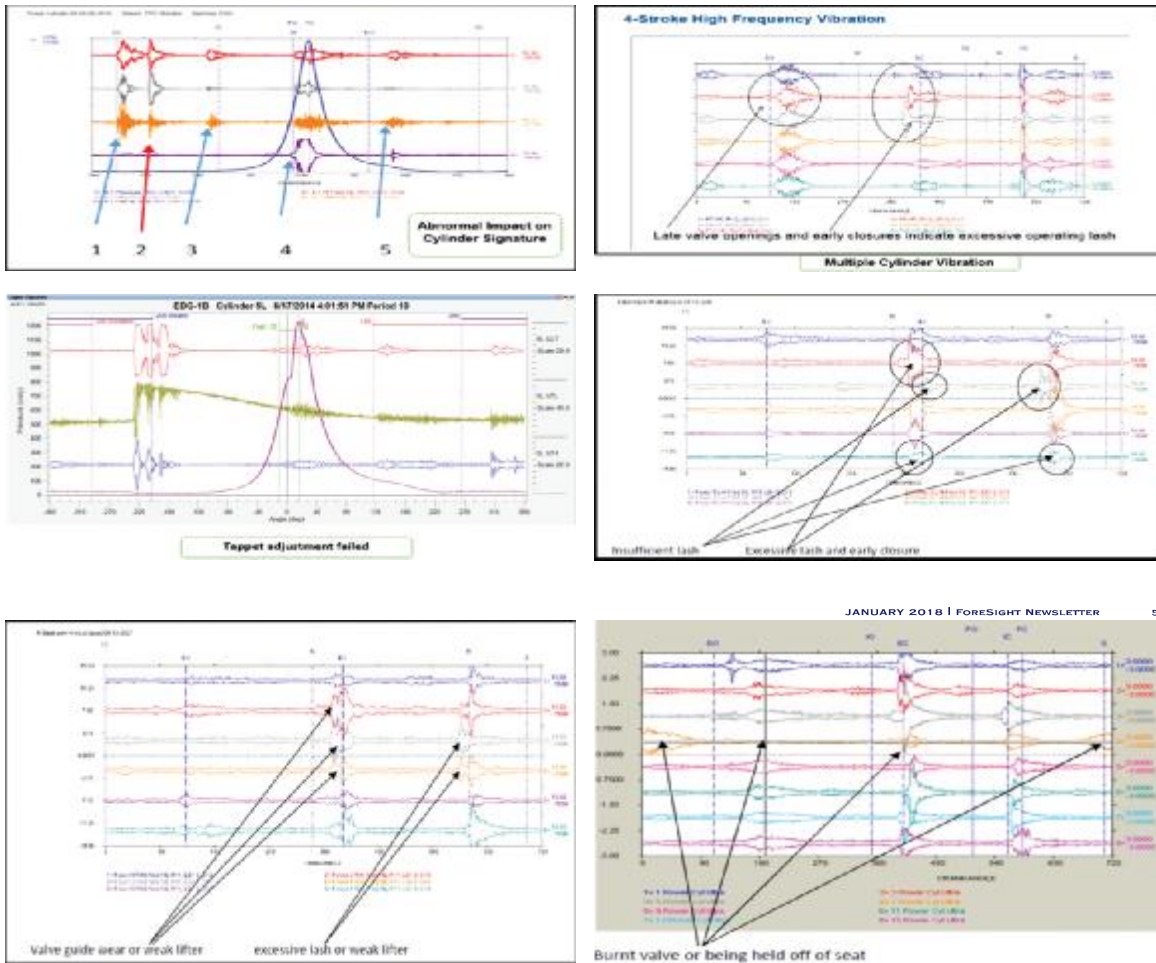


The above figure shows a typical difference between a combustion cycle and signature of two different units of the same engine. The combustion cycle reflected in grey indicates a good combustion and the reflected one in RED indicated poor combustion cycle.

