



Goodwood

FORESIGHT

Dear Captain's, Chief Engineer's,
Ships Company and
All Goodwood Employees.

I want to take a few moments just to say

THANK YOU

for working with Goodwood during 2021.
2021 has been a very unusual and challenging year
requiring considerable changes including the loss
of our Founder late Capt. Ashok R. Sabnis.
We have had to adapt continuously to the
Challenges, in order for us to continue
on our journey.

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

Md.Kamal Uddin Ahmed - CEO



Goodwood

JANUARY 2022 EDITION

Md. KAMAL UDDIN AHMED



Md. Kamal Uddin Ahmed took over as CEO of Goodwood Ship Management on 15th November 2021 after our founding Managing Director Capt A. R. Sabnis passed away on 4th September 2021. He is one of the founding members of Goodwood Ship management when it was established in 2008.

Prior taking over as CEO, Mr. Kamal was a Technical Manager in Goodwood Ship Management and played an active role during the initial setting up of the company.

He started his sea career in 1981, after sailing for 15 years on various types of ships up to the rank of Chief Engineer and took up a shore job in 1996.

While ashore, he worked with Tschudi & Eitzen Ship Management Singapore (which was later renamed to TESMA and then to EMS Ship Management) before joining Goodwood Ship Management.

His total maritime experience spans over 40 years which includes 15 years of sailing and 25 years of Ship Management.

NEW SHIP TAKEOVER - ORIENT M

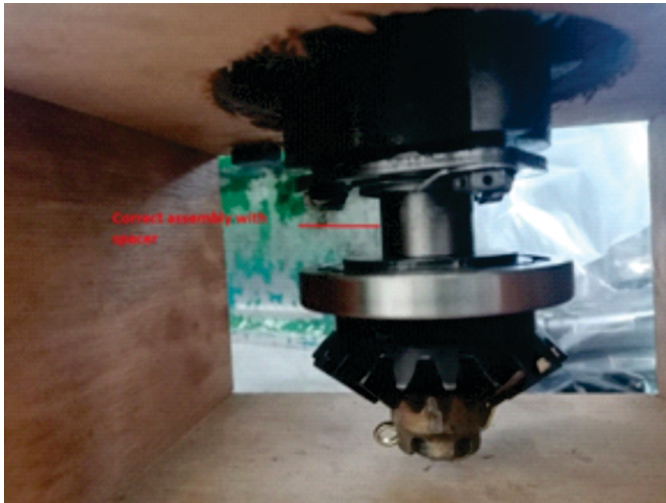


M.T. Orient M was built at the New Times Shipbuilding Co. Ltd P.R.C and Goodwood took over the technical management of the vessel on 10th January 2022, on behalf of ship owners Singfar International Pte Ltd based in Singapore.

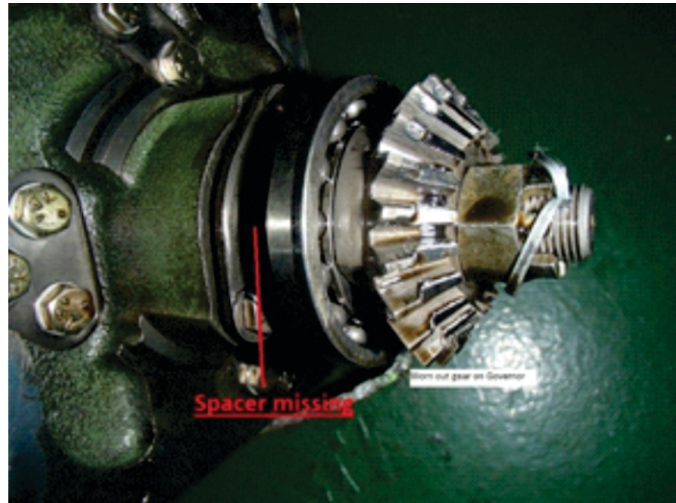
AUXILIARY ENGINE GOVERNOR REPLACEMENT

Auxiliary Engine (A/E) governor is overhauled by maker's approved shore workshop but installation on an A/E on board is generally done by ship's crew unless the overhaul is done during drydocking of the vessel. Several ships have suffered damage to A/E governor drive due to improper installation of governor drive assembly while replacing the governor.

Most common mistakes made by crew is that they do not verify contact area of drive & driven bevel gear teeth after installing governor in place. Inadequate contact area between gear teeth will result in overloading of the gear teeth and eventual failure of the gears. Below given photos show the governor was installed without spacer which resulted in insufficient contact between bevel gear teeth leading to failure.



