Goodwood

FORESIGHT

Crew-change restrictions relaxed around the world allowing our seafarers to come home.

APRIL 2022 EDITION

DHT FALCON - SAR PARTICIPATION

DATE: 21 MARCH 2022
LOCATION: Sea of Kagoshima (About 100 Nm from Japanese island Kikaishima)

Search and rescue, a situation where both distress and opportunity to save lives occur at the same time. We all have read about it but very few have actually experienced it. We had an opportunity to experience it firsthand, recently on our voyage form Tomakomai, Japan to Singapore.

It was a day with calm seas and clear visibility, when we got a call from another vessel about a fishing vessel being on fire and requesting assistance in locating and saving people, who have jumped or fallen in water. The location of distress was on our vessel's passage about 13 Nm ahead and about 10 Nm from nearest Japanese islands. 3 out of 8 crew members of the fishing boat were missing.

We immediately informed our DPA Capt. Arthur Martin and appraised him of the situation. The DPA concurred with vessel's obligation and instructed us to participate in SAR operation.

We approached the position at reduced speed with engine room manned. Due to presence of other 2 large vessel's on scene, navigational safety was of utmost importance. Extra lookouts were posted on bridge as well as on deck. Lifeboats were prepared for launching. On deck, lifebuoys with extended lines were kept in readiness. Cargo nets were lowered to water level. Accommodation ladders were swung out.

When we arrived at the scene, a Japanese coast guard aircraft was scanning the area. The first vessel to respond to the distress call was LNG Carrier Woodside Rogers, which had picked up 3 survivors from the water who were badly burnt in the fire. Apart from that our vessel, CMA CGM Herodote and a small fishing vessel Aoimaru were involved in the effort.

We were maneuvering with minimum speed. Lot of fishing net markers, probably released from the boat in distress, were floating in the vicinity. Being black in colour, each would resemble a man in water. Presence of dolphins also added to the confusion.

Meanwhile Coast guard aircraft located one survivor which was picked up by Aoimaru. All 4 survivors were picked by the coast guard helicopter from LNG Carrier Woodside Rogers.

Three hours in the search none of the vessels could spot any more survivors. 4 survivors were yet to be found. Meanwhile 2 Japanese coast guard boats arrived on the scene and took over the search and rescue operation.

On the scene, now there were 3 large vessels including ours, 1 fishing vessel assisting and 2 Coast guard vessels.

Soon the coast guard took control of the scene and all vessels were released from the SAR operation.

Vessel's experience from this search and rescue operation:

1) The weather was good with almost no wind and calm sea. In spite of that it was very difficult to locate and identify any floating object positively until it was very close. It would be a challenge to spot a survivor if sea conditions were rough.

2) Lack of instructions from Japanese coast guard; there were total 4 vessels at the scene but no datum and search patterns were established by the on-scene coordinator and Japanese coast guard. Due to which each vessel had to decide her search route keeping clear of other vessel. In the hindsight, we believe that a establishing a datum / search pattern could have helped us more.

3) Ineffective communication with Japanese coast guard; the communication in English was very difficult with Japanese coast vessels and aircraft. Vessel had to call nearest Japanese MRCC to get a reply and information.

While approaching the scene, each one of us were experiencing a sense of duty towards fellow seafarers and empathy for them. Reminiscing of what they must be going through, sends a chill down the spine.

The bottom line is that the safest place at sea is your ship, as we have seen even a calm sea is also not enough to save life.

