

Lilly Star

11th Edition
01st October 2016

IN PURSUIT OF EXCELLENCE

20

Celebrating
1996-2016

YEARS

Lilly Maritime

Note: Only for Internal circulation among staff

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Season's Greeting

HAPPY NAVRATRI



MD's Desk

20 Years in Service



Dear Friends and Colleagues,

It's a special day for all of us at Lilly Maritime. Today we have completed 20 years of Maritime services to our Ship Owners and other Principals. I thank "Shriman Narayana" and my "Mother" for their Blessings and my "Wife's" Moral support at all times. They have been the inspiration throughout. I thank all of you and others who have been a part of this journey to make it possible to reach this day.

I must thank our Principals who have shown faith on "Lilly Maritime" and have extended business relationship and supported all the way. We have also learnt to improve our service through their feedback and support.

Like every other business shipping also has its Ups and Downs along with world economic changes. This has reduced our Growth however the steps taken to improve our performance standard in Safety and Quality has given us sustainability and progress. We have passed very difficult moments in the past. In those moments I remember my mother and like her I have faced the uncertainty with optimism with faith in the Lord. We are reasonably better but the shipping industry is going through a very bad patch which I have never heard earlier.

For the 3rd decade we have to improve further on our deliverable by learning from the experience and incidents. New ideas and creative thinking could optimize the cost without compromising safety standard. This will help our principals to tide over the depressed market condition. We will definitely Grow with our Principals and add more value to their business.

Once again I thank all of you for supporting the Growth of Lilly Maritime directly and/ or indirectly.

Best Wishes

Rethina Kumar

The Elephant Rope

As a man was passing the elephants, he suddenly stopped, confused by the fact that these huge creatures were being held by only a small rope tied to their front leg. No chains, no cages. It was obvious that the elephants could, at anytime, break away from their bonds but for some reason, they did not.

He saw a trainer nearby and asked why these animals just stood there and made no attempt to get away. "Well," trainer said, "when they are very young and much smaller we use the same size rope to tie them and, at that age, it's enough to hold them. As they grow up, they are conditioned to believe they cannot break away. They believe the rope can still hold them, so they never try to break free."

The man was amazed. These animals could at any time break free from their bonds but because they believed they couldn't, they were stuck right where they were.

Like the elephants, how many of us go through life hanging onto a belief that we cannot do something, simply because we failed at it once before?

"Failure is part of learning; we should never give up the struggle in life."

The Power of Responsibility

It's been said that the line between childhood and adulthood is crossed when we move from saying 'It got lost' to 'I lost it.'

Indeed, being accountable - and understanding and accepting the role our choices play in the things that happen - are crucial signs of emotional and moral maturity. That's why responsibility is one of the main pillars of good character.

Many people have been seduced by the Peter Pan philosophy of refusing to grow up and avoiding the burdens implied in being accountable. Yes, responsibility sometimes requires us to do things that are unpleasant or even frightening. It asks us to carry our own weight, prepare and set goals, and exercise the discipline to reach our aspirations.

But the benefits of accepting responsibility far outweigh the short-lived advantages of refusing to do so. No one makes his or her life better by avoiding responsibility. In fact, irresponsibility is a form of self-imposed servitude - to circumstances and to other people.

Responsibility is about our ability to respond to circumstances and to choose the attitudes, actions, and reactions that shape our lives. It is a concept of power that puts us in the driver's seat. The grand panorama of the potential of our lives can only be appreciated when we begin to be accountable and self-reliant.

Responsible people not only depend on themselves, but show others that they can be depended on. This breeds trust, and trust is a key that opens many doors.

If you want more control over your life and the pleasures, prerogatives, and power of freedom and independence, all you have to do is be responsible.

Learning from Incident

Incident Description: *Leakage at flange near port manifold area due to increase in loading rate.*

Vessel started loading at barge berth from shore tank. As advised by ch/officer loading rate to be maintained maximum @ 300mt/hr. On commencement of loading, all observed satisfactory .at around 0150 hrs spurts of oil leakage observed from manifold area. On closer inspection found the leak from the blank flange resulting leakage near port m/f area.

Incident Type: Oil Spill

Approximately 50 to 60 ltrs of spillage observed on deck. Same was immediately arrested, no loss of oil over to ship side or overboard.

Root/basic cause

Suspect stipulated and agreed loading rate may have been breached /increased resulting in leakages from the blank flange near port manifold area.

Corrective/preventive action to be taken

To always maintain maximum loading rate as agreed by both ship's staff (ch/off) as well as shore staff . To maintain and follow the laid down procedures as in the loading checklists. Further any change in loading rate to be immediately informed to loading master.