Governor installed with spacer missing spacer



Bevel gear damaged due to space

Precautions to be taken while replacing governor

1. When replacing the governor, refer to instruction manual by governor maker as well as A/E maker for correct drive assembly. Ensure all parts of the drive assembly are installed correctly – such as spacer, ball bearing, bush, shims.
2. Refer to A/E maker as well as governor maker manual for correct assembly of drive parts.
3. It is generally recommended to renew the bearing of drive gear also while replacement of the governor, which is carried out around 10,000 hrs or as per maker's recommendations.
4. After mounting governor on A/E, check that drive & driven bevel gears are in contact for its full length. A window is provided on the intermediate piece to inspect the drive gears contact area. If flank clearance between the bevel gears are out of limit, same to be adjusted by using shims, as required.
5. While renewing the governor special attention needs to be given to governor linkages assembly as well. Governor linkages needs to be adjusted as per maker guidance. Misadjusted governor linkages could prevent the governor / actuator from shutting down the engine in case of overspeed.
6. After installation, check gears back lash using lead wire.

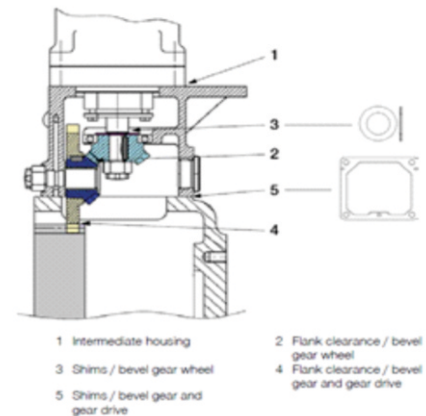


Figure 1: Shims and clearance



7. As a routine while renewing the governor lube oil, the condition of the gears should be inspected through inspection window provided.

In the event of a misaligned or broken drive shaft or gear, an overspeed condition can develop. An overspeed can result in extensive damage to the Aux Engine crankshaft and other components, including personal injury or loss of life.

Contributed by: Mr. Jitendra Kumar Technical Superintendent - Fleet 5

DAY IN THE LIFE OF A 2ND OFFICER ON A GOODWOOD SHIP



The very first explanation of the Job profile of a 2nd Mate I had heard when I was a Cadet was – “The entire ship's Safety rests in the hands of the 2nd Mate. During the night, they trust you with their lives, while they are asleep”. While almost the Entire Ship is in deep sleep, the Job of safely Navigating the Ship without incident rests in the hand of the 2nd Mate. It reminds me of the Famous Line “With Great Power, comes great responsibility”. While certainly the 2nd Mate is not handed a great deal of power, it does humble the person to learn the importance of responsibility. While the Night Watch is not the complete extent of the Job profile, it is one of the important aspects of the Job.

And that's how the Day in the Life of a 2nd Officer starts-At midnight. At an hour when the human body thrives on sleep, it is time to wake up and sip on some much-needed coffee in the dark. After safely taking over the watch from the 3rd Officer, it is time to navigate and follow the Passage Plan made by oneself. It instills a sense of pride and responsibility in a person from a young age. After safely navigating the congested waters and handing over the Watch to the Chief Officer, it is time to sleep as the rest of the Ship's crew wake up in a few Hours.

The Second Period is the Noon Watch. It starts with the Noon Report to be sent to the owners, Charterers and the company, under the guidance of the Master and to carry out the Jobs and responsibilities associated with the

Rank such as the critical operation of Passage Planning, setting the courses to the ports around the world while gathering and assimilating the information for the passage to assist all the other Officers of the Watch to execute the Passage Plan. Additionally, other Bridge related work of Maintenance and record keeping of the Bridge Navigational and communication equipment is carried out as well as the upkeep, update and record keeping of all charts both electronic and physical, catalogues and publication.

While one is competent to carry out the watch and trusted to navigate safely. It is important not to be complacent or overconfident and Call the Master well in time, when it is known that a close quarters situation is developing and it may be get out of hand. There have been occasions when in congested waters with numerous Vessels and fishing boats, I have called the Master at numerous odd hours such as a time in Bohai Sea when Vessels were approaching from all directions and numerous fishing nets and Boats were in the vicinity with limited sea room available for a loaded VLCC. It is beneficial to have a second opinion and support during those critical phases.