The above figure show a good cylinder combustion. Below are some key signature which are read from the data for analysis.



Below are some more examples of data analysis referring to defects in a machinery.



Conclusion: The Windrock analyser signatures shown in above examples represent some of the problems which are difficult to identify and may go un-noticed during normal operation of any rotating or a reciprocating machinery. These defects or problems may lead to failures and untimely damages of important components of a running machinery. With the help of these analysis, machinery damage can be prevented which will eventually result in more efficient cost effective operation on ships.

COMMON PROBLEMS IDENTIFIED WITH PORTABLE ANALYSIS

Operational Impact And Economic Improvement

IDENTIFIED MALFUNCTION	OPERATIONAL IMPACT	POTENTIAL ECONOMIC IMPROVEMENT
Reciprocating Compressor		
Broken Suction Valve	Increased Energy Costs	\$2,000 to \$10,000 Per Year
Clogged Suction Valve	Reduced Flow and Lost Production	Up to \$2M Per Year
Broken Discharge Valve	increased Energy Costs	\$5,000 to \$25,000 Per Year
Broken Piston Rings	Reduced Flow and Lost Production	\$5,000 to \$10,000 Per Year
Broken Rider Bands	Piston/Liner Rebuild	\$10,000 to \$50,000 Per Event
Loss of Crosshead Integrity	Catastrophic Failure	Up to \$1M Per Event
Large Bore Engine		
Uneven Engine Balance	Increased Fuel Economy	\$10,000 to \$50,000 Per Year
Poor Quality of Combustion	Excessive Emissions	Nox down to 1.0 g
Power Cylinder Detonation	Increased Maintenance Costs	\$20,000 to \$30,000 Per Head
Crank Shaft Failure	Catastrophic Failure	Up to \$2M Per Event

Source : Technical Department

DHT UTIK FIGHTS COMPLACENCY WITH C.A.K.E.

Tasks we do regularly as part of our daily work routine on ships, becomes boring after a while and leads to complacency. Complacency strikes everyone at different times in our lives. As an individual you must stave off the ill effects for yourselves.

Capt. Noble Pereira, had introduced a very effective tool to fight complacency and he conducted a workshop that was called C.A.K.E Vs Complacency. The initial impact was very impressive when the acronym CAKE was expanded. The tools he provided us to be positive always, were simple and realistic to follow.

Complacency - stop it in its tracks as it spreads like a disease - as if one worker can take a short cut & figures, If he can do it, why can't I?

Accountability:- No one likes to be called out for his failures, but a lack of accountability can quickly create a culture of complacency on board ships.

Kick laziness out of your routine - People work at constant speed even when circumstances demand fast action

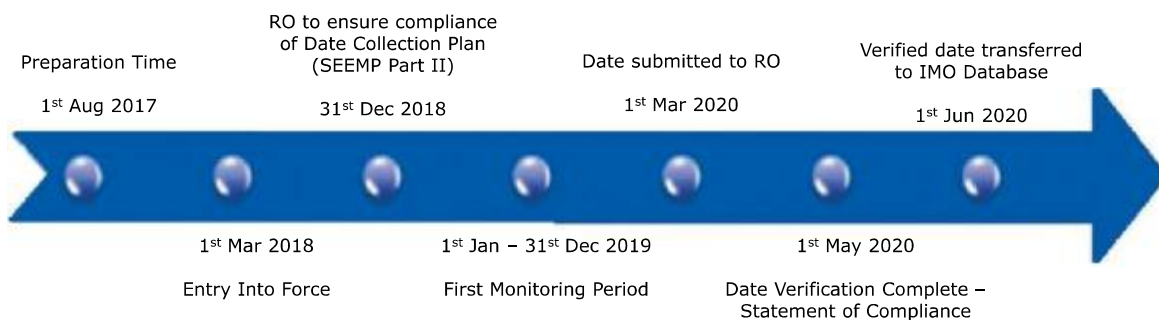
Embrace Creativity - It's easy to become complacent in our work, especially if we've already experienced some level of success. **Do your work backwards** for a day, and there's a good chance your complacency problem will go away.



