

Lilly Star

14th Edition | 01st October 2017

Our Values



Integrity and Honesty

Go Extra Mile ("Be Proactive")

Back to Basics

Seek for Change

Open and Respectful

Work as Team

Think Why



Our Company Policy



Perform Safely

Act Righteously

Do it with the Heart

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- Event -SHELL Maritime Safety in Partners
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- Event – On Shore Training
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Professionalism in the Workplace

You know that it's essential to be professional if you want to be a success. But what does "being professional" actually mean?

For some, being professional might mean dressing smartly at work, or doing a good job. For others, being professional means having advanced degrees or other certifications, framed and hung on the office wall. Professionalism encompasses all of these definitions. But, it also covers much more.

Defining Professionalism

The Merriam-Webster dictionary defines professionalism as "the conduct, aims, or qualities that characterize or mark a profession or a professional person"; and it defines a profession as "a calling requiring specialized knowledge and often long and intensive academic preparation."

These definitions imply that professionalism encompasses a number of different attributes, and, together, these attributes identify and define a professional. So, what are these attributes?

Make It a Priority to Be on Time

When you arrive late for work or meetings, it gives your boss and co-workers the impression you don't care about your job and, if it affects them, it's like saying you don't value their time. Pay attention to the clock. Set alarms if you have to. Show up at least a few minutes before you are supposed to start work and return from your breaks on time.

Don't Be a Grump

Leave your bad mood at the door when you come to work. We all have days when we aren't feeling our best. Remember not to take it out on your boss, your co-workers, and especially your customers. If work is the thing that is causing your bad mood, it may be time to think about quitting your job.

Accountability

Professionals hold themselves accountable for their thoughts, words, and actions, especially when they've made a mistake. This personal accountability is closely tied to honesty and integrity, and it's a vital element in professionalism.

If that isn't a good option for you right now, find a way to make the best of the situation until it is.

Watch Your Mouth

Swearing, cursing, or cussing—whatever you call it—has no place in most workplaces. Unless you know it is okay in yours, refrain from using foul language, particularly if those who you might offend are present. Here's a good rule of thumb to follow: If you wouldn't say it to your grandmother, don't say it at work.

Continue...

Honor Your Commitments

Whenever you make a promise to your boss, colleagues, or clients, keep it. If it looks as if you won't be able to meet a deadline, let your boss, team or client know as soon as sensibly possible. However, do what you can to avoid ending up in this situation!

Don't make excuses – instead, focus on meeting expectations as best you can, and on making the situation right.

Dress Appropriately

Whether you have to dress up for work or you can wear more casual clothes, your appearance should always be neat and clean. A wrinkled suit looks no better than a ripped pair of jeans does.

Choose the type of clothing your employer requires. If there isn't a dress code, pick attire that is the norm for your place of employment. Save flip-flops, shorts, and tank tops for the weekends, along with clothes those are better suited for a night out at a club.

Offer Assistance to Your Colleagues

A true professional is willing to help his or her co-workers when they are overburdened or facing a challenge at work. He or she isn't afraid to share knowledge, opinions, or simply an extra pair of hands. One person's success reflects well on everyone in his or her workplace.

Don't Gossip

While you may be tempted to tell your cubicle neighbors what you heard about Suzy or Sam down in accounting, gossiping makes you look like a middle school student. If you know something you simply must share, tell someone who has nothing to do with your workplace, like your sister, mother, or best friend.

Try to Stay Positive

Negativity is contagious. If you complain incessantly about your workplace, it will bring others down. Your boss certainly will not appreciate a drop in morale among his or her employees. That does not mean you shouldn't speak up about things you think are wrong. If you see something that should be fixed, give your boss feedback along with a plan for how to make improvements.

If you are just complaining for no reason, stop.

Don't Hide From Your Mistakes

As hard as it may be to do, own your mistakes and then do your best to correct them. Make sure you don't make the same one twice. Never blame others for your errors, even if they deserve it. Instead, set an example so that those who share responsibility for the mistake can step forward and admit their part.