After safely navigating and arriving the Port, Cargo watch is carried out. During these cargo watches we assist the Chief Officer in charge of Cargo Operations to load and discharge millions of Barrels of Crude Oil. Hardworking crew is abundantly available in Goodwood who assist us during these cargo watches to carry out safe operations. Various hazards exist during these critical operations as a drop of oil in the sea could be catastrophic to the environment and the commercial running of the Vessel, while improper procedure could also lead to damage to the Vessel and shore facilities. Along with the Third mate, We, Duty Officers, monitor the tank levels, stresses, trim, list of the vessel along with the numerous associated parameters available. We must ensure the correct tank valves are operated and the cargo plan followed with the various staggered phases in order for Chief Officer to carry out an optimized, safe and timely loading and discharging operation.

A major hindrance to safe operations is fatigue. Proper planning is carried out for work and rest Hours and its helpful to have experienced management staff onboard Goodwood ships who plan the operations and the crew resources for the operations ensuring compliance with the regulations for work and rest hours as well as ensuring no crew member is fatigued. The work demands in port are challenging. In Port and at times at Sea, the watches are changed to-5 on 7 Off / 7 On 5 Off. This ensures that sufficient period is available to rest and we are ready for the grueling work demands to be met.

The 2nd Mate has the added role of the onboard Doctor/Pharmacist. With the training of shore-based courses and under the guidance and experience of the Master in addition to the consultation of the company in-house doctor ashore, the 2nd Mate has to be the resource person for the crew onboard in times of sickness as well as the occasional sprains, muscle soreness and the much-dreaded injuries. At times, getting into uncomfortable situations with fellow crew members treating rashes and other problems in “otherwise covered and personal locations”. Every Second mate hopes and prays that the crew works safely and no unforeseen incidents are encountered onboard which require medical assistance while always being prepared for the worst and keeping the onboard hospital stocked and ready for all possible emergencies.

With the advent of the ECDIS and digital publications, the work on the Bridge has reduced slightly while also bringing along its own sets of challenges. However, this has granted additional time to go on Deck, and under the guidance of the Chief Officer in inspecting the load-line items, PMS greasing regimes and learning the other Job responsibility of the next Rank. It is beneficial to have experienced and knowledgeable Chief Officers to get a better grasp of the numerous Jobs carried out on Deck and its associated risks, crew resource management and the working and

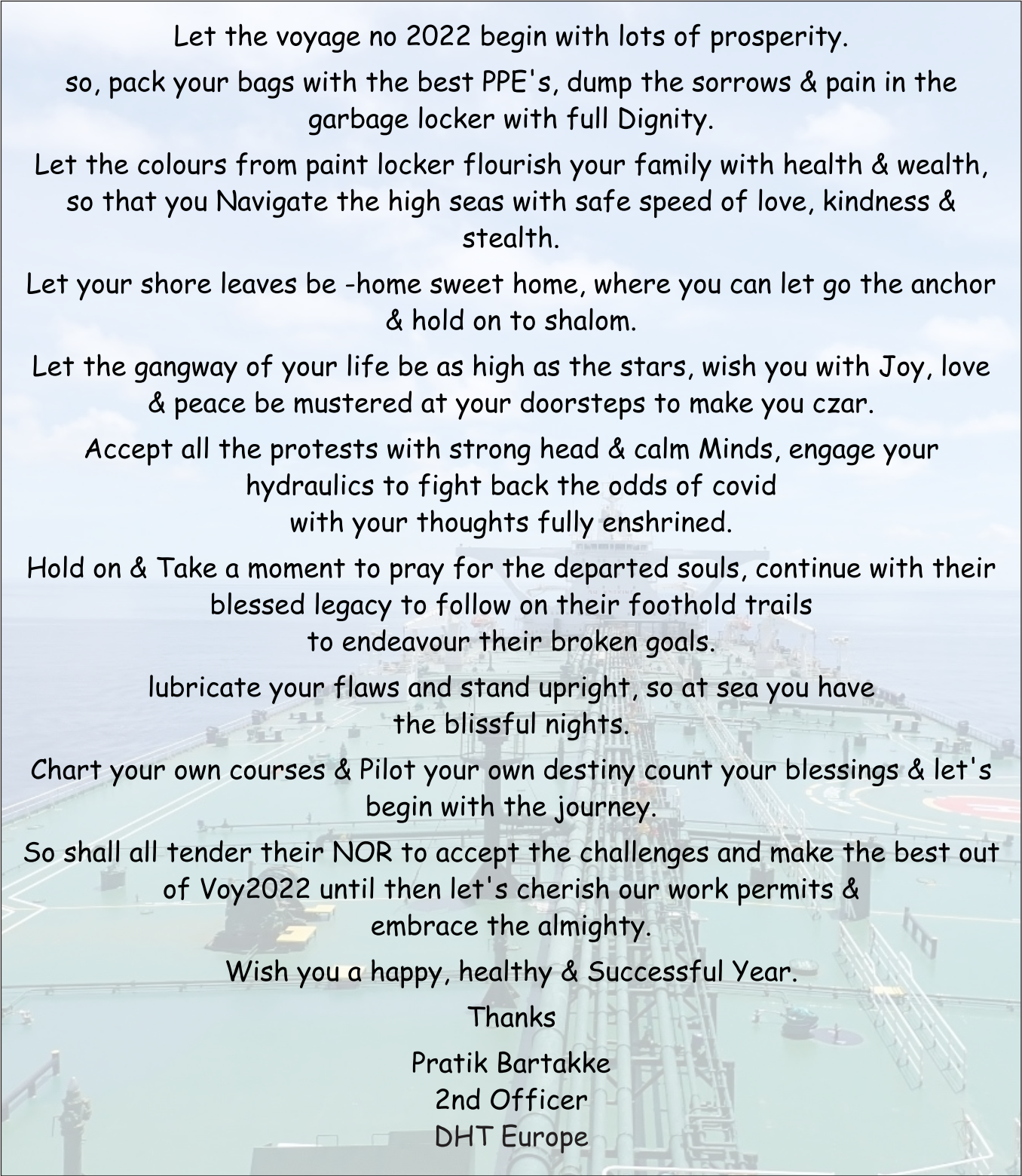
maintenance of the machinery including all the Cargo equipment to ensure no defects exists and Cargo operations can be carried out safely.

