



FORESIGHT



Capt. Ashok R. Sabnis
Late Founder and Managing Director
Goodwood Ship Management Pte Ltd

OCTOBER 2021 EDITION

SHIP MANAGERS MOURN THE PASSING OF GOODWOOD FOUNDER

He was a leading figure in the Singapore's ship management sector who managed a fleet of over 12 million tons DWT. He began his shipping career in 1970 as a deck cadet with Shipping Corporation of India (SCI) working his way up the ranks to become a Captain.

In 1982, Capt. Sabnis came ashore to work as a Marine Superintendent in SCI's B&T department, where he initially conducted Crude Oil washing operations on the World Bank Tankers and later was involved with new building supervision for Suezmaxes constructed in South Korea, various retrofit projects and the conversion of dedicated storage tankers. His potential contributions in the future were recognised early in his career when saddling him with responsibilities over and beyond his years.

Capt. Sabnis next joined Reliance Industries as general manager of its shipping division. During his tenure from 1989 to 1994, he was first involved with setting up the shipping infrastructure at Hazira Petrochemicals Plant as well as overseeing the building of and operations of a fleet of ethylene carriers. He was then seconded to Reliance Refineries, where he was involved with drawing up the shipping infrastructure for the giant Jamnagar oil refinery.

He moved to Singapore in 1994, and joined Sembawang Johnson Ship Management, a joint venture between the Sembawang Group and the Johnson Line of Sweden. He began as a Quality Assurance Manager, but was quickly promoted to Fleet Manager and then General Manager, responsible for a fleet of 45 vessels including tankers, car carriers and cruise ships. Capt. Sabnis took over as Managing Director after the sale of the company to Tschudi & Eitzen Ship Management in 2002.

In 2008, at the behest of Mr. Bengt Hermelin of Samco Ship Holdings and Jan Petter Roed of Norse Ship Management, he set up Goodwood Ship Management Pte Ltd. in Singapore and Goodwood Marine Services Pvt Ltd. in Mumbai.

Goodwood's main focus was on Tanker management and its preference from the beginning was for the bigger ships. A client base of top-tier tankers developed quickly, as did the scope of services offered and the types of vessels taken under management.

Goodwood's current fleet under management stands at more than 12m dwt. VLCC's make up the largest proportion of this total, which also includes Suezmaxes, Aframaxs and Capesize bulkers, chemical and product tankers, VLGC's and containerships. The families of the 2550 seafarers and staff ashore employed, benefitted and developed their careers, promotions and contributions to the shipping industry.

As a man, Capt. Sabnis was open, approachable, honest, hardworking, and thoroughly professional, as a result industry sources lauded his success, by recognising his contributions with enormous respect. Moving forward his absence will be felt by colleagues, peers, associates and even by all those who ever came across his efforts.

Staff in Singapore and Mumbai office.

It is a big loss. Ashok was a strong forcefully character who built a strong team developing Goodwood into leading first class Ship management company leaving a huge gap. He was also a very nice and warm human being without prejudices. May he Rest In Peace.

Bengt Hermelin (ex-CEO – Samco Ship Holdings)

Capt. Ashok Sabnis, You built a team supreme. Now rest in peace and let them fulfill your dream.

Jan Petter Roed and the Norse team

Our deepest condolences to Ashok's family and to all of you who have participated to build and manage the Goodwood Family of which we are truly proud to be a member of for almost 11 years.

An extreme heartfelt ceremony and very respectful farewell to our great Captain, Colleague and Friend, Ashok R Sabnis. Thanks for all your efforts in this very difficult time!

I am confident that we have good hands on the helm to bring his spirit, engagement and efforts further with us. Ashok will always stay with us in Goodwood!

Svein Moxnes Harfjeld, Trygve P. Munthe and Sverre Magne Edvardsen – DHT Holdings Inc

We were deeply saddened to hear about the demise of Capt. Ashok Sabnis. We at IRS shared a close and cordial relationship with Capt. Sabnis. He was a member of our Singapore Advisory Committee and his contributions as the Chairman and member are truly commendable. I have personally interacted with him during the meetings at Singapore and have been truly inspired by his in-depth knowledge about the shipping industry. The Goodwood Ship family has lost an able leader and the Singapore Maritime community a real gem. He leaves behind a void that is very difficult to fill.

Vijay Arora/Managing Director – Indian Registry Of Shipping

I am truly saddened by your news and my thoughts go out to you and all at Goodwood and especially to Captain Sabnis' family. I know how much of a family you guys are and I know that you will carry on in the true spirit engendered by "the boss". I wish you all the very best for the future.

Paul Markides/Marine-Quality Manager/INTERCARGO

What a sad way to start Monday morning. So shocked and sad to hear about the sudden death of Capt. Sabnis. He was always a man of such charm, gentility and integrity.

He was always a pleasure to work with and will be sadly missed by all of us at MTI.