- Team DHT FALCON

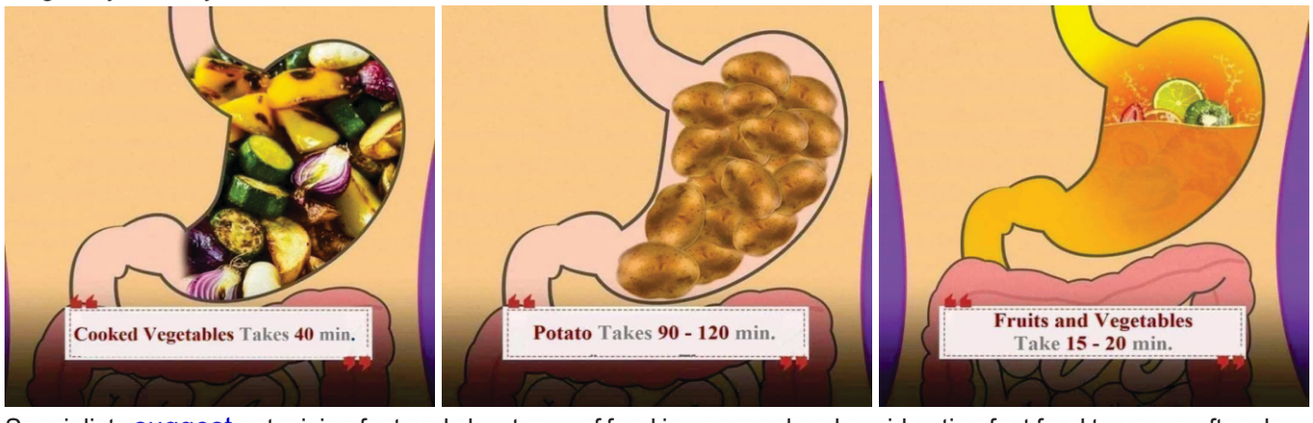
DID YOU KNOW HOW LONG IT TAKES FOR CERTAIN FOODS TO GET DIGESTED?

The impact of digestion on weight loss is very significant. As we were told many times, we are what we eat. Of course, the exact digestion time depends on an individual's physical health, metabolism, age, and even gender, but some foods will go through you in no time, while others will wander in your system for a while.

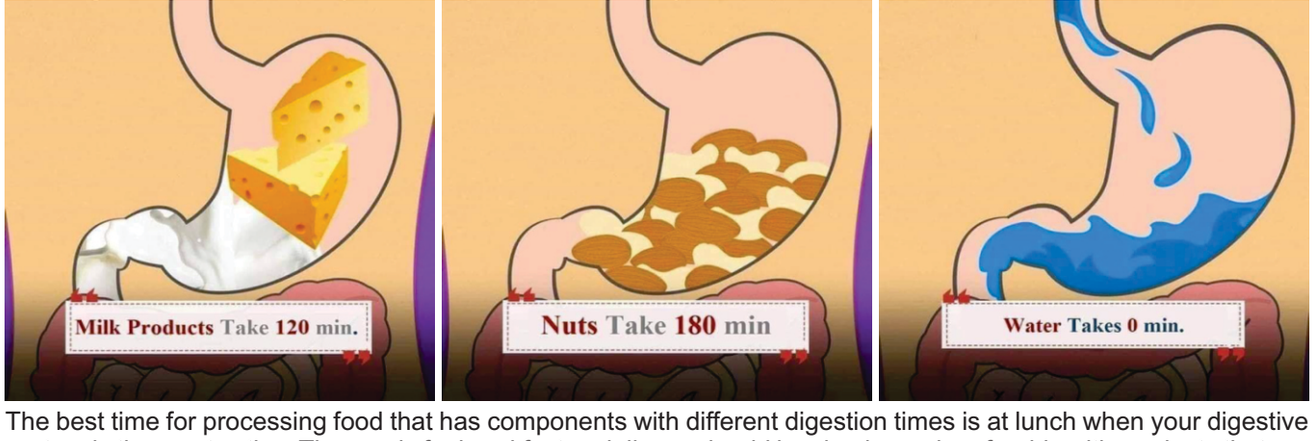
If we simplify the term, digestion time is a procedure when food that you eat breaks down into tiny particles that get transferred through your intestinal system into the bloodstream. It is important to understand digestion time to lose weight or to maintain what you have already achieved.

If you have lots of fast-digesting food, you may find that you are eating way more than you should, because very soon after you eat it, it's all gone, and you feel hungry again. This type of food gives you a rapid boost of energy — in other words, a glucose level jump. While a boost of energy sounds good, if your body is flooded with glucose and doesn't use it, the rest turns into fat.