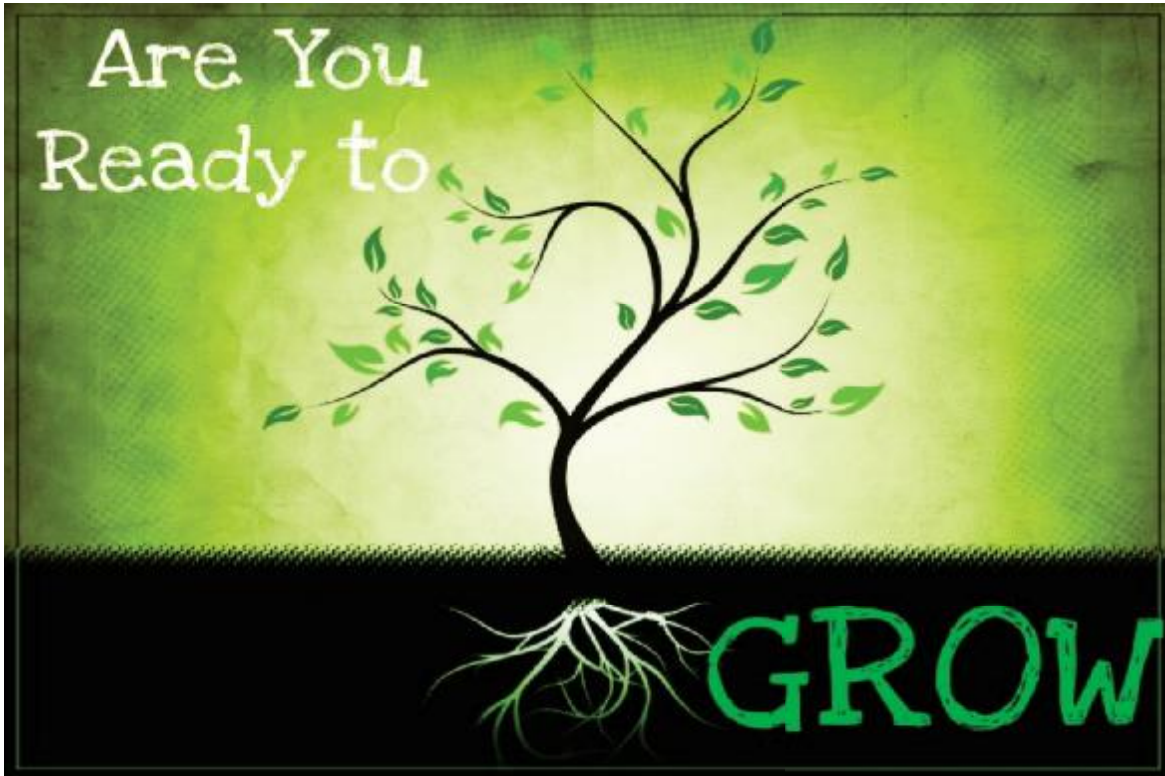
The effectiveness of the class was felt during the entire duration and I am sure that it will have a long lasting effect for us while on board and at home.