Patrick Adamson / Allyson Cover/ Andrew Leahy / MTI Network

We have just read the terrible news about Capt. Sabnis and no doubt you will all be feeling his loss so we wanted to pass on our condolences to you both and all at Goodwood.

Capt. Sabnis held the accolade of being my longest-standing client in Singapore since advising Samco and subsequently Goodwood about 15 years ago. We worked on many matters over the years and participated in a number of lively emergency response drills with Goodwood and we shall miss working with him.

Toby, Joel and all at HFW/Toby Stephens – Partner

I am so sorry to hear about the passing of Captain Sabnis. I wanted to send a personal note to everyone letting you know that our thoughts and prayers are with you all. I send my condolences to everyone and to his family.

Kevin S. Perry/ Kuldeep Singh - Gallagher Marine Systems , LLC

It is with sorrow I am receiving your sad message. Although I did not communicate with Capt. Sabnis for many years, I have often been thinking about him when I use a pen he gave me. I am remembering him and the rest of you in the office with great pleasure as it was in those days in TESMA Singapore. It is sad to think that a monument of a shipping man, a dedicated ship manager is no longer among us. I do not hope he was suffering from painful illness prior to passing away.

Capt. Tor Bowitz – Ex- Master on the fleet of OBO ships retired in 2003

The news of our Boss' demise has saddened us greatly, He is gone from our sight but never from our hearts. We remember him as a mentor, great guide, true leader and we felt that someone was always there watching/helping us. The Empire he has built Single-handedly will not be let down and we feel its our moral responsibility to follow his footsteps and keep up his esteemed standards. Our deepest sympathies are with Goodwood family during this difficult time.

Sir, You may not be with us but your legacy will continue through your deeds. Today the pain of losing you is difficult to bear because your presence/blessings will always be missed. May your soul Rest in Peace.

On behalf of all ships staff in the Goodwood Fleet

Capt. Ashok Sabnis is known to me since SCI days. He knew that I had worked on very old tankers in SCI and performed well. In fact I had just recovered from my bout of chronic myeloid Leukemia and was given a clean bill of health. Most employers would have shied away from recruiting me, but Capt. Sabnis gave me this chance to prove myself. May his soul rest in peace.

Mr. J.M Raju - Chief Engineer retired in 2021

THE LEGACY OUR BELOVED CAPT ASHOK R. SABNIS LEFT BEHIND TO CARRY FORWARD THE ORGANIZATION.

Do not throw owner's money out of window: He would always remind us during our meetings to treat the vessel under your care as if you are the owner of the vessel. While committing an expense, consider whether you will spend the money if you were the owner of the vessel. If answer is a resounding yes, then go ahead spend the amount after adequate negotiation.

Quality matters: He would always say that for business sustainability, it is important to maintain the trust and transparency with our principles, charterers and other stake holders.

Think ahead of the curve: Be aware of the changes taking place in our industry and prepare in advance to adapt to those changes.

Taking tough decision: Do not hesitate to take the right decision for the benefit to organization even if this decision is tough and unpopular.

Keep Plan B: He emphasized that while taking up a major repair or project, always keep Plan B. So that in case original plan fails, activate Plan B so that repair or project does not suffer.

Do not sit on the pedestal: He did not want his Superintendents, Masters and Chief Engineers to be detached, aloof, unreachable and unapproachable. The culture on board is influenced by their behavior and actions of the leadership.

Add value to organization: He reminded us to do self-introspection and make honest assessment of the value you are adding to organization.

Propeller stops turning, owner stops earning: He would always remind us during our meetings that vessel machinery must be maintained in good condition and remain available for the purpose.

The void left behind by his passing will never be filled but his values will live-on in each of us and through the work that we do, in time to come.

Contributed by: Alok Misra - Technical Manager

STEERING GREEN

Before joining ship we all sign an environmental pledge and if all of us do our part on-board and ashore to make our planet a safer place and we would be progressing towards a greener future. Steering green in the high seas should be our motto and each one of us should take pride in saving our planet.

I was inspired with the Wellness at Sea Program released by the Sailor Society which was meant not only for seafarers but for their families as well.

I took the cue and chose to tackle the Waste management Process while on vacation at home. Recycle, reuse and reduce is our motto and only works when it is tackled at the source. My wife and I started the awareness project as an initiative to reduce plastic waste generated by households in housing societies.

This project is a collection of artworks made entirely from household plastics and cardboard, collected on a day-to-day basis. Packaging plastic, foil, wrapping paper, cardboard, bubble wrap, newspaper, etc. are most of the materials which are used to form the base of each artwork. It's a mix of plastic painting and mixed media. It's a small contribution to limit the plastic crisis.