Slow-digesting food raises your blood sugar levels much more slowly, giving more steady and balanced energy. But if you eat only very slow-digesting food, you make your digestive system work to the max all the time and it can be quite tough on your body.



Specialists suggest not mixing fast and slow types of food in one meal and avoid eating fast food too soon after slow, since digestion hasn't finished yet, and so you don't overload your stomach.



The best time for processing food that has components with different digestion times is at lunch when your digestive system is the most active. The meals for breakfast and dinner should be simpler and preferably with products that are quickly digested, so you get an energy boost soon after breakfast and let your stomach rest at night.

Source : Internet

// Destiny Made it happen // // Bloodline Sailors Forever //

Every profession has its impact which can be seen in the eyes of people around you. Although every profession is different it has its effects in all ways. Being Merchant Navy officers, we travel all over the world, From Oceans to oceans and from ports to ports, away from the family and our loved ones.

I never thought I would be in Merchant Navy, or to be more specific a navigator, but with my family's blessings and brother's guidance he brought me into this career along with him, being my elder brother Prashant always helped me with my studies and practical knowledge, he is what every other boy would dream of having a brother like him.

Prashant did his Pre-Sea from the Great Eastern Institute of Maritime Studies, Lonavla. Where he was selected into the first batch of Goodwood cadets, long back in 2008. As he is my elder brother, he showed me the right path. With all my efforts and hard work, I placed my first step on a ship in 2012 and started my career in shipping.

As sailors, we have had various experiences that have helped us and changed our way of thinking towards life. We are very thankful to Goodwood for giving us this opportunity and enhancing our lifestyle.

Usually, it's very uncertain to be on the same ship, two brothers having the same rank together, but our destiny made it happen to us after a long wait, our dream came true, almost after 10 years into shipping, we both the brothers PB and SB got chance to be onboard together. I relieved Prashant on 07th Feb 2022 in Singapore on 'DHT MUSTANG' It was one of the most precious moments of our lives, and made a good memory. Nobody usually gets that opportunity, and we feel fortunate about it. We will look forward to experience similar events to relieve each other in the rank of Chief Officer and Master in future.

In our profession, we get to meet and mingle with people of different cultures and nationalities. Life on the seas gives you ample time to be with yourself. We have seen whales, jellyfish, sharks, dolphins, even phosphorous algae that drift up in the Red Sea. But the best thing is like nothing can be compared to the sight of moonlight reflecting on waves.

Missing the taste of mom's food, to sister's good and bad moods, some random discussions with dad and mum the occasional bout with the wife, the cuddle with our children we being seafarers miss all these precious moments. People always see that we are paid in lakhs, but they never see what sacrifices we do. Being a Mariner means spending half your life on a ship far away from your family. What we miss most on ship are festivals and being away from our relatives and friends. We miss a lot of things like our child's 1st step, their laugh and joy.

While every profession has a positive and negative side, we always continue to focus on the positive side and make our family strong enough. As being two brothers sailing in the same company on the same Rank we try to manage things at home when Prashant is on board I stay at home and once he comes I go back to the sea. So that's the best advantage we have, one of us is always there to look after and be with the family. We are forever thankful to Goodwood for giving us such amazing opportunity and unforgettable memories for life.

Contributed by: 2nd Officer's Prashant Bagal and Sushant Bagal

SIRE 2.0 IS COMING

The Ship Inspection Report Program was launched in 1993 to specifically address sub-standard shipping. Every year over 22,500 inspections are conducted on over 8000 vessels. Over the years, the program has evolved, and we are now at the version 7 of the Vessel Inspection Program (VIQ7).

Over the last 2 plus years, a team at OCIMF have been working to completely revamp the SIRE process to better align with the needs of the industry and incorporated the latest regulations and technological developments in the industry. This new program is being called SIRE 2.0 and is scheduled for Go-Live in the 4Q of 2022.

OCIMF believes that the new program will be enhanced by:

. A more comprehensive inspection regime with enhanced tools, strengthened governance process and more in-depth reporting outcomes, following a risk-based approach.

