



FORESIGHT

FORESIGHT • JULY 2019

A. SYMPHONY / A. MELODY - (SUEZMAX TANKERS)



A. Symphony was taken on 23 May 2019.



A. Melody was taken over on 28 May 2019.

NEWSLETTER CONTENTS

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JULY 2019 EDITION

GLOBAL SULPHUR CAP 2020 - SHIP IMPLEMENTATION PLAN



The primary international regulatory mechanism for controlling ship emissions is IMO MARPOL Annex VI, Regulations for the Prevention of Air Pollution from Ships. The regulation limits fuels with a sulphur content of up to 0.10% to be used within the Emission Control Areas (ECAs) from 1 January 2015 and a sulphur content of up to 0.50% to be used globally from 1 January 2020. As defined in Regulation 2.9 of Annex VI, SOx emission controls apply to all fuel oil used in combustion equipment and devices onboard unless an approved exhaust gas cleaning system, such as a scrubber system, is installed.

To support implementation, compliance and Port State enforcement for the 1 January 2020 fuel sulphur limit, IMO has moved to ban the carriage of high sulphur HFO, i.e., 3.5% sulphur fuel. With the exception of vessels which are fitted with a SOx scrubber, the MEPC committee has indicated that the carriage of high sulphur HFO for onboard combustion will be prohibited effective 1 March 2020.

Although a Ship Implementation Plan (SIP) is not mandatory, for effective and consistent implementation of the Sulphur cap requirement, ship owners have been encouraged to develop a SIP to demonstrate compliance with the requirements of the IMO MARPOL Annex VI. The SIP is to assist in the implementation of the 0.50% sulphur limit by 1 January 2020.

For the Goodwood vessels, this plan is well-defined and has been developed in accordance with the IMO guidance provided in MEPC Circular MEPC.1/Circ.878 as well as in other industry guidelines. The plan has been complemented with a record of actions taken/to be taken by the ship to be compliant by the applicable date.

The SIP for Goodwood vessels will help to mitigate the risks associated with the transition from the current use of heavy fuel oil to 0.50% max sulphur fuel by addressing the following:

- Risk assessment and mitigation plan (on the impact of new fuels)
- Fuel oil system modifications (if needed) and tank cleaning
- Fuel oil capacity and segregation capability
- Procurement of compliant fuel
- Fuel oil changeover plan
- Documentation and reporting

Another aspect that has been covered throughout the SIP is of Crew Training. It is identified that initial and periodic crew training addressing the following is to be carried out:

- Characteristics of the 0.50% max sulphur fuel regarding compatibility, stability, density, viscosity, pour point, lubricant compatibility, etc. for proper handling and application of the fuel
- Operational challenges of 2020 sulphur limit compliance
- Fuel switching considerations where such switching may be necessary, e.g., entering and leaving ECAs
- Compatibility of onboard equipment with the 0.50% max sulphur fuel with respect to viscosity, density, etc.
- Safety hazards associated with the flashpoint and mitigation measures
- Unusual components in the 0.50% max sulphur fuel

Contributed by: Sanjeev Bhandari (HSQE Department)

STAYING VIGILANT AMID CYBERSECURITY THREATS

In 2016, the IMO approved its interim guidelines on maritime cyber risk management, providing high level recommendations on cyber security for the maritime industry. Following this, the Marine Safety Committee (MSC98) and Flag States in 2017 recommended cyber risk management in accordance to the objectives and functional requirements of the ISM Code. In 2018 TMSA-3 added Element 13 with a list of KPIs and best practice guidance to enhance cyber security on ships.

The Digital Age is rapidly shaping the way we live, work and play, and the maritime industry is no exception. Ships are increasingly adopting onboard systems that boast cutting-edge technologies which help with operational efficiencies. However, these technologies can be a double-edged sword. They have brought about a greater risk of unauthorised access or malicious attacks to ships' systems and networks. Risks also arise from personnel accessing systems on board, for instance by introducing malware via removable media and ship staff must be aware of the consequences.