Lesson learned

Manifold pressure gauges to be monitored regularly, as the leakage was in the manifold area hence spillage was arrested at the very initial stage due to standby of oil spill equipments at the manifold.

Office feedback

- i. Chief Officer to ensure that checklist is duly filled prior commencement of loading and procedures are in place duly signed.
- ii. To discuss the loading plan with the entire team including contingency plans.
- iii. To ensure that manifold are manned at all times to keep watch on the pressure gauges for any deviation on pressure to report.
- iv. In case of any deviation to immediately inform loading master, and reduce pressure and or stop loading .subsequently inform master.

Incident Description: STBD Anchor Lost In Heavy Seas

STBD anchor which had been in damage condition for over a period of year with its one of the flukes in broken condition had its crown pin exposed to weather conditions. Vessel had been experiencing heavy weather and swell conditions from past two days.

Incident Type: Property Damage

Root /basic cause: Condition of damaged and broken anchor flukes exposing the pin on one side for several months. It could have been controlled if the anchor had been replaced/ repaired within past 1 year.

Corrective /preventive action to be taken: Requisition has been sent for replacement of STBD anchor .Have ensured that the Port Anchor and windlass is in good working order and tried out satisfactorily.

Lesson learned: Timely notification to the technical department for speedy replacement/ repair of anchor on time.

Incident Description: Time loss due to transfer of Cargo Oil to another tank while Loading Bitumen (Asphalt) due to one cargo tank overfilling.

Incident Type: Property Damage (Time loss 2.5 hours, Reputation n Business loss) : Some bitumen splashed out of the tank on the deck due to air bubble bursting on the mouth of the tank. This was collected and deck cleaned immediately.

Root /basic cause :There was over reliance on the SAAB ullage monitoring equipment and high level alarm system and thus manual check of the cargo tank ullage was not carried out to cross check the ullage and avoid overfilling of the tank.

Corrective /preventive action to be taken: The below issues to be effectively carried out to improve the safe procedure for cargo operation:

- i. Deck crew should be assigned to monitor the Tank level manually when topping off.
- ii. The SAAB reading compared with manual reading during the cargo operation and any difference recorded.
- iii. All COT's High level alarms tested within 12 hours of cargo operation and logged down in the CCR log book.

Lesson learned: There should not be over reliance on machinery and checks should be in place to ensure that they don't suddenly go erratic.

Office Feedback:

- A) The cargo planning must be improved by taking into consideration the requirement of that stage of loading and the manpower required.

The ullage during topping off must be monitored taking manual ullage frequently.

- B) As per the arrival checklist the SAAB and High Level Alarm need to be checked and this should be done within 12 hours of starting cargo.

- C) The SAAB reading should be compared with the manual ullage at least once a watch and it should be recorded for information in the cargo log.

- D) The cargo rate and manifold pressure should be monitored frequently and any sudden discrepancy brought

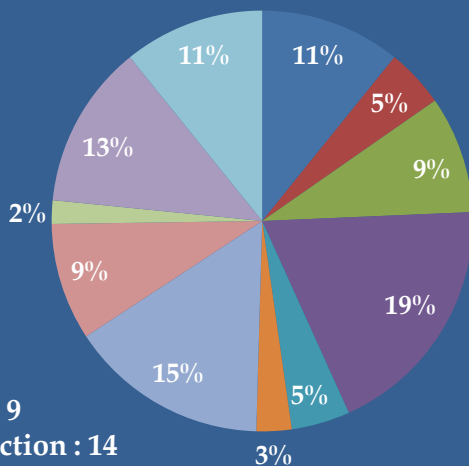
Best Safety Issues Near Miss

Incident Description	Corrective Action	Office Feedback
While vessel was in underway deck crew member found, monkey island x'mas tree lanyard has broken, and it was hanging and banging to funnel .He went to monkey island to tie up same in properly without inform to duty officer and switched off/stand by radar.	Informed crew member, as mentioned the entrance steps to monkey island warning notice , do not enter to monkey island without permission of duty officer and radar is in operational.	Kindly brief the crew regarding the consequences and importance of putting the Radars on standby. All crew to always follow safe working practices.
During routine deck rounds, it was observed that the bonding wire, on expansion joints of vapor line, was broken & did not provide electrical continuity.	Wire cable renewed. Crew briefed on the necessity of electrical continuity, as an antistatic precaution, by design. To be discussed in the safety meeting for continual training / follow up.	Briefed the crew on necessity of electrical continuity. Electrical safety testing is essential to ensure safe operating standards for any product that uses electricity. Please train the ship staff according to it.
When vessel was at port GS did not dumped garbage as per their color code mentioned on garbage drum.	C/ off called GS and crew , briefed and told them to segregate all the garbage and collect in the garbage bags then can dump the garbage	The segregation of the garbage is very important and needs to be regularly informed to all concerned onboard through training. Please ensure regular training on this.
Gas meter was not calibrated for a period of over 2 months	Immediately the staff in charge was advised to calibrate the instrument to conform same working in order. Also he was reprimanded about doing the same on monthly basis and prior every operation / use of the instrument.	Please ensure that follow up of such issues done in timely manner.