Together with other likeminded neighbours, we also formed an alliance to integrate waste segregation in our society (dry/wet/hazardous) and implemented workshops to appraise workers/ house-helpers. In addition, we are also stepping up the initiative and broadening our horizons to convert plastics into reusable products. The plastics will be gathered from garbage collection points, segregated and will go through a process of cleaning, pulverization. If we were successful in doing it - we encourage all our sailing colleagues on vacation to give it a try.

Contributed by : Mr. Anish Sehgal 2nd Engineer on Black Swan

ARE WE BEST PREPARED FOR THE WORST

Safety is one of the pillars of life onboard a ship and ensuring the same is our primary responsibility. Saturday's safety routines and drills are embedded rituals for every seafarer on board. However, another safety aspect which is equally important and needs to be enhanced is "emergency readiness" among the crew members in case of Engine room emergencies. This is an extremely crucial mindset for the team, however the intangible nature of the same often leads to it being overlooked.



Training on emergency scenarios must include but not limited to Main Engine multiple failure scenarios, Running Main Engine with unit cut off, Fire in the Engine room, scavenge fire, Economizer uptake fire, emergency takeover of Main Engine from Bridge, grounding, activation of Oil Mist Detector, emergency firing of Aux Boilers, emergency operation of remote hydraulic valves, emergency operation of Engine Room crane, Grounding, break away from jetty etc.

On-going set of drills can be expanded for addition of other vital safety parameters as well, this will enable us to foster safety at a greater level. While performing drills on these simulations as a whole crew, it may lead to encountering unforeseen barriers which in turn serves as an opportunity to develop troubleshooting guidelines and strategies for the same. There can be unseen challenges within the department as well as across departments and hence involvement of the entire crew is critical to formulate the effective ways of overcoming the challenges and establishing protocols, these protocols may vary from one ship to another. Emergency situations are a shared responsibility of the crew members at all levels even though the accountability may be with a handful.

The easiest way to handle an emergency is to anticipate the emergency scenarios and prepare accordingly. One very simple emergency guide could be the following questionnaire:

- How well do the crew know the ship?
- Are all the emergency equipment's always in the state of readiness?
- Can the emergency duties be handled if the designated PIC is not available? Dependence on only designated persons can lead to knowledge and experience vacuum if the person is not available due to any unforeseen conditions. Therefore, all crew members should be well familiarized with emergency equipment's.
- Is the crew proficient in handling own as well as standby duties?
- Effective use of all available resources to meet the contingencies.
- Effectiveness of internal as well as external communication with third parties.

If the shipboard top management empowers all engineers and crew with knowledge and regular training in a systematic manner then this will in return sequentially increase output and also enhance the safety culture onboard. Reiterating safety norms and practising them consistently will nurture the emergency preparedness of the crew.