· Enhanced inspection criteria on equipment, procedures, and human factors, to further improve control over vessel safety systems and processes. Enhanced pre-inspection processes and more robust monitoring protocols on the inspection process will be included.

· The use of web-enabled tablet devices to allow inspections and feedback to be reported and documented in real-time and to allow inspections to be comprehensive yet on a standardized reporting format.

· Updated policies, procedures and user guidance housed in an online process documentation library.

· An enhanced governance process to provide greater transparency and control for all parties involved in the program, either directly or indirectly; and the adoption of riles that are enforceable and verifiable by OCIMF.

· Significant enhancements to training and continuing development of inspectors to ensure the highest standard of delivery is maintained and improved.

What is changing?

The new SIRE 2.0 question set consists of 385 questions in total. These are divided into 4 categories:

· **CORE**: The minimum question required to meet the members fundamental risk assessment criteria that will be verified during a SIRE inspection.

· **Rotational**: The questionnaire algorithm will ensure that all non-core questions are covered over a period of time and that each inspection template is designed for a defined duration.

· **Conditional**: Specific questions based on the available data on the vessel, operator, or ship type. These will be determined based on the company's Tanker Management Self-Assessment (TMSA) and the Pre-Inspection questionnaire that every vessel will need to submit prior to an inspection.

· **Campaign**: Area of specific focus from OCIMF and its membership requiring time-limited exposure.

This will thus make the question set for each vessel to be dynamic i.e., it will change for every inspection. In every inspection you can expect to have a question set comprising of approximately 100 questions.

All questions will be graded under 3 categories with further sub gradation under each category: Hardware, Procedural and Human Factors.

How will the new SIRE 2.0 impact the fleet?

The SIRE 2.0 question set provides very detailed guidance for each question and what evidence is to be expected to be sighted by the SIRE Inspector when rating a question as compliant or defiant. This includes areas such as proficiency and competence check on officers and crew and their understanding of the use of equipment assigned to them.

This change in the SIRE process could result in an increase in number of observations in a SIRE inspection.

Prior to SIRE 2.0 Inspection, every vessel or their representative will be required to:

· Update and submit the new harmonized vessel particulars questionnaire (HPVQ) 6.

· Update the newly created Pre-inspection questionnaire which will be sent to vessels by the respective Marine Superintendent and or the Operations planner.

· Upload standardized set of approximal 30-40 photographs as per standard list provided by OCIMF.

· Upload PSC and incident data

· Upload Ship certificates to the inspection portal

On completion of an inspection, a consolidated report will be generated for every ship which includes details of data uploaded on to the inspection portal as well as any questions with negative observation identified. Every response to a negative observation noted in the inspection will require a root cause analysis to be uploaded to the SIRE 2.0 portal.

What is the Company doing?

A project team has been formed that will be commencing work on the SIRE 2.0 project and a Management of Change process has been initiated.

This project will consist of the following stages:

· Map SIRE 2.0 questions to HSQE Procedures

· Assess gaps in our procedures

· Work with owners to update their procedures

· Publish new procedures/ Communicate changes to the fleet

Through this project, we expect to be able to identify gaps with our procedures and work towards closing them thereby preventing high number of observations in the SIRE 2.0 inspections which could potentially negatively impact the tradability of company vessels.

What should the vessels do?

· Review the SIRE 2.0 questionnaire

· Ensure officers and crew are familiar with the operational procedures for all LSA/FFA onboard

· Ensure personnel are familiar with the operational procedures and limitations of equipment assigned to them.

Maps HSQE	Assess Gaps	Plan Gap Closure	Update HSQE	Publish Procedure
Map SIRE 2.0 Questions • Core • Rotational • Conditional Identify Primary and related content	Focus on SIRE • Suggested Inspector Actions • Expected Evidence • Potential Grounds for Negative Observation Identify Primary and related content	Identify • Gap closure strategy • Align, simplify, consolidate content	Incorporate • SIRE 2.0 library guidance • Input from fleet	Communicate • Notifications • Safety Bulletin • Fleet communications Provide standardized responses for potential points of known non-conformance

Source: OCIMF

EXPERIENCED AN ARMED ESCORT VESSEL WHEN VISITING PORT IN WEST AFRICA

Our vessel loaded 90,000 MT of Gasoline in a European port and then proceeded to a STS Area. Five smaller offtake vessels were scheduled to lighter the mother tanker.