Freeze Card

Incident Description	Corrective Action	Office Feedback
After Taking fresh water A/B had not put cable-tie in filling cap	Explained to crew about safety & security of a crew/vessel and also briefed about social responsibilities	Kindly brief the crew about the importance of the Safety & Security and their social responsibilities.
Found rainwater entering into engine room through skylight during raining.	Oow (bridge) informed to engine room to close the skylight door immediately.	All doors and entrances to be kept closed as a part of security measures as per current Security level of the vessel. Any door opened for maintenance to be closed after the work is over.
Found crew standing down suspended load during passing cargo hose	Tie the hose with rope and pass the cargo hose at a safe distance from suspended load.	Kindly train and brief the crew to never stand or pass under suspended load as it can lead to accident. Proper ppe to be worn at all times.

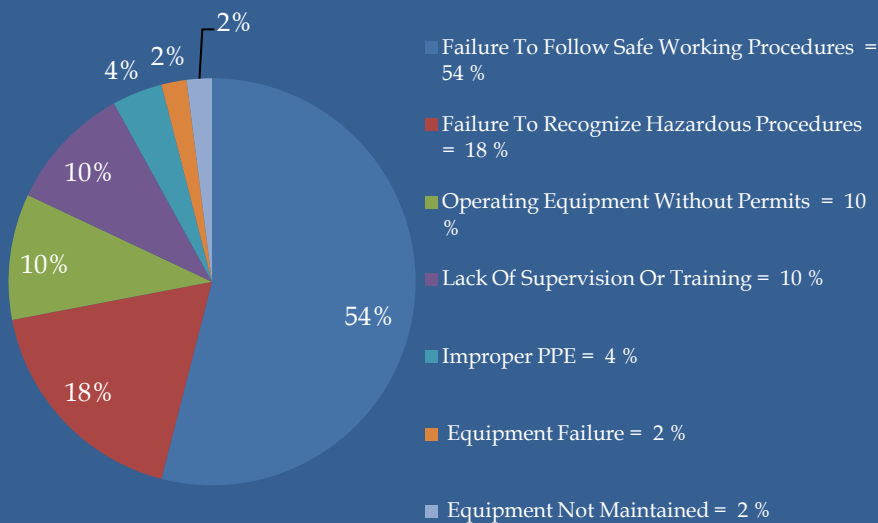
Vetting Inspection Status 2016



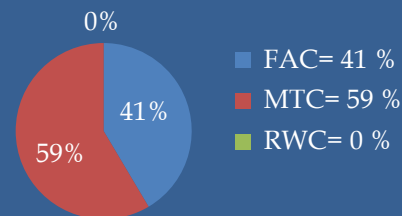
Avg Fleet Size : 9
Total No. Inspection : 14

- Certification and documentation = 11 %
- Crew Management = 5 %
- Navigation = 9 %
- Safety Management = 19 %
- Pollution Prevention = 5 %
- Structural Condition = 3 %
- Cargo and Ballast Systems -Petroleum =15 %
- Mooring = 9 %
- Communications = 2 %
- Engine and Steering Compartments = 13 %
- General Appearance and Condition = 11 %