There are **two categories of cyber attacks** which may affect ships and equipment:

- 1 **Untargeted attacks**, where ship systems and computer data are potential targets
- 2 **Targeted attacks**, where ship systems and information are the proposed objectives.

On ships, the Bridge and the Engine Control Room equipment are potential targets.



Common cyber vulnerabilities on existing ships and on some new build ships are:

- Outdated or missing antivirus software and protection from malware.
- Sharing of personal passwords on network drives or new staff accessing on-board computers using the pass words of former crew.
- Removing USB locks from shipboard equipment (viz. ECDIS) - and connecting flash memory drives and mobile phones to the USB drives may result in computer virus infection and lead to a complete crash of the operating software.
- Buying and using hardware and deliberately bypassing the ship's on-board fire wall to obtain 24 hours personal internet access.

Cyber Security Awareness Tips for ship staff

- Never respond to requests for personal information via email until you verify it by contacting the requester directly.
- Check the identity of the sender. Do not open attachments and do not click on Internet links provided by suspicious or unknown senders.
- It takes only a few seconds to secure your computer and help protect it from unauthorised access. Lock your computer every time you leave your desk.
- Store your portable devices securely. When not in use, store devices out of sight and in a locked drawer or cabinet when possible.
- Adhere to copyright restrictions when downloading material from the Internet.
- Change the manufacturer's default passwords on your satcom system.
- Common computers on ships tend to accumulate all sorts of cruft over extended periods of use or when not switched off for long periods, and these include temporary files, disk caches, page files, open file descriptors, pipes, sockets, zombie processes, memory leaks, etc. The cruft can slow down the computer, but it all goes away with a restart. Basically, rebooting a computer every day gives your machine a fresh start and helps to avoid minor system issues.
- For systems (viz. ECDIS) which may require regular updates using USB - use ONLY dedicated USB drives.

Contributed by : Goodwood IT Department

SOCIAL SUNDAY: A SHIPBOARD INITIATIVE

In addition to leading by example, Captains and Chief Officers have an important role to play in terms of promoting good mental health on board. Depression, anxiety, and psychoses are mental illnesses that affect a lot of seafarers due to the nature of their work and some of the contributing factors (not limited to) are:

| | |
|---|---|
| No set schedule / lack of social interaction | Lack of OR sleeping too much |
| Limitations on physical movements / Difficulty sleeping or constant tiredness or feeling of fatigue | Crew members who are unfamiliar with each other |
| Loneliness from separation of family/social life resulting in weight loss | Lack of care over appearance / loss of humour / poor job performance |
| Feeling run down / Extreme worry / Loss of confidence / Disruptive behaviour | Increased errors / forgetting tasks / Increased coffee, cigarette consumption |
| Being ridiculed by your seniors | Making derogatory remarks |
| Ridiculing or belittling someone | Making physical treats / intimidating |

The World Health Organisation defines “[mental health](#)” as a state of well-being in which every individual realises his or her own potential, can cope with the normal stresses of life, can work productively and fruitfully, and is able to make a contribution to her or his community.

According to a 2016 Sailors' Society report which studied more than 1,000 seafarers, 25% of them have experienced depressive symptoms over a two-week period, while 45% of them did not ask for help.

To tackle this issue, Goodwood Ship Management has proposed a Social Sunday Session (preferably in open seas) which features team-building sessions and group activities that encourage social interactions on board amongst the entire ship's complement (excluding the watch keepers of course). These activities, where weather permits, include Yoga, Zumba, tug-of-war, Bingo, horse racing, aerobics, dart and table-tennis tournaments.



“The above photographs were sent by Master of DHT Redwood, DHT Bronco & DHT Stallion”

My journey with Goodwood....

I started my voyage with Goodwood Ship Management in 2008 as a 2nd Mate and since then there has been no looking back. After clearing my Master's from Singapore and completing my sea time as Chief Officer on board, I received a much-awaited call "to attend the Goodwood Singapore office" for an Office Assignment prior being promoted to Master.