Contributed by : Nithin Varghese - Chief Officer

REGULATION UPDATE - TIMELINE FOR IMO DCS



GROWING BY HELPING OTHERS TO GROW



Hardwork and perseverance always gives you the results. I am a strong believer of this, not by hearkening an inspirational speech, but based on pure experience. Success kissed my destiny on 21st of October 2017 when a mere A4-sized sheet pinned on the notice board of AMET University declared my selection into Goodwood ship management as a deck cadet. I still remember, other than the declaration sentence, I had never read any sentence with utmost concentration. It was a dream that had shaped into reality. It was the answer to all my austerities. Before getting into Goodwood, I was having a mindset of studying alone with sincerity in a quiet place. I was completely focused academically. But after getting placed in Goodwood and on the advice of our marine superintendent Captain Rohan, I started taking part in group studies with my fellow cadets. He also emphasized on assigning two fellow cadets to me, to help them in their studies. This great vision of growing by helping others to grow not only brought improvements in my fellow cadets, but brought wonders to my academic performance that went a level up. This also encouraged me to keep updating my knowledge, so that I can articulate the concepts as simple as possible. I help my friends in their academic problems through a different approach. I don't solve their problems instantly, I make them understand the concept behind it. I make them visualize what is happening, links between different processes and then they themselves come up with the solution or at least they are aware of the mistakes done by them.

I want to be a successful captain of a ship, a motivator, an entrepreneur – for which I have set different milestones. The present milestone which I'm completely focused on is to be a successful deck cadet on board. I always approach respected faculties of my university to clear my doubts, and laying a concrete hard foundation knowledge of a seafarer.

My inspiration is Benjamin Franklin, he was one of the founding fathers of USA, a renowned polymath. He was an author, diplomat, statesman, scientist, inventor and philosopher. Some of his great ideas that I have inculcated in myself and will like to share with others: winners wake up early, always have a plan for every work. Don't cut the break time short rather make the most use of it for self-evaluation, that is before retiring each night, Franklin paused and asked himself, "What good have I done today?" and this is a very simple yet highly productive habit once formed. The last but most important thing about Franklin was, he meditated every day. It is most important to take out time and clear the head and get your bearings and inner world in order. He once said "Reading makes a full man, meditation a profound man. Meditation is a very powerful tool leading to broadening of vision and overcoming weakness, and being calm even in highly panicking situations. I also take utmost care on fitness and diet, that must never be compromised with anything. I work-out in gym regularly for 1 hour from Monday to Friday and on Saturday and Sunday, I play cricket or volley ball. I personally feel it is very essential for budding cadets and future officers.

After selection in Goodwood and repeated mentoring done by Goodwood right from day one, my whole perspective of learning diversified. Now it is not only hard work and perseverance, but combined with smart work and amelioration. I feel highly blessed being a part of Goodwood Ship Management Pte Ltd.

Compiled by : ANKIT SRIVASTVA (DECK CADET, AMET UNIVERSITY)



Capt A Martin



Capt R Sabnis



Capt S Shambhag



Capt Sanjeev Sonil



Mr Kwon Young Woo



Mr Ghani



Mr KW Sang



Mr P Chaudhry



Mr Vijay Arora



Mr Raghuraman



Mr Stein Moses Hatfield



Mr Tyyge Muntke



Improving Motor Bearing Reliability

Over 175 seafarers from different parts of India and overseas and various representatives of Goodwood's principals attended the 3-day conference.

Its main focus was to update the seafarers with the latest developments in the organisation and the industry with regards to the latest rules and regulations.

"Sessions like these give us an opportunity to exchange ideas, foster a sense of belonging, and reinforce ourselves as a team," opined Capt AR Sabnis, Managing Director.

"The healthy progress at Goodwood is the culmination of the sincere efforts, expertise and professionalism of our teams at sea and ashore. We must always remember that only when all elements of the organisation work in tandem with one another, the optimum and encouraging results are achieved," added Capt Sabnis – who believes that Goodwood's success and reputation will continue as long as all at Goodwood refuse to deviate from its reliability and quality driven performance.

On PSC examinations and Class Surveys, Mr Raghuraman, Assistant Chief Surveyor, ABS enlightened on key areas onboard which needs maximum focus to achieve minimum observations during inspections.

A detailed presentation on fighting work place complacency was delivered by Capt Sanjeev Sonil, Director, IMETA Pvt Ltd. "Company provides you with the safety tools but it's up to you to provide the right work attitude," he said.

Various other topics were briefed, such as cylinder condition monitoring by Mr Kon Wei Sang of Exxon Mobil Asia Pte Ltd, and Fuel analysis and problem identification by Mr Ghani, VPS, Singapore.