Contributed by: Abhishek K Gupta / Chief Engineer/ Gloria Maris

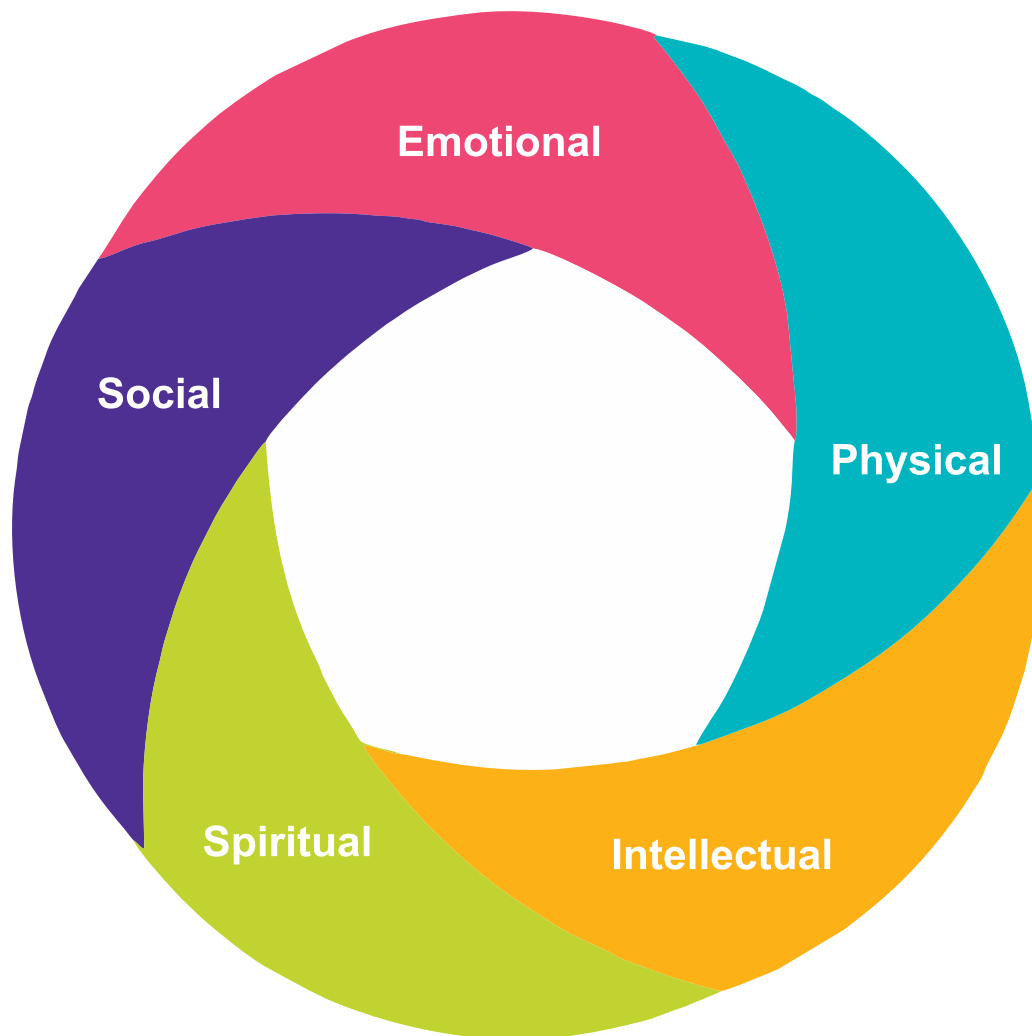
GLORIA MARIS CREW FEEDBACK TO WELLNESS AT SEA PROGRAM

Seafarers Wellness at sea program was first introduced to all ship's personnel on board on 26th June 2021. It is a program to monitor and uplift the wellbeing of each seafarers on board. The program is subdivided into 27 weeks to monitor the program with the seafarer's active participation during the scheduled session. The program gives the seafarer's an opportunity to voice out and manage their feelings and well-being during times of crisis not only for themselves but also for their loved ones.

On board, we have completed the weeks from 1-3, 4-6 & 7-9.

Some of the Seafarers onboard have shared their feedback regarding the Wellness at Sea Program as follows:

Capt. Ross Alfred Tauro: I have always been a supporter of the Wellness at Sea program and used to show the introductory video of the program to the seafarers whenever I was onboard any ship. In fact, was rather excited on knowing that the program is formally introduced to all ships in Goodwood fleet as this is the need of the hour considering the global pandemic situation, we all are in. Extended contracts, no timely reliefs, no shore leave, quarantine situation after sign-off and heightened medical emergencies at home have all taken a toll on the health and well-being of the



seafarers globally due to this pandemic situation. At these times when such a program is introduced and is backed by the company it really has an impact on the seafarers that the company is concerned about their well-being and cares for them which has always been Goodwood's motto from the very beginning. Finally, I would like to thank Sailors Society and Goodwood for introducing the Wellness at Sea program in our fleet as a lot of seafarers will gain from it.

Chief Off. Joey S. Tan: It enhances personal morale onboard especially in this trying time that situation became unstable to everybody. Frightened that something might happen onboard and to our owned family ashore. This program enlightened the seafarer to use the outmost resources onboard, to be resilience, commit to reach out and seek help if required, to be proactive on every situation arises and to take care and improve our wellbeing onboard. It addresses to accept the facts, to stand and live in this new normal life.

2nd Officer-Dhanush: Excellent initiative by the Sailors Society to help Seafarers in distress and to ensure their well-being. Being a Seafarer can be very demanding mentally and emotionally, taking a toll on one's mental health. Knowing that there is an outlet for us to reach out to during these testing times makes it a tad bit easier. Maintaining a positive outlook towards life is essential not only to being happy but to bring out the best in an individual in both their personal

and professional life. This program brings us one step closer to achieve a more optimistic approach to life and help us deal with the various obstacle's life might throw our way. All in all, I as a Seafarer am very pleased and grateful that someone has taken the initiative to acknowledge the duress Seafarers are under and take a step in the right direction to help Seafarers better their lives.

3rd Off Jeremy: This campaign is a boosting program to attain the positivity of each seafarers on board. To guide all seafarers how to maintain good decisive actions in times of crisis and difficulties. It helps us to open our minds and hearts to look forward on a better future even if bad experiences have gone into our lives on board or even ashore. It will make us stronger and better person to achieve the goals in life for which we are dedicated to do and success for our families ashore. It teaches us to look for each other and help one another, so as to achieve the TEAM success.

4th Off Milind: The wellness at sea program was really good, because it teaches us how to live on board at sea. Also, the sailor's society is doing good with connecting people with the modern-day life. As a sailor, we have faced many problems like loneliness or sadness, but because of the training parts of the program, it gives some relief and tension free behavior to us, as well as families waiting for us at home.

Deck Cadet Kevin: This wellness at sea program is very useful for us, especially during this pandemic, the contracts of sailors have increased and many changes in the shipping life style, So the videos and modules shown and the information that we read from this program keep our body and mind hoping for the better outcome. This program has reached many sailors now because this is the right time in which we are in need of some back up, So thanks to Sailor Society for being our back up.