Hardening was carried out as per the SSP. Drills and briefing carried out with all crew. All access points - Doors and hatches to the accommodation and Eng Room were fully battened down and kept locked. Windows darkened. Anti-piracy watch and patrolling maintained all throughout the transit period. A security assessment conducted by third part contractor was provided by the office. A Private Maritime Security Company (PMSC) was contracted to provide the vessel with security escort vessel and armed guards during vessel entire stay in the anchorage.

Thye PMSC provided a ballistic security escort vessel (SEV) from the point of entry into the EEZ zone of the country (200 NM from coastline). Whilst the SEV was capable of higher speeds, the contracted speed between Charterers and PMSC was 10-12kts. During the escort engagement the SEV would remain approx. 0.5nm to the stern of own vessel, maintaining continuous security coverage and VHF communication throughout the inward passage.

While at the anchorage area the escort vessel stayed in the vicinity, providing coverage to the vessel till the following morning (day break). Upon day break 7 Naval armed guards boarded the vessel as per local regulations.

They provided 24 hours patrolling of the vessel for the next 10 days. The armed guards also assisted with gangway duties verifying identity cards of various 3rd parties involved in the cargo operations. Only a maximum of 2 Ltr cargo samples was permitted from each tank. The STS manoeuvres were conducted while both the ships were underway at a speed of around 2 kts on a southerly course 180~200 and then after all fast the ships will turn around and head up north for anchoring. The anchoring basin had strong westerly current. Manoeuvring with 2 ships tied up was quiet a task with strong currents.

The local security requirements included, taking video graphic evidence of the transfer & verified by the onboard Navy Security Team leader prior commencement of each transfer.

After 10 days of STS operations and prior departure the naval escort arrived to ensure continuous security coverage was broadcast to the vessel at all times. The vessel conducted a thorough security sweep of the vessel. A drug / stowaway and contraband search carried out onboard. The Rudder trunking and chain lockers were opened up and checked. The Rudder area was inspected by the security escort boat just before vessel picked up anchor. Also a 360 deg ship perimeter inspection and a rudder housing check carried out by the naval escort vessel prior vessel sailed out. This security vessel sailed with us providing an escort till the vessel departed the Nigerian EEZ.

All in all it was a unique experience, all went off well with good cooperation of all on ship and PMSC team members.

Complied by: A Master on board a vessel in the fleet

GENERAL ELECTRICAL INSTALLATIONS

ELECTRICAL INSTALLATIONS are a vital part of the vessel's safe operation; extra care and safety should be exercised at the time of installation.

During the shipbuilding stage, the designer will take care of all electrical specifications, including the cable identification, rating routing, and installation requirements. However, during the lifetime of the vessel, there might be some changes in equipment that require our involvement in the selection of replacements or alternatives.

As a vessel Operator and Technical managers, we need to know the basics of the cables and its rating to ensure the safe operation of the vessel.

Electrical fires, Electrocution, and Cross talk due to Noise are the common issues we have if we use underrated/ poor cables and inappropriate installation practices. Hence while identifying and selecting the cables we need to understand the common terms to identify the cables.

The common standard which we need to comply are;

IEC60331 - Standard confirming the Cable is Fire Resistant

IEC60332 - Standard confirming the Cable is Flame Retardant

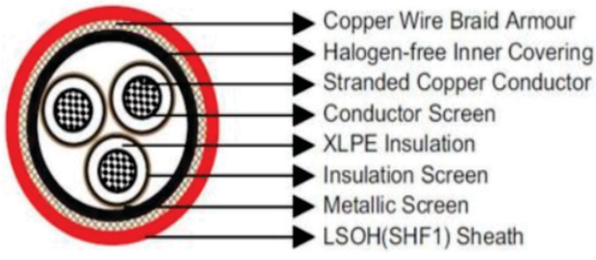
IEC60754 -Standard confirming the Cable is Halogen Free

IEC61034 - Standard confirming the Cable is Low smoke emission

IEC60092 - Standard confirming the Cable is suitable for Shipboard installation.