In his turn, Capt Arthur Martin, HSQEM Manager at Goodwood very passionately spoke about the migration to TMSA 3. He also conducted a risk assessment workshop. While Capt Shalish Shambhag, Marine superintendent, updated the seafarers on ECDIS implications with regards to lapses in passage planning.

Mr Proveen Chaudhry, Training Manager provided a live demo of the new Goodwood Live platform, which was launched on July 2017. This platform enables the officers to be familiarised with the company policies, circulars, fleet memos, and pre joining familiarization before joining.

Day 2 saw Mr Vijay Arora, Managing Director, Indian Register of Shipping (IRS) and Mr Kunal Sharma, Surveyor IRS speaking about the EU-MRV regulations – its implications and requirements.

Capt Soni of IMETA presented a session on Resilience.

Mr Pat Adamson, MTI Network gave a brief about guidelines on handling social media. The interactive participation made this session livelier.

Mr Kwon Young Woo of Hyundai Heavy Industries presented on the Selective Catalytic reduction.

Day 3 revolved around the Wellness at Sea Program conducted by Johan Smith, The Program Coordinator of Wellness at Sea. He was assisted by Dr Deepi Mankad, India coordinator for Wellness at Sea. This program is an initiative taken up by Sailor's Society for empowering seafarers to understand the different dimensions of the human aspect and making them better human beings at home and at work. The program caters to five elements: Social Wellness, Emotional Wellness, Physical Wellness, Intellectual Wellness and Spiritual Wellness.

According to Johan, a seafarer's experience of life at sea, their reactions to incidents on board, or how they steer a ship, are all related providers today.

The seminar concluded with a gala dinner organised for the seafarers and their families. Each member at Goodwood shared a great love and passion towards their work and life. It is this that makes Goodwood, one of the leading maritime service providers today.

Marx Media



Improving Motor Bearing Reliability

Seafarers quote

"I have been with Goodwood since 2008. It is difficult to dissipate knowledge on board with so much work load and so many regulations to follow. Forums like these help us to get the junior staff and the new joiners' in-tune with the company's policy and procedures."

- Capt Nasheet Goshal

"This is the best forum to interact with your peers and the top management. It makes one feel counted and valued."

- Capt Adrainwala

"I have been sailing with them since its inception and seen the company grow. Seafarers are always treated with utmost care here which might not be the case with many other companies. They are caring, safety conscious and open for interaction and feedback."

- Capt Rajaram Balasubramanian

"Sessions like these are important to make us aware of the prevailing industry needs. They help us gathering knowledge that can help us in having a safe sailing."

- C/E Raja Peter George

"Goodwood is like an extended family. I have started my career with them and intend to stay with them till the end. They have always leveraged the right knowledge and skill required onboard to work towards a 'zero harm' goal."

- CE Ramesh Bhawar Lal



ANNUAL GOODWOOD SHIPMANAGEMENT FAMILY GET TOGETHER

Seafarers and their families within Metro Manila and including nearby provinces attended the annual Goodwood Shipmanagement family get-together at the Grand Ballroom of New World Hotel in Makati. It was thrilling to see all families walking in with great enthusiasm, particularly the kids who dressed-up in costumes to accentuate this year's theme 'Santa Claus'.

It began with a two-hour interactive session on Resilience conducted on the other side of the ball room attended by the seafarers and their respective wives. In this session a healthy discussion was carried out on how we can use the concept of Resilience in improving on our various behavioural aspects. As part of this session, the participants were also shown a video titled "A Journey Towards Resilience – A Decade with DIPECHO". This video explained how the Disaster Preparedness ECHO program (DIPECHO), which is the heart of the disaster risk reduction efforts in Philippines, has benefited various communities by increasing their resilience and thereby reducing the vulnerabilities of communities in disaster-prone areas. All participants responded in a very positive way towards this concept.