Engine Cadet Harsh: The wellness at sea program is very help full, especially at such time of pandemic, which affects mental health of seafarers onboard. This program with so much information definitely help's out, as it gives an assurance that there is somebody out there looking out for you and that helps you to be emotionally stable at such times. Great initiative by sailor society.

Deck Boy Arlou: The wellness at sea program talks about mental health issues that seafarers are facing nowadays and with the pandemic arising. This will help and give us ideas and knowledge on how to deal with this kind of situations. I am so grateful for this program, it made me feel that I am not alone and the company is taking care of our wellness and of course our mental health. Therefore, I really recommend this program to be used in every shipping companies all over the world and I hope this will be the beginning of a stronger seafarers and it will lessen the suicidal rate of seafarers.

Bosun Alberto: I have been a seafarer for a long time and this hits me. I really thought that this kind of things doesn't exist. After hearing that information and applying it on myself, I was dealing with these things a long time ago and until now. This program is timely and relevant, it gives different ideas, and it come up with the solutions on how to deal with mental health. Our health is our responsibility, and after looking out for ourselves, we must also look for each other too. Thus, helping and understanding one another is a vital tool to achieve the goal of this program. We are all in this together and we all should take the first step to make all of this possible as a seafarer and also as a human being.

POEM: DEDICATED TO ALL SAILORS DURING THIS PANDEMIC

Now, all those who work in Shipping Industry can go to heaven

Last night as I lay sleeping I died or so it seemed,
Then I went to heaven, but only in my dream

Up there St Peter met me, standing at the pearly gates,
He said "I must check your record, please stand here and wait."

He turned and said "Your record is covered with terrible flaws,
On earth I see you rallied for every losing cause."

I see that you drank alcohol and smoked and partied too,
Fact is, you've done everything a good person should never do.

We can't have people like you up here, your life was full of sin,
Then he read the last of my record took my hand and said "Come in."

He led me up to the big boss and said "Take him in and treat him well,
He worked in the shipping industry He's done his time in hell."

KNOWING YOUR ELECTRONIC ENGINE BETTER - HCU EVENTS

MAN B&W ME Engines are hydraulically controlled instead of cams used in conventional engines. Hydraulic Cylinder unit (HCU) activates fuel injection and exhaust valve actuation through FIVA valve. Various events within HCU are electronically controlled and are more precise than conventional engine.

HCU Events can be considered as ECG (Electrocardiogram) for ME engine in operation. These are electrical signals related to exhaust valve and fuel booster and are excellent tool in trouble shooting combustion and exhaust valve operation related troubles. These signals are continuously sampled by CCU of each cylinder. In case of any critical alarm, both data before and after are stored in MOP. In addition to automatic storing of these data, it can be manually stored for evaluation of engine health, by pressing "Log manually" button in "Troubleshooting" page of MOP. Log file



generated is called "manual dump" or "HCU dump" and this file can be examined using application "LDE plot".

In ME C engine, six signals are stored under HCU events,

FIVA Set Point: Ordered main spool position of FIVA valve.

FIVA Feedback: Main spool position.

FIVA Control: Control signal to pilot spool.

Exhaust valve position: Actual position of exhaust valve pos.

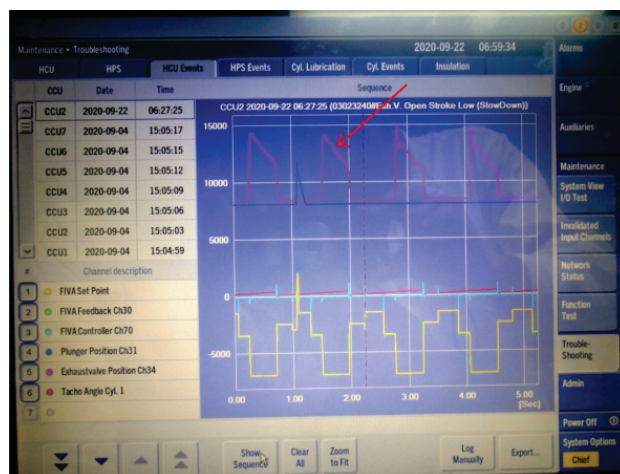
Plunger position: Actual position of fuel Plunger

Tacho Angle Cyl. 1: Unit no:1 crank angle.

Below are two case studies, where HCU events helped in trouble shooting.