Basically, if we are using a Marine Type Approved Cables, the above will be confirmed and certified by the relevant certification body.

During pre-selection of the cables, we need to understand the required purpose, rated voltage & current , overall length of the cable required to lay, required grade of protection etc..



Below are the few tips during Selection of the cable installation requirements.

1. Identify the rating of the machinery to be operated using this cable and its ambient temperature, exposure to other heat sources where cables have the highest risk for overheating. Heat is generated by ohmic losses in conductor. Heat will flow radially towards cable outer surface. Due to thermal resistance in cable insulation, inner coverings and sheaths, there will be heat gradients for each layer. A rough estimate for heat difference was applied: 10 °*C* for MCCs (more layers) and 5 °*C* for SCCs. If detailed value is obtained from i.e. finite element analysis for a specific cable, this value may be applied. For info: Silicone insulated cables have temperature class 95 °*C*.

2. Cable runs shall be installed well clear of substantial heat sources such as boilers, heated oil tanks, steam, exhaust, or other heated pipes, unless it is ensured that the insulation type and current rating is adapted to the actual temperatures at such spaces.

Cables shall not be installed in contact with flammable materials such as wooden bulkheads, when the conductor temperature exceeds 95°C at full load, at the actual ambient temperature.

3. Cables for generators, transformers and converters required shall be divided between two or more cable runs. As far as practicable, these cable runs shall be routed away from each other and away from areas required to be protected by fixed water-based local application fire-fighting systems, e.g. boiler fronts, purifiers for heated fuel oil, the fire hazard portions of internal combustion machinery and incinerators. b) In areas where it is impossible to separate the cable runs, they shall be protected against direct exposure to fire (e.g. screens or ducts or fire-protecting coating) and mechanical damage.

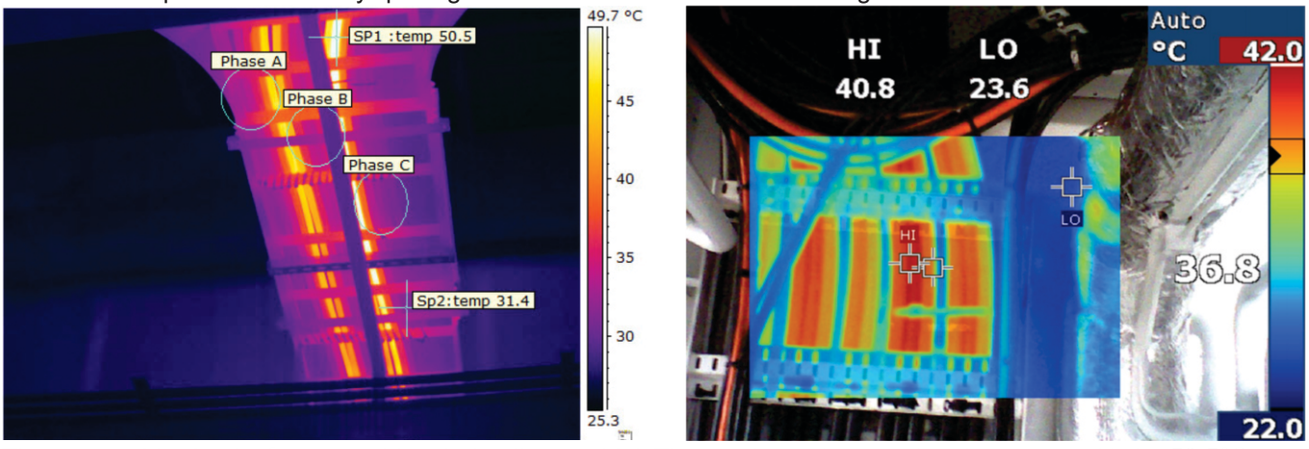
4. Cable rating and method of installation shall provide conditions preventing cables to operate above their design temperature. The current ratings shall be based on installation arrangements which permits free airflow around the cables, e.g. supported by ladders, cleats, hangers or perforated trays where the holes occupy more than 30% of the area. Free air circulation shall be achieved by a spacing equal to the cable diameter when laid in a single layer. For three-foil formation, the distance between the three-foils shall be at least twice the cable diameter.