During the Voyage, in Open Sea, in the free time available after dinner, it is time to socialize with the other crew members in the recreational room onboard. A Major Part of the 2nd Mates Job is done alone and without assistance from fellow crew members. With the difference in work timings from the Rest of the ship mates as well as the work profile, it is important to socialize with the Rest of the crew members for your mental well-being while already being away from friends and family for these extended periods of time.

With this, it's time to rest again and prepare for the Nights watch.

Contributed by: Mr. Noel Dias (2nd Officer on M.T.Limnia)

POEM COMPOSED BY 2ND OFFICER



Let the voyage no 2022 begin with lots of prosperity.
so, pack your bags with the best PPE's, dump the sorrows & pain in the
garbage locker with full Dignity.
Let the colours from paint locker flourish your family with health & wealth,
so that you Navigate the high seas with safe speed of love, kindness &
stealth.
Let your shore leaves be -home sweet home, where you can let go the anchor
& hold on to shalom.
Let the gangway of your life be as high as the stars, wish you with Joy, love
& peace be mustered at your doorsteps to make you czar.
Accept all the protests with strong head & calm Minds, engage your
hydraulics to fight back the odds of covid
with your thoughts fully enshrined.
Hold on & Take a moment to pray for the departed souls, continue with their
blessed legacy to follow on their foothold trails
to endeavour their broken goals.
lubricate your flaws and stand upright, so at sea you have
the blissful nights.
Chart your own courses & Pilot your own destiny count your blessings & let's
begin with the journey.
So shall all tender their NOR to accept the challenges and make the best out
of Voy2022 until then let's cherish our work permits &
embrace the almighty.
Wish you a happy, healthy & Successful Year.

Thanks

Pratik Bartakke
2nd Officer
DHT Europe

BULK CARGO IN FOCUS DRAFT SURVEY CALCULATIONS

Draft surveys are used to determine the weight of bulk cargoes such as grain, iron ore, coal etc. loaded or discharged from a vessel.

Draft surveys of bulk cargoes are a means of checking that the shipper's figures inserted in the bill of lading are correct as the cargo figures stated in the bill of lading is prima facie or even conclusive evidence that the amount stated was loaded aboard.

According to The Hague-Visby Rules the carrier is obliged upon the demand of the shipper to issue a bill of lading stating, inter alia, the quantity or the weight of the goods.

Once issued, the Bill of lading is prima facie evidence of the quantity or weight of the cargo loaded, (subject to any valid qualifying statements on the bill of lading itself) and once endorsed by the shipper in favor of some other third party, it will in most cases amount to conclusive evidence in the hands of a third party acting in good faith.