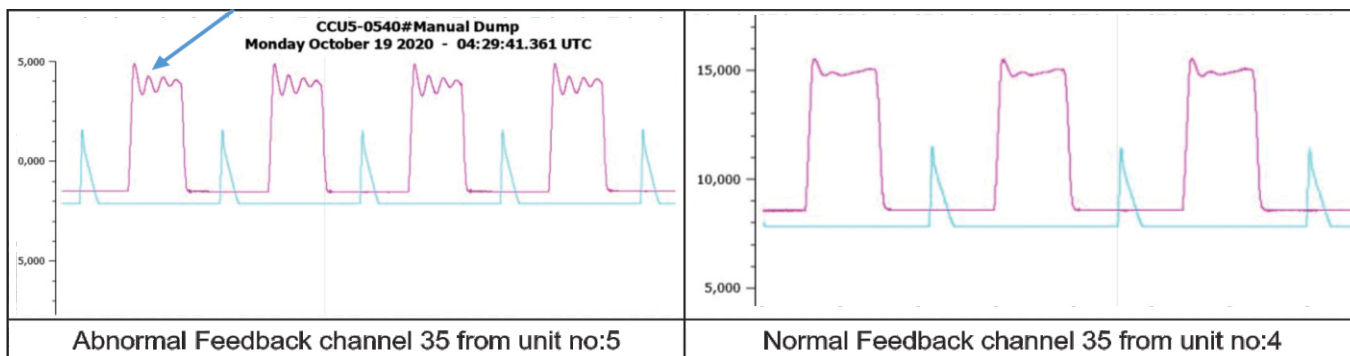
CASE 1

In this case, main engine slowed down on unit #5 exhaust valve stroke low alarm. Exhaust valve position (Feedback channel 34) was dropping immediately after reaching fully open position, indicating that hydraulic pressure is being released before valve close signal is given. Investigation revealed that exhaust valve HP pipe has developed a crack, through which hydraulic pressure was released back to system. Normal operation was restored after renewing exhaust valve HP pipe for the concerned unit.



CASE 2

In this case, exhaust valve position (Feedback channel 34) was showing fluctuation at fully open position. Difference between normal curve and abnormal curve can be seen clearly from below diagram. Investigation revealed that spring air safety valve was defective. After renewing safety valve, exhaust valve operation became normal.



To effectively utilize the facility provided, HCU events should be taken every month during monthly performance check and evaluated by comparing with reference curve. Minor deviation from reference curve could give early indication of deterioration of components, before it turns into alarms and trips. Also, HCU events of different units can be superimposed for easy identification of deviation with other units. Early identification helps in taking corrective action, at convenience, without causing off-hire and unwanted stoppages.

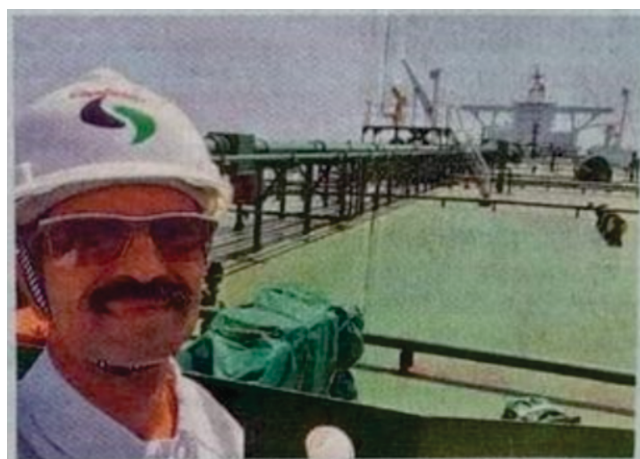
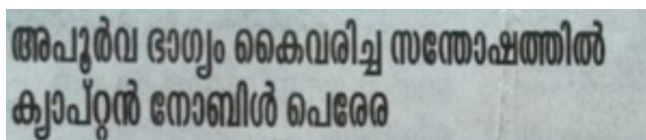
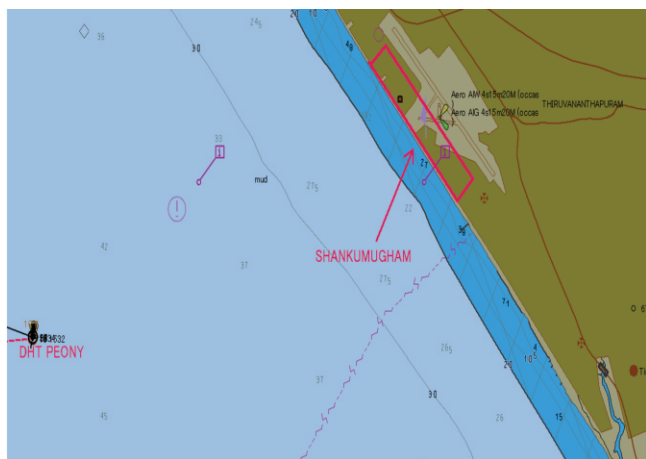
HCU events are equally effective in remote trouble shooting also. Events can be copied and transferred to maker for their expert opinion in identifying defect. For exactly identifying the defect, below mentioned data is necessary.