5. All the cables and Cable trays shall be properly grounded to drain any induced voltage.

6. Keep all Low Voltage Cables, Instrumentation and Data Cables separated and kept as far as practicable from the Main Power cables.

7. Electrical cables may be coated or painted, but this shall not adversely affect the mechanical, chemical, or fire-resistant characteristics of the sheath.

8. Cable laying arrangements and spacing plays a vital role especially when laying power cables. Ref. the below thermographic image which we can see the array of cables and the cable which laid in centre of group of cables having high heat accumulation (THD) due to less ventilation. Due to the high frequencies of harmonics, the skin effect can further decrease the effective cable conductor area. Both issues necessitate increase the cable conductor CSA dimensions or provide necessary spacing between cables to avoid overheating of cables.



Thermographic check of power cables during the sea trial. The maximum temperature is measured to be 50.5°C near the centre of the group of cables. The cable in the centre of each bunch has less ventilation and is warmer, indicated by a darker red colour, while cables to the right and left have better cooling. Please note that there is a space of about one cable diameter between cable bunches, allowing air circulation and cooling of cable groups

Contributed by: Goodwood Electrical / Automation department

A MASTERS PLEA !!

Internet onboard has its own merits and demerits. However, everyone is so busy reaping the benefits of the internet that they are just giving a blind eye to its demerits which is slowly brewing into something unpleasant. I have used the word brew here as this process is slow and its effect will be seen only after few years; let's say five years or so.

Lives were much simpler during the pre-internet era. During tea breaks and after working hours everyone used to spend time with each other in the recreation rooms by watching movies together or conversing with each other etc.

The internet has become like oxygen for human civilization and hence the internet was introduced which slowly graduated to wifi onboard. Having a wifi router in the recreation room is a good idea which brings everyone in one room so at least for the sake of the internet; people will sit with each other.

Now the scenario is that people are sitting next to each other with their heads down glued to their phones; but there is a silence in the room and no one is talking to each other. Once their downloading is completed the crew just logout and move to their cabins to watch movies on their media players. People are so amazed by being closer to the people on social media who are far away that they have physically grown distant from the people who are sitting right next to them. Communication outside the working hours is almost negligible. If this problem is not mitigated soon, then after few years this might become like bringing an addict out of his addiction and its withdrawal symptoms associated with it.

There is one fact which has been true right from the evolution of mankind that Communication is a key to success as well as good relationships. We all know what happens when the communication breaks down in a marital / family relationship. People have stopped sharing their problems with each other. Only sharing such issues will help them to get solutions otherwise they will live with the problems which will eventually affect the quality of work, work safety etc. If the safety keeps getting compromised beyond certain levels, then for sure it will affect the reputation of the company. Reputation is precious!!!

Seafarers, during their career on an average, spend a lot more time onboard and proportionately lesser times with their families while on vacation and have to come to terms that the ship is their first home and their ship colleagues are also like family members with whom it is necessary to converse outside the working hours for sanity and for safety of vessel and eventually for the good reputation of the company.

As Master I do encourage crew congregate in the recreation rooms to watch a movie, TV drama series or for just normal chit chat and urge my fellow colleagues to follow suit and hopefully prevent crew from this addiction.

The Unknown Captain

Goodwood Ship Management Pte Ltd

20 Science Park Road
#02-34/36 Teletech Park
Singapore 117674

Ph +65 6500 4040
Fax +65 6500 4050

Goodwood Marine Services Pvt Ltd
(Manning office in India)

Unit 905, 9th Floor
and Unit 1222, 12th Floor
Hubtown Solaris
N. S. Phadke Marg,
Andheri (East),
Mumbai - 400069
Maharashtra, India

Ph +91 22 6720 0400
Fax +91 22 6720 0404

application@goodwoodship.com

www.goodwoodship.com

Goodwood