Therefore, a draft survey is the best possible way to prevent or to refute any claims for cargo shortage.

On tankers, the measurement of cargo quantity loaded is determined by the SG or API of the cargo and the volume of the Cargo tanks loaded.

However, with bulk cargoes we cannot measure the weight by just measuring the height of the hold to which cargo is loaded. This is because unlike liquids, solid cargoes would not take the shape of the cargo hold. Hence, calculating the cargo loaded with draft survey is the most appropriate way.

With draft survey we measure the initial displacement of the ship before loading and the final displacement of the ship after loading.

The difference in the displacements plus all the weights that were taken out (e.g. ballast & other deductables) will be the weight of the cargo loaded.

Although it sounds simple however in reality there are a lot of factors which needs to be considered in order to have an accurate draft survey, some of which are listed below.

Constant

The constant includes all unknown weight like stores, provisions, mud in the ballast tanks, changes to the lightship after delivery, etc.

The value of the constant is obtained from each draft survey. The value will slightly vary from survey to survey but a record must be maintained so that an average value of the constant will be readily available.

Considering the nature of the ship's constant it can be considered permanent for a prolonged period of time and wide variations can be expected only after the vessel's dry-docking or undergoing substantial repairs/modifications.

Calculating the constant on arrival gives a fair idea of the correctness of calculation as comparing the calculated one with the average constant determined during previous draft surveys, will assist in determining any substantial inaccuracies during the draft survey.

Effect on Midship draft due to Hogging and Sagging

Any ship which is instructed to load to her summer marks must load as specified in her Load line certificate.

Always load a bulk carrier to even keel as far as possible, this will eliminate the need to apply additional 1st & 2nd Trim calculations

Quarter mean draft (mean of means) = $(6 \times \text{midship draft}) + \text{Forward draft} + \text{Aft draft}$ divided by 8.

If the vessel is hogged, her Forward and Aft drafts will be deeper than her midship draft which may enable to load more cargo.

However, do keep in mind that basis stress calculation trials done on various ships it has been observed that the stresses (SF and BM) acting on the ship are high on hog condition and are reduced on sag condition with the highest value of stresses usually occurring immediately forward of the bridge and at the forepeak bulkhead.

Density of the water

The draft survey of a vessel determines the total weight of the cargo loaded by utilizing the Archimedes Principle of hydrostatics. In short, the weight of a body is directly proportional to the volume of water that is displaced when it is submerged or floating. Therefore, knowing the correct density of the water in which the vessel is floating is essential for an accurate draft survey.

It is recommended to obtain samples of water very close to the time at which the draft marks are read especially if the vessel is lying at an estuarial or river berth when density of the water may be changing due to change in tide.

Use a clean, dry sample bucket take samples from half draft depths from at least two positions on the offshore and onshore sides, avoiding the ship's overboard discharges and stagnant water between ship and jetty. Gently lower the hydrometer into the sample until it floats freely. When reading the hydrometer, the eye of the observer should be as close to the water level as possible to avoid parallax errors.



Reading the Draft Marks

At the time of reading the draught marks, the vessel should be upright with a minimum of trim. The trim at the time of draft survey should never exceed the maximum trim for which corrections are included in the vessel's stability book.

Vessels which are lying at a river berth or in tidal conditions when strong currents are running should preferably read the drafts during periods of slack water. Currents of appreciable strengths are likely to cause the vessel to change trim or pitch slightly.

Draught marks must be read on both sides of the vessel, i.e. forward port and starboard; amidships port and starboard and aft port and starboard.

Draught marks should be read with the observer as close to the water line as is safe and practicable, in order to reduce parallax error.

The vessel's remote draft gauge should never be used for draft surveys due to lack of required accuracy resulting in the possibility of errors.

Calculating Deductibles

Deductibles are the components of the vessel's total weight which must be deducted from the actual calculated displacement in order to determine the weight of the cargo onboard.

Deductibles will include ballast water, fresh water, fuel oil, diesel oil, lubricating Oil etc.

Every compartment on the vessel which is capable of carrying water should be carefully sounded.

Ballast water tanks including peaks must be carefully sounded and by using the sounding tables, the volume of liquid is obtained. The sounding tape must be checked to ensure that it reaches the bottom of the tank. Bear in mind that the vertical tank height and the length of sounding pipe may be different.

It is most important that each tank should be sampled for density especially if all the ballast is not taken from the same place (single source).

Full tanks may have air pockets especially when the ship is trimmed. Hence the level of the water within the tanks should be within the range for which the trim correction can be applied.