- 1) A screen shot of the "Alarms List" page with the significant alarms selected and "Info" screen.
- 2) A screen shot of the "Event Logs" page with most of the alarms before and after the event.
- 3) A screen shot of the "HCU Events" page, indicating the defect.

Contributed by: Mr. Jineesh Pothody – Engineer Superintendent Fleet 5

A CAPTAIN'S PRIVILEGE

What till date was only the privilege of a millionaire to own and fly his own aircraft OR park his yacht in a private harbour, though I don't own the VLCC - I had the privilege to anchor her in sight of my house by the beach and for my family to see my ship anchored just 5 miles away close to the shores of my hometown called Shankumughom in Trivandrum on the 7th August PM 2021. It was almost like a weekend spending at my village by interacting with family and friends with visuals through internet.



Capt. Noble Pereira on the DHT Peony.

A leading Malayalam newspaper published this article on 09th Aug 2021.

EFFECTIVE HOLD CLEANING ON BULK CARRIERS

Bulk Carriers make up nearly 21% of world's merchant fleet and make a sizeable contribution in sea transportation. It is important to safely carry and deliver cargo in good condition to the receivers. The main aim of this article is to help Master and ship's officers to understand the requirement of proper cargo hold preparation before loading bulk cargoes to prevent substantial claims, for shortage, cargo quality, water ingress, contractual claims relating to failed surveys, off-hire and charter party disputes resulting in the need for multiple surveys and significant delays and costs.

Specific cleaning instructions usually fall under one of these five usual standards for the bulk cargo trade:

1. Hospital clean – 100% intact paint coatings in the entire hold
2. Grain clean: Holds must be clean, swept and washed down with fresh water. They should be free from insects, odour, residue of previous cargo, lashing material, loose rust scale and paint flakes etc. They must be dried, well ventilated and ready to receive the intended cargo subject to shippers and relevant surveyor's inspection.
3. Normal clean: Here holds are swept clean and all residues of the previous cargo are removed. Then hold is then washed down and dried ready for taking cargoes similar to or compatible with the last shipment.
4. Shovel clean: Requires no washing down and the hold must be presented having been shovel cleared (hand shovel or dozer bucket) and very roughly swept by the stevedores or crew.
5. Load on top: This is most appropriate in certain long term contracts where a particular vessel is transporting the same commodity to and from the same ports.

After the holds are clean & ready for survey in all respects, a prudent Master must ensure that vessel operations are smooth, problem free and ultimately rewarding by necessary standards of maintenance. This includes paying attention to:

- Cargo hatch covers, bilge systems, hydraulic & electrical systems, fixed firefighting systems and any other associated equipment are all elements that must be inspected and maintained appropriately.
- Planned maintenance systems (PMS) for all relevant equipment must comply with test regimes.
- All structural elements of the hold framing, brackets and the hopper side structures. Also pipes, vents and other associated equipment including covers and guarding free from damage.
- All structural access methods, including ladders, handrails, platforms and stairways in 'Australian rules' ladders are intact.
- General tank top areas, including manhole lids and bilge covers properly secured.
- Close up inspection of gaskets, compression bars, coamings, quick closing cleats, wedges and drains, including non-return (NR) valves.
- Regular water tightness tests, such as hose-tests or more stringent ultra-sonic tests to be undertaken including booby hatch & vent covers.
- Hydraulic systems for hatch covers, cranes and other associated equipment that could cause delays or even contamination through breakdown or pipe/hose failure.
- Electrical systems, including sensors, probes, lights, lighting circuits and water ingress sensors.
- Bilge wells, including relevant 'hat boxes' and strums, valves, pipework, NR valves and high level alarms. Including regular checks on suction efficiency and watertight integrity of NR valves, by back-pressurizing each system. Also positive checks on high level alarms or sounding pipes where no alarms are fitted.