I was introduced to my colleagues on the first day of my new assignment, many of whom I was familiar with as they had sailed with me as my Master/Chief Officer/Superintendent. I'm sure seafarers who have been in my position will agree with me that it's not an easy task to sit in front of your assigned computer from 9AM to 6PM after years of sailing the high sea.

Slowly, I made the transition to my shore role and it did not take too long to understand what was expected from me. I was being trained to deliver "flawless services to our customer", and to do so, I had to be familiar with the working procedures in the office as well as the different departments and their staff.

I started my "in house" journey by attending the weekly board meetings chaired by our MD Capt. Sabnis and with all HSQE/OPS/TECH managers followed by conducting remote audits, attending the vessel as a buyer representative with office staff and preparing inspection reports. In addition, I carried out navigation, cargo and mooring audits with the HSQE & OPS departments.

During my tenure, I was involved in preparing Q88, BWMP, SOPEP, MSMP & LMP, STS plans for the vessel being taken over, reviewing HSQE manuals & procedures, preparing new checklists for particular operations, and reviewing and making new risk assessments for the PAL library. I also briefed new hires with the HSQE procedure and company requirements. I took an active part to prepare for the office TMSA-3 conducted by P-66 (Oil major). I was fortunate enough to attend the real online drill with vessel MT Leo and in preparing fleet memo 007 of 2019.

Slowly, I got into the rhythm of office routine, and to my surprise I realised the office staff whom I have forged close ties with are the ones I can fall back on in times of need. This sense of esprit de corps is invaluable both on shore and at sea.

My shore role has given me insight into the different operations being conducted in different parts of the world by various vessels in the fleet. It has taught me how to handle different situations, going through charter party clauses and important aspects of tendering NOR at the start of lay can.

I have distilled what I have learned into the following:

- Set realistic targets that are specific, attainable and time-bound.
- Make an action plan and stick to it: a plan has to be in place for every job, regardless of what the job is. Be prepared to overcome any unforeseen circumstances that may arise.
- Displaying initiative demonstrates your drive and willingness to think and take action when necessary.
- Good communication is a two-way process and a key to fostering good working relationships with staff.
- A good leader not only supervises but also guides and mentors their subordinates.
- Be accountable for the decisions you make under pressure, regardless of whether the decision turns out to be a 'good' or 'bad' decision.
- Embrace challenges: successful people overcome challenges and best way to overcome challenges is to never stop learning.
- And finally, be an ardent observer.

I have been fortunate to have the full support of my colleagues and staff at Singapore Office during my learning journey. It was indeed a pleasure working with them.

Bon Voyage!

Capt. Ajay Chauhan



AIR COMPRESSORS SAFETY OPERATING GUIDELINES

Air compressors, the most important auxiliary machine, are critical for ship operations. The protection systems of the compressors must be fully operational at all times in order to prevent breakdowns/explosions. There are several reports from the industry, which state that numerous air compressor incidents have resulted in injury and even death of crew members.

The important safety items generally fitted on compressors are discussed below:

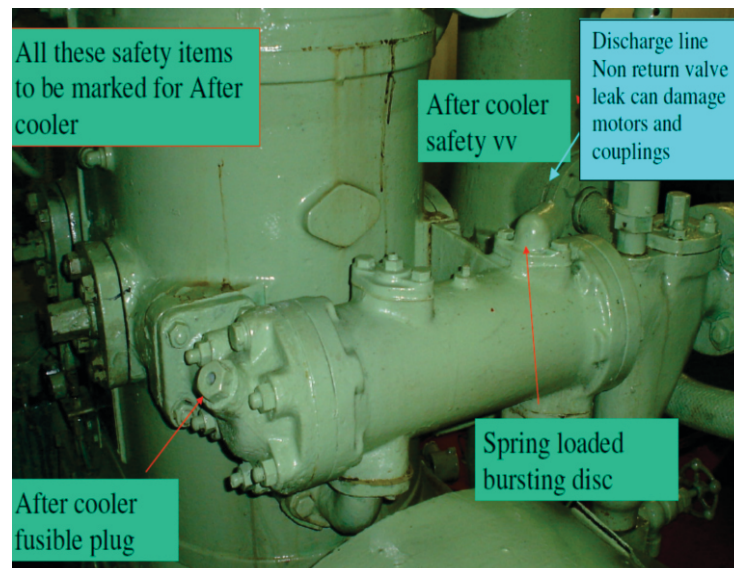
Compressor Air Side

- Safety valves at I / II stages: These are to prevent over pressurisation due to malfunctioning of systems and protect the components from explosion.
- Fusible plugs / High temperature sensors with electrical shut down: Whenever cooling water failure takes place the temperature rise is instant and the cooling coils can explode due to high air temperature. The shutdown devices will immediately release the high temperature air into atmosphere and prevent the explosion or shut down the compressor with sensor indication of high temperature.



Compressor Cooling Water Side

- Bursting or rupture discs: In case any inter cooler or after cooler side air leaks or cooler coils fail accidentally, the bursting disc will open and relieve the over pressure at cooling waterside and prevent explosion. This consists of an elastomeric membrane or thin metal disk that will burst at a set pressure, relieving any over pressure.
- Relief valve: A separate relief will be fitted if the bursting disc is not provided.
- Combined relief valve and bursting disc: To increase the reliability of the system, a combined system is also used in some sensitive compressor installations.



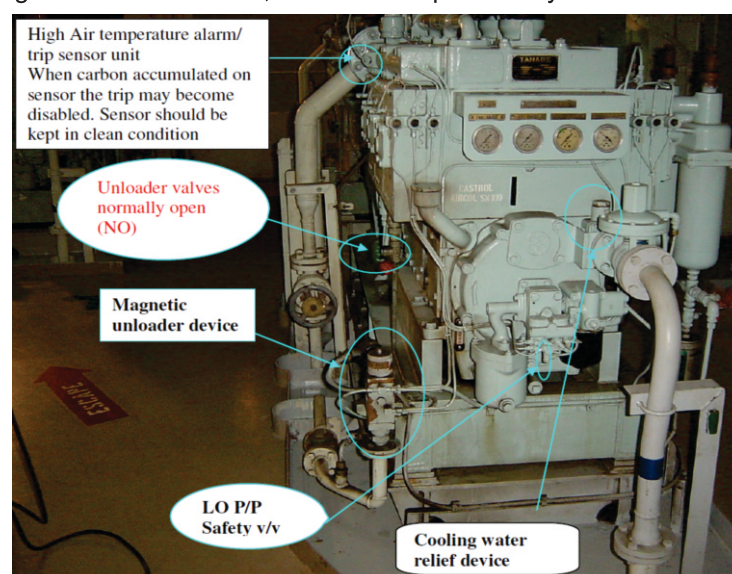
Lubricating Oil Side

- Safety valve for lubricating oil pump: A safety valve is installed to protect the lubricating oil pump and pipe lines on the pump manifold.
- Low lube oil pressure shut down device: A lube oil low pressure switch is provided to shut down the compressor and prevent breakdown, when lube oil pressure is lost for various reasons like filter clogging, low oil level or loss of lube oil due to leakage.

If bursting discs are provided, kindly check that spare disc is available in spares inventory. Never Blank the bursting disc fittings and DO not use any Dummy discs with thin metal sheets or gaskets, which can cause cooler explosions.

Some Other Safety Operations


- Compressor unloader system: Many compressors are provided with automatic unloader systems with magnetic solenoid valves. At times, the unloader operation may turn defective due to clogging of the operating air lines / defective seal rings / malfunction of magnetic solenoid valves or even power failure to magnetic solenoid valves. When unloading device turns defective, the compressor motor and coupling bolts are subjected to tremendous starting torques. This may burn the motor and damage the coupling bolts.
- Compressor discharge line non return valve: Whenever this valve malfunctions the air leak from the receiver to compressor causes air pressure build up on top of 2nd stage cylinder, thus at starting heavy load is experienced by the motor and couplings. At successive starts, the motor and coupling bolts may be damaged.
- Electrical breaker safety precautions: Safety items like over load trip switch, high temperature switch and space heaters for large compressor motors must be fully operational in order to protect this expensive and critical machinery.
- Valves markings: NC - Normal close; NO: Normal open for any in advertent handling of the valves.