The program progressed on with the kids and adults kept busy by the gorgeous host who facilitated the parlor games and other activities such as the kids costume runway etc. The guest mascot inspired by this year's theme, was Olaf from the movie Frozen who playfully danced with the kids and had pictures taken around the venue. With much to their delight, everyone who participated in the games/contests received fabulous gifts and prizes from the organizer. After a sumptuous lunch, people were treated to a first-rate performance by the guest performers, with their amazing light exhibition and the emotional sand art.

Finally, the event ended with a group photo – all the families and guests were called to the front of the stage for a group souvenir picture. A copy of these photos will be sent onboard together with the videos taken in order to share this special occasion with those seafarers onboard.

TEN TIPS TO IMMUNIZE YOURSELF AGAINST STRESS

1. Perk Up

No caffeine required. When the afternoon slump comes around, skip the coffee and opt for a walk or workout instead. Morning and mid-day exercise results in higher productivity the rest of the day and improved sleep.

2. Zen Out

There are times when solitude can be a source of replenishment and is necessary for stress management. Whether it's quiet meditation, exercise, reading, listening to music, sketching, writing, or just chilling out - take time to do things that help you feel relaxed.

3. Give Up The Gadgets

Choose to spend on board free time enjoying the company of your crewmates. Stay connected to people, not the network.



4. Stop taking on everything.

Who said you must get everything done and done right for everything? If you've willingly assumed this mantle, now's the time to toss it aside. It's impossible to be perfect, so why pursue perfection? Self-expectations are a huge hurdle to overcome, but you can do it. Tell yourself that you don't have to do everything. This is the first step to effectively managing stress.

5. "H.A.L.T."

If you are feeling ready to lose it - whether from stress, frustration, or other people - stop and think "H.A.L.T. - am I Hungry? Angry? Lonely? Or Tired?" Chances are you are probably one of these. Maybe more. Before you react, take some time and address the real issue.

6. Ditch the Desserts

Choose fruits instead at most meals - then savour the occasional holiday treat. Eating too much sugar, fat and carbs decreases cognitive performance and alertness, cause chronic inflammation throughout the body and worsens depression.



7. Ditch the Drink



If you are feeling sad or lonely, don't drink alcohol as it is a depressant. It's like throwing gasoline on a fire.

8. Reach Out

If you need someone to talk to, find a crewmate, Captain, family and friends via email or company - there is always support all around you.

9. Live in the Now

Take time to reflect on - and let go of - past disappointments and find joy in the present moment.

10. Laughter is Great Medicine

It brings about physiological changes similar to aerobic exercise, speeding up the heart rate, increasing blood circulation and working numerous muscles all over the body. Laughter is believed to prevent heart attacks and strokes by easing tension, relieving stress and reducing anger. It can also boost the immune system and help lower levels of anxiety and depression.



Source : British Journal of Psychiatry

WORK SMARTER SO THAT YOU CAN PERFORM BETTER

A tortoise and a hare had an argument about who was faster. They decided to settle the argument with a race. The hare shot ahead and ran briskly for some time. Then seeing that he was far ahead of the tortoise, he fell asleep under a tree. The tortoise overtook the hare and soon finished the race, emerging as winner. Moral 1: Slow and steady wins the race.

The hare realised that he had lost the race only because he had been over-confident, careless and lazy. So he challenged the tortoise to another race. The tortoise agreed. This time, the hare won by several miles. Moral 2: Fast and consistent will always beat the slow and steady. It's good to be slow and steady, but it's better to be fast and consistent.

The tortoise realised that there's no way he could beat the hare in a race so he challenged the hare to another race, but on a slightly different route. The hare agreed. They started off and the hare took off and ran at top speed until he came to a river. The finishing line was a couple of kilometres on the other side of the river. The hare sat there wondering what to do. In the meantime, the tortoise got into the river, swam to the opposite bank, continued walking, and finished the race. Moral 3: First, identify your core competency and then change the playing field to suit your core competency.