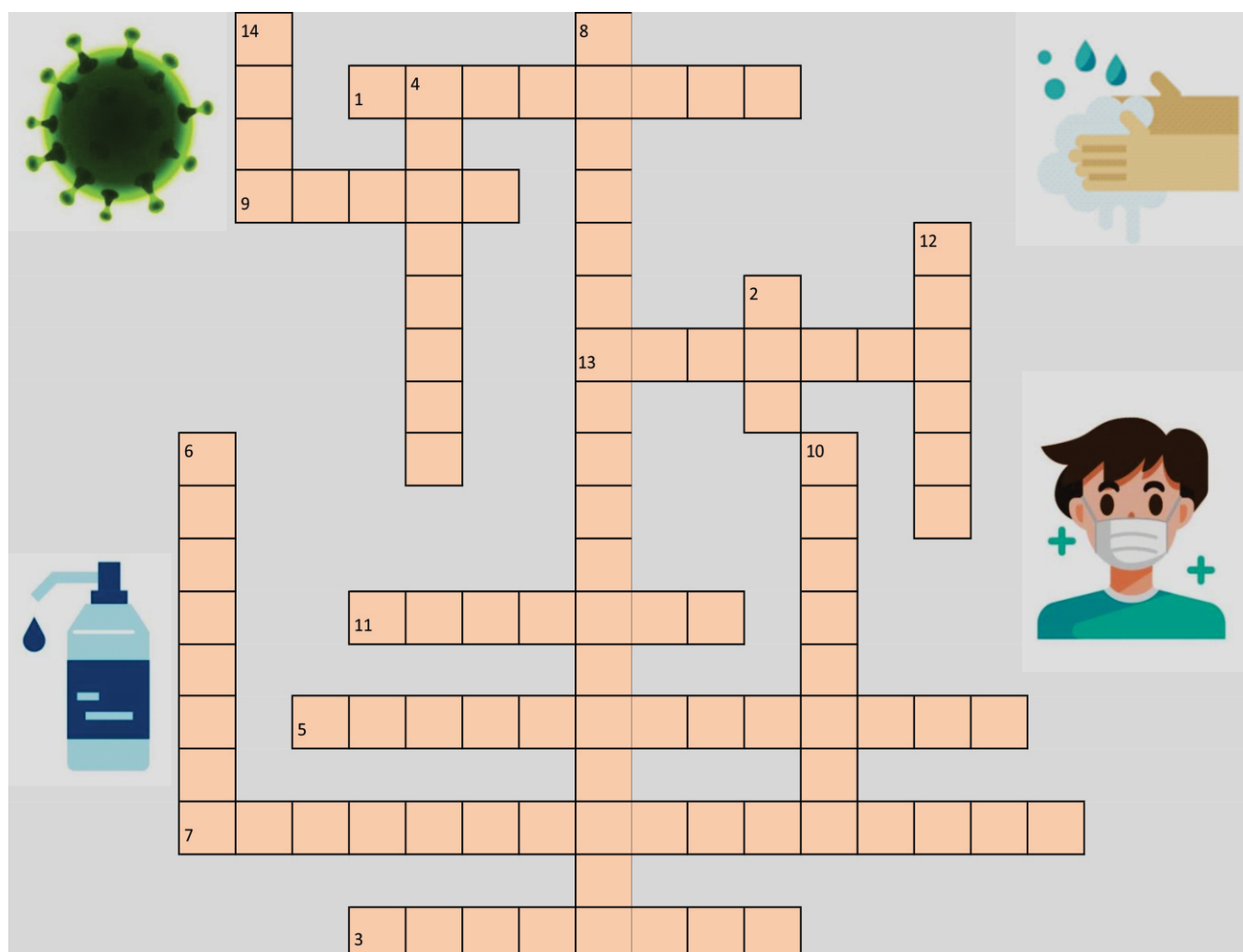
Conclusion: Final presentation of vessel to surveyor for hold inspection plays a major role in passing the inspection. Main deck to be hosed clean, extend courtesy to the surveyor on boarding vessel, Master and Ch. Officer to accompany the surveyor during hold inspections. Ship's crew standing by with small tools, rags, brooms, mops etc to immediately work on surveyor's recommendations.

Follow these steps religiously and you will turn out the WINNER.

Contributed by: Staff of MV. Antwerp and MV Charm



CROSSWORD PUZZLE ON COVID-19



Across

- 1 COVID-19 is an " _____ " virus
- 3 The worldwide spread of a disease is called _____
- 5 Device used to check Oxygen level in the body
- 7 Avoiding close contact with other people to avoid spreading the illness to another person
- 9 Cough or Sneeze into your _____, Not your hands
- 11 Hand Sanitizers contains concentrates of _____
- 13 All the time observe good Personal _____

Down

- 2 We should maintain a minimum distance of _____ feet from another person
- 4 Unwell crew when there Temperature is above 37.5° C should be _____
- 6 Coughing, Fever, Tiredness & Difficulty in Breathing are some of the _____ of COVID-19
- 8 Chemical used to Sanitize & Disinfect common areas onboard
- 10 All New Joiners should wear Face mask for _____ days
- 12 It's important to wash our hands thoroughly for a minimum of _____ seconds
- 14 One way to prevent getting COVID-19 is to avoid touching our _____ with our hands

Compiled by: C/O Manish P.Singh, 2/O Manoj Kumar and 3/O Mahesh Nandenia on DHT Taiga

Across	Down	Across	Down
1. AIRBORNE	2. SIX	11. ALCOHOL	12. TWENTY
3. PANDEMIC	4. ISOLATED	13. HYGIENE	14. FACE
5. PULSEOXIMETER	6. SYMPTOMS		
7. SOCIALDISTANCING	8. SODIUMHYPOCHLORITE		
9. ELBOW	10. FOURTEEN		

ANSWERS TO COVID 19 - CROSSWORD PUZZLE



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