Other Important points

- Some cargoes (e.g. certain grades of coal and grain) have stowage factors that volumetrically fill the ship homogeneously as well as bring the vessel to her marks with a very close margin. Difficulties in trimming are likely to be experienced when loading such cargoes as the vessel may run out of space before reaching her marks. Caution is to be exercised when loading such cargoes.
- During calculations ensure to correctly position the LCF relative to the amidships point (LBP/2).
- Do not blindly accept the Draft survey results of 3rd party surveyors as they might be biased; instead always conduct your own Draft survey.

Cargo claims especially cargo shortage claims are a major concern with significant amount of money involved. The same can be minimized by exercising due caution and vigilance while conducting draft surveys to attain maximum accuracy and in turn prevent losses to Ship owners.

Contributed by: Capt. Ross Tauro together with Capt. Vijay Bagchi on M.V.Scarlet

SEVEN QUALITIES OF A PENCIL TO FORM A GUIDING PHILOSOPHY IN YOUR SEA CAREER

A pencil has seven qualities which, if you manage to adopt them, will make you a happy person who is always at peace with your shipboard colleagues.

♥ First quality: You must never forget that there is a hand guiding you. Learn good points from your seniors.

♥ Second quality: Now and then, you have to stop writing and use a sharpener. That makes the pencil suffer a little, but afterwards, it is much sharper.

So you, too, must learn to bear certain pains and sorrows, because you learn to become a better person.

♥ Third quality: The pencil always allows us to use an eraser to rub out any mistakes.

This means that correcting something we did incorrectly is not necessarily a bad thing; it helps to keep us focused to maintain the right path.

♥ Fourth quality: what really matters in a pencil is not its wooden exterior, but the graphite inside.

So always pay more attention to maintain the quality of your internal organs.

♥ Fifth quality: It always leaves a mark.

In just the same way, you should know that everything you do in life will leave a mark, so take responsibility for every action of yours.

♥ Sixth quality: It gets shorter and shorter with use.... so also with life.

Maintain good relations with your fellow seaman during your contract.

♥ Seventh quality: It writes till the very end.

Try and be useful and productive while on ship till as long as you can.

Source: Internet

POWERFUL WAYS TO CARE FOR YOUR VITAL ORGANS TO STAY HEALTHY

IF YOU CARE FOR
YOUR LIVER



AVOID EXCESSIVE
FATTY FOOD



IF YOU CARE FOR
YOUR INTESTINE



REPLACE
JUNK FOOD
WITH VEGETABLES



IF YOU CARE FOR
YOUR HEART



AVOID
EXCESS SALT



IF YOU CARE FOR
YOUR STOMACH



AVOID
COLD FOOD



IF YOU CARE FOR
YOUR LUNGS



AVOID
SMOKING



IF YOU CARE FOR
YOUR EYES



MASSAGE YOUR
FEET WITH OIL
BEFORE GOING
TO BED

IF YOU CARE FOR
YOUR THROAT



USE PEPPER
FREQUENTLY



IF YOU CARE FOR
YOUR NOSE



EAT MINT
REGULARLY



IF YOU CARE FOR
YOUR MOUTH



GARGLE
FREQUENTLY
WITH GINGELLY
(SESAMUM) OIL

IF YOU CARE FOR
YOUR EARS



POUR GARLIC
MIXED
OIL IN EARS
FREQUENTLY

IF YOU CARE FOR
YOUR URINARY
TRACT



USE RAW
ONION
REGULARLY



IF YOU CARE FOR
YOUR APPENDIX,



USE LEMON
JUICE FREQUENTLY



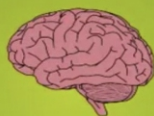
IF YOU CARE FOR
YOUR
MENSTRUATION



USE GREEN
GRAM REGULARLY



IF YOU CARE FOR
YOUR BRAIN



SLEEP FOR 8HRS



IF YOU CARE FOR
YOUR PANCREAS



AVOID
OVERFEEDING



IF YOU CARE FOR
YOUR KIDNEY



DRINK A LOT OF
WATER DURING
THE DAY



PHOTO CONTEST



1st prize: Cadet Gurjant Singh elected to write his name on the clouds – creative photo was taken by 2nd Officer Mr. Laxman Ashok Mandlik on DHT Osprey



2nd Prize: "Cloud on Fire" - Sun setting behind the patch of "Cumulus" cloud taken by Capt Mustafa K. Topiwala on Gloria Maris



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