Contributed by: Technical Department

Safety Drills: 10 Steps on how to improve boat & fire drill performance onboard ships

Drill Performance onboard ships is the most vital element of a successful emergency response.



DRILL SCHEDULE

Vessel:

Year:

| Details Of Drill /Training | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Note |
|--|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|
| Life Boat Drills (Weekly) | | | | | | | | | | | | | |
| Abandon Ship/ Life boat with Life Raft Launching procedure | | | | | | | | | | | | | |
| Lowering of Life Boat in water (3 monthly) | | | | | | | | | | | | | |
| Lowering of Rescue Boat in water (Monthly)* ^{SOLAS Ch-III, Reg 19} | | | | | | | | | | | | | |
| Free Fall Life Boat – 3 monthly ^{#2} | | | | | | | | | | | | | |
| Free Fall Life Boat – 6 monthly ^{#3} | | | | | | | | | | | | | |
| Fire Drill (Weekly) | | | | | | | | | | | | | |
| Accommodation (Crew Cabin/ Smoke room/ Galley or Pantry / Laundry Electrical/ CCR electrical/ Bridge or Radio room electrical/ Vessel specific scenario) | | | | | | | | | | | | | |
| Cargo Space/ Deck Fire (Cargo Hold or Tank/ Pump room Explosion/ Main deck/ Cargo or Bunker manifold/ Mastriser (on tankers)/ Paint Locker/ Fore Peak Store / Bosun or deck store/ Vessel type or trade specific scenario) | | | | | | | | | | | | | |
| Engine Room (Purifier Room/ Steering gear room/ ECR Elect./ Boiler/ M/E or A/E / Workshop/ Vessel specific scenario) | | | | | | | | | | | | | |
| SOPEP / VRP Drill | | | | | | | | | | | | | |
| Cargo / Bunker Pipe Line or Manifold Leak / Haz. Vapour Release | | | | | | | | | | | | | |
| Hull Leakage/ Excessive List / Hazardous Vapour Release (May be coupled with Grounding/ collision drill) | | | | | | | | | | | | | |
| Cargo / Bunker tank overflow / Hazardous Vapour Release | | | | | | | | | | | | | |
| QI Notification (When Proceeding to U.S.) | | | | | | | | | | | | | |
| Miscellaneous Drills | | | | | | | | | | | | | |
| Emergency Steering (Additionally 24 hrs prior arrival US port) | | | | | | | | | | | | | |
| Collision (Immediate reduction of Engine Speed/RPM at sea) (May be coupled with Fire or SOPEP/ Flooding drill) | | | | | | | | | | | | | |
| Rescue from Enclosed space / Pump room with Medical First Aid, Resuscitator/CPR and Stretcher use | | | | | | | | | | | | | |

● It is the quality of drills not quantity that matters

Apart from SOLAS/MARPOL drills compliance, vessels are also required to perform an exhaustive number of drills in order to comply with Flag and other SMS requirements. This brings the total number in excess of 30 for a tanker or 25 for a dry bulk carrier – and appears to be a tall order. However, with a clear understanding of onboard personnel's priorities, these drills can be better scheduled and prepared.

● Consolidate the scenarios to make drills more realistic

Realistic scenarios need to be considered to properly prepare for a full-scale emergency i.e. heavy weather, hull failure, flooding, personal injury and helicopter operations. The need to plan and carry out tabletop drills every two months on board ships is of paramount importance not only for injecting reality to these emergencies but also for managing the shore interface in an emergency, with reference to the nine sequential steps provided.