The story continues. They decided to run the race again, but this time, as a team. They started off, and this time, the hare carried the tortoise till the riverbank. Then, the tortoise took over and swam across with the hare on his back. On the opposite bank, the hare again carried the tortoise and they reached the finishing line together. They both felt a greater sense of happiness, satisfaction and success. Moral 4: Teamwork is mainly about situational leadership, letting the person with the relevant core competency in a situation take the leadership.

Note that neither the hare nor the tortoise gave up after failure. Moral 5: The tortoise changed his strategy because he was already working as hard as he could. Sometimes, you just have to change strategy and try something different. And sometimes it is appropriate to do both.

Moral 6: When we stop competing against a rival and, instead, start competing against the situation, we perform far better.

Working on the basis of your strengths will not only get you noticed, but will also create opportunities for growth and advancement?

Source : Times of India

DANGERS WORKING WITH HIGH VOLTAGE EQUIPMENT ON SHIPS

In marine practice, voltages below 1,000Vac (1kV) are considered low voltage, and high voltage is any voltage above 1kV. Typical marine high voltage system voltages are 3.3kV, 6.6kV and 11kV as follows:

- high voltage switchboards with associated switchgear, protection devices and instrumentation
- high voltage cables
- high voltage/low voltage step-down transformers to service low voltage consumers
- high voltage/high voltage (typically 6.6kV/2.9kV) step-down transformers supplying propulsion converters and motors
- high voltage motors for propulsion, thrusters, air conditioning and compressors

A high voltage electrical shock is a significant danger to any person carrying out electrical work. Any contact with a live conductor will probably result in a fatal electric shock. There is also a risk of severe burn injuries from arcing if conductors are accidentally short-circuited.

A high voltage electric shock will almost certainly lead to severe injury or a fatality.



HIGH VOLTAGE TEST EQUIPMENT



POTENTIAL INDICATOR FOR EARTHING ROD

Factors that could increase the risk of receiving an electric shock:

- high voltage work may be carried out close to a person who is not familiar with high voltage hazards. Therefore, the area must be secured from the surrounding non-electrical work and danger notices posted
- areas of earthed metal that can be easily touched increase the possibility of electric shock from a high voltage conductor
- high voltage insulation testing (flash testing) can be particularly hazardous when several parts of the equipment are energised for a period of time
- equipment using water as part of the high voltage plant can lead to an increased risk of injury
- using test instruments when taking high voltage measurements can increase the risk of injury if the protective earth conductor is not connected. This can result in the enclosure of the instrument becoming live with dangerous voltages
- high voltage equipment will store energy after disconnection. For example, on a 6.6kV switchboard, a fatal residual capacitive charge may still be present hours or even days later
- If, during maintenance, a high voltage circuit main earth (CME) is removed from the system, it must not be worked on as the high voltage cabling can recharge itself to a high voltage (3-5kV) from induced voltages from nearby live high voltage cabling

RISK ASSESSMENT

The access to high voltage switchboards and equipment must be strictly controlled by using a risk assessment and a permit to work system. Isolation procedures must involve a safety key system and earthing down procedures.

Remember the acronym:

- **D**isconnect
- **I**solate
- **E**arth

To help identify high voltage system work precautions, a risk assessment must be completed by the Chief Engineer or Electrical officer together with all crew who will be engaged in the task and this should consider:

- how familiar are the personnel with the high voltage system and equipment?
- can the work be done with the equipment dead?

- is it necessary for someone to work on or near live high voltage equipment?
- what precautions have been taken to avoid danger and prevent injury?
- is the person(s) carrying out the work competent or adequately supervised?

PERMIT TO WORK SYSTEM FOR HIGH VOLTAGE SYSTEM WORK

- The company HSQE management system includes an ISOLATION permit to work system for electrical equipment.