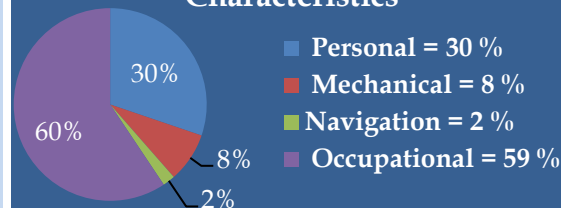
Freeze card analysis



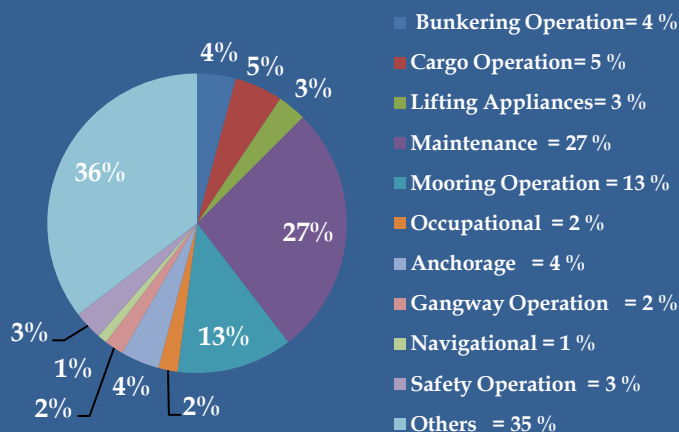
Near Miss Human Injury - Category



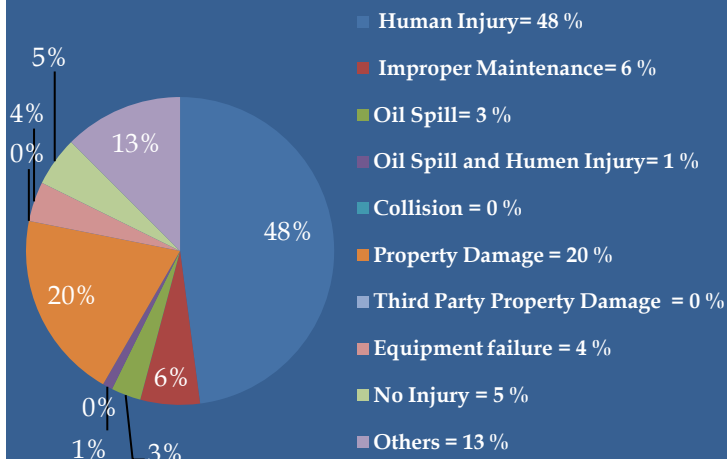
Near Miss Characteristics



Near Miss- Operation



Near Miss-Consequences



Food Safety is a basic requirement in the prevention of food related problems on board ships. The sourcing of wholesome, safe food and water is essential.

Although clean and well-maintained catering spaces give a good impression, food safety is more than cleanliness. It requires good working practices in accordance with basic principles of personal hygiene and food hygiene.

All vessels should apply food safety principles. Even if not required by international regulations, documented systems with records enable a quality management approach to be taken, along the lines of the International Safety Management Code. As well as helping to focus minds on food safety, the system also provides evidence of good practices.

In the recent past, significant levels of food borne disease transmission have been reported on ships. Importantly, the majority of reported food borne disease outbreaks was caused by pathogenic bacteria. Food borne disease is often referred to generally as “food poisoning”

Food poisoning on board ships can be reduced by control and careful selection of suppliers, training of food handlers, optimum construction of galleys and strict personal hygiene.

The main reasons for food poisoning are:

1. Preparation of food too far in advance and stored at room temperature.
2. Cooling food too slowly prior to refrigeration.
3. Not reheating food to high enough temperatures to destroy harmful bacteria.
4. Using contaminated cooked food.
5. Undercooking.
6. Not thawing frozen meat for sufficient time.
7. Cross contamination from raw food to cooked food.
8. Storing hot food below 63°C.
9. Infected food handlers.
10. Improper use of leftovers.

We ensure that our Cook and food handlers have appropriate knowledge .All the company Cooks undergo Food Handling training ashore, prior joining the vessel.

On board ships, the following guidelines should be adhered to:

1. Food safety plans are in place for each component of the food chain.
2. Food should be inspected and confirmed to be in safe condition upon receipt.
3. Equipment and utensils should be suitable for preparation, storage and contact with food.
4. Materials should be suitable for contact with food and should protect food from contamination.
5. Facilities should be suitable for safe food storage, preparation and serving.
6. Spaces should be suitable for the safe storage, preparation and service of food.
7. There should be adequate toilet and personal hygiene facilities for food handling personnel.
8. There should be adequate and effective dishwashing facilities.
9. There should be safe food storage systems.
10. There should be a comprehensive maintenance and cleaning program.
11. Food handling personnel should maintain personal hygiene.
12. Food handlers should be adequately trained in food safety.
13. Food waste should be stored and disposed of in a hygienic manner.
14. Ventilation in Galleys should be maintained eg. Ventilation hoods and grease filters should be cleaned regularly.

Maritime Excellence Award-Indywood

Our heartiest congratulations to Mr. Senthil Kumar for winning Maritime Excellence Award.



Tanker Operator Mumbai 2016

Presentaion on "Training from peers and No blame culture" by Capt. Rahul Varma



20 Years Celebration Day



20 Years Celebration Day