● Drill performance objectives / targets are not set

If objectives and targets have not been clearly specified and set before commencing a planned drill, there is little scope to measure how well the drill was performed. Effective use of checklists (Element 15) and well-guided drill execution by command and control team would contribute to a meaningful evaluation upon completion of each drill – detailing what went wrong and measuring performance targets.

● Crew responsibilities must be rotated as per crew experience

When allocating drill roles / responsibilities, the Master together with the command and control team are advised to select members for key roles based on their experience and ability for each scenario such as collision, hull failure, and so on. A crew member normally serves a nine-month contract and his responsibilities can be rotated in order to be given exposure to other aspects of emergency drills.

● Motivation from senior management is crucial

When tragedy strikes, the ship's crew reaction may vary depending on the type of emergency. Hence, motivation by the Master and Chief Engineer is key in ensuring every drill when conducted will save lives / the environment / property depending on the scale of the incident. A good recommendation is to have regular team building activities during Social Sunday sessions which will motivate the team to perform even better during a shipboard emergency.

● Conducting drills in line with good ship practices

SOLAS requires every crew member to participate in a fire drill every month and companies specify in their company SMS their own requirements which include the latest piracy/security threats in the form of a matrix and the list goes on. Upon taking command, each Master must plan and execute the necessary drills which are going to be of IMMEDIATE concern FIRST as the voyage progresses. This will give the Master and crew a much greater sense of being part of the Emergency Team.

- **Industry is having a paperwork approach**

An auditor/ inspector asks: "Have you done it? Show me the record!" In many instances, to ensure drills are being conducted as required, Captains are expected to/ responsible for keeping a record of these drills, on top of increased workload and managing heavy weather or other unforeseen operational circumstances especially for vessels on short voyages.

- **PSC, Flag State and Class Surveyors need to carry out an emergency drill during an audit**

Every PSC, flag state and class surveyor has now been tasked to carry out a drill as part of the audit process. Depending on the operation going on the vessel at the time, a drill may be called for. Masters are required to evaluate the risk of the current operation and if necessary, to stop operations in order to perform the drill. All the more reason to have quality drills at sea to ensure and assess the ship crew capability in handling an emergency, because the 3rd party can detain your vessel.

- **Audit a drill performance in order to ensure no gaps exist**

Masters and onboard trainers are also expected to assist in the audit process – beginning with a review of the drill evaluation report prepared by the 3rd party officer to highlight gaps, if any. This is to ensure future staff do not repeat the same mistakes. One of the best practices observed across the industry is to video record at least one training a month and then playback the recording after the drill. This will also highlight gaps and ensure that staff onboard are well-prepared to handle any emergency.

- **Set your one shipboard KPIs to monitor drill performance**

- Drill performance can be monitored via the following KPIs:
- Number or % of drills not performed on scheduled time for any reason
- Number or % of drills which were not performed as per industry requirements.

Conclusion: Each crew member onboard must be self-motivated to be able to handle any shipboard emergency as it will save lives, property and the environment. As the saying goes, 'Even if you save a life onboard a ship, don't expect a pat on your back - you have just done your duty'.

Contributed by : HSQE Department

OBITUARY - CAPTAIN KAMALKANT K. MAHAPATRA (1973-2019)



It is with extreme sadness that we share the news of the sudden death of our beloved Capt. Kamalkant Mahapatra in Pune on 1 June 2019.

He was under medical treatment for last two months, and he sounded cheerful and seemed to be progressing well at home.

He served with Goodwood for the last ten years and he was an asset to the Organisation.

He was extremely lovable, always cooperative and forthcoming, and ready to assist all his shipmates. Above all, he was a wonderful colleague and a friend to all who had the privilege of sailing with him.

Many of you would recall him playing the guitar at our annual conferences and conducting aerobic sessions on board his vessels with crew and officers every Sunday.

We at Goodwood extend our heartfelt condolences to his wife and family. He will always be remembered.

Capt. A. R. Sabnis and the Goodwood family



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