NOTE: LOW VOLTAGE SYSTEM PERMITS TO WORK ARE NOT APPROPRIATE FOR WORKING WITH HIGH VOLTAGE SYSTEMS.

ADDITIONAL PROCEDURES NEEDED FOR HIGH VOLTAGE SYSTEMS

EARTHING DOWN

Earthing down is a very important concept to understand when working with high voltage systems. It is important to ensure that any stored electrical energy in equipment insulation after isolation is safely discharged to earth. The higher levels of insulation resistance required on high voltage cabling leads to higher values of insulation capacitance (C) and greater stored energy (W). This is demonstrated by the electrical formula:

Energy stored (W) Joules = (Capacitance x Voltage²)/2 Earthing down ensures that isolated equipment remains safe.

Even if the system is isolated, you can still receive a fatal shock caused by the stored energy. The system must be earthed and proven dead before work commences.

There are two types of earthing down a high voltage switchboard:

Circuit earthing - an incoming or outgoing feeder cable is connected by a heavy earth connection from earth to all three conductors after the circuit breaker has been racked out. This is done at the circuit breaker using a special key. This key is then locked in the key safe. The circuit breaker cannot be racked in until the circuit earth has been removed.

Busbar earthing - when it is necessary to work on a section of the busbars, they must be completely isolated from all possible electrical sources. This will include generator incoming cables, section or bus-tie breakers, and transformers on that busbar section. The busbars are connected together and earthed down using portable leads, which give visible confirmation of the earthing arrangement.

Personnel should not work on high voltage equipment unless it is dead, isolated and earthed at all high voltage disconnection points. The area should be secured, permits to work or sanction for test notices issued, access should be limited and only competent personnel should witness the testing to prove isolation.

Source : Standard Club

ADDENDUM TO OUR HEALTH CAMPAIGN – YOUR HEALTH IS IN YOUR HAND

As most seafarers are very busy when they are on board a ship, it stands to reason that the health part of their life is indeed a very neglected aspect. Very few people can commit to long term health habits when they are working non-stop and barely get any respite. There is no one to monitor their food habits, sleep and relaxation on board the ship. They are expected to be self sufficient and somehow manage to be fit and healthy so as to contribute to the smooth functioning of the ship. But what about the smooth functioning of their bodies? This is somehow taken for granted. Here are a few suggestions which could augment your health if done on a regular basis. The change has to come from you and it should be sustained so as to become a healthy habit.

Since food is one of the basic building blocks of our health, let us begin with the meals you have. Of course, there are no vast choices here, as the food is prepared in bulk. The key here is to eat wisely and on time. Choose the healthier option of a boiled or poached egg over a fried egg. Eat at least 5 helpings of fruits / vegetables during the day, spread over your 3 meals and as snacks. Avoid sugary juices and colas. Never go hungry because you will binge on the next meal. Eat fruits preferably on an empty stomach. You don't have to give up the high calorie food; just eat less of it, and you will be satiated. Drink water consciously every hour so that all the toxins are eliminated from the body and the body systems function smoothly. Rather than popping supplements, eat your way to good health. Take a walk in the morning sunshine to get your quota of vitamin 'D'. You'll find that your aches and pains are vastly reduced. Have yogurt if available as it is a natural probiotic. Don't skip breakfast and eat every meal slowly. Relish every nourishing mouthful.

Since you are already in a working environment, the chances of getting a regular time to work-out may seem difficult. Try to incorporate an exercise routine that you can follow at least 4-5 times a week. A brisk walk on deck will energize you and at the same time relax your mind. You can inwardly meditate as you walk, concentrating on your breathing patterns. A mindful time with yourself can literally cut stress by half. Happiness and contentment come from within. Focus on your unique capabilities and list all the things that you can be grateful for. Practicing gratitude consciously makes us more positive and optimistic. A healthy mind in a healthy body makes up a whole person who can perform to the best of his ability and be the best he can.

Contribution from: Capt. Shahjan George - RIDGEBURY ALICE M



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