Always Fight Fair

You will inevitably have occasional disagreements with your co-workers or even your boss. You may think that something should be done one way while someone else will believe another way is better. Don't let yourself get angry. It doesn't matter how upset you are or how strongly you believe you are right, screaming in the workplace isn't allowed, nor is name calling or door slamming. Calmly explain your opinion and be ready to walk away if you cannot sway the other person or if he or she begins to lose control. Of course, you should always avoid physical contact.

Story shared by Gurudev Sri Sri Ravi Shankar

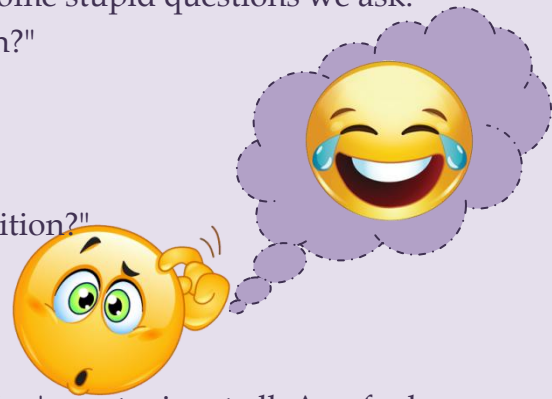
Mullah Nasuruddin had a bad accident. He was in the hospital. He had bandage all over his body. He looked like a Mummy.

His friend came and asked him "How are you Mullah?" These are some stupid questions we ask. Knowing very well he is in bandage, he asked "How are you Mullah?"

And as usual Mullah said "Fine. Just aches when I laugh!"

Then his friend said "Mullah how are you able to laugh in this condition?"

Mullah says "If I don't laugh now then I'll never laugh in life!"



If you don't laugh when things fall apart, then there's no wisdom. You're not wise at all. Any fool can laugh when everything's ok. When things don't go your way if you can laugh then you've earned something in life!

What do you say?

THINK DIFFERENTLY

Life is all about thinking differently. If you are moving in other path where everybody else is not going doesn't mean that you are wrong. This ability of moving and thinking different will help you to see success.

Now if you are getting success differently many other will try to push you down because they see you successful, they are jealous of you. If you achieve something in your life they will not able to see their face in the mirror.

So don't think about people that what they will think because it's not there life it's your LIFE.....

Incident description

Forward spring rope parted off while berthing alongside at the terminal.

Incident Type: Property Damage

Root Cause Analysis

When heaving up the rope to pull the vessel back, 4 meters, to position her along the terminal manifold, the strain caused due to heaving would have been more than breaking stress of the rope, as applied on the small part of the rope on the outer lip of the lead from which it was passed, and further friction burn and chaffing along the lip of the lead would have additionally caused the parting of the rope.

Corrective Action Planned / Taken:

- Immediately replaced parted rope with new rope to avoid any delay in the berthing of the vessel and ensure safe mooring.
- Training given to crew to avoid such situations in future.

Lessons Learned

When heaving the rope passed through a lead to the shore bollard, to pull the vessel to fall back and align with the shore terminal the following must be considered:

- the lead of the rope to the shore bollard,
- the strain on the rope
- Sufficient clearance from the fenders to allow the vessel to fall back without excessive friction.
- Master and Pilot to be kept well informed so that they can take appropriate action for safe movement of the vessel.

Further, the ship staff on the winch must be made aware of the strain coming on the rope to use the heaving lever appropriately when some slack is observed as the vessel falls back to avoid building sudden excessive stress on the rope.

Office Feedback:

- 1) Improve the effectiveness of the mooring operation training by interacting with the deck staff and discussing various issues when in office and when attending vessels.
- 2) Carry out the Safety Campaign on safe mooring to enhance the awareness of this critical operation.

Dear Colleagues, Officers and crew,

Listed below are a few considerations related to on board drills received from third parties, flag state inspectors, etc. Hope you find this information interesting and useful and share it with all crew on board.

The inspection very often requires that they conduct a full firefighting exercise, an abandon ship drill, and were possible, to launch a lifeboat. It found that the general standard of STCW firefighting training for officers and crew is inadequate, with no real appreciation of the potential damage and personal danger that fire can cause.

Below highlighting some of the common errors, officers and crew will be able to reflect upon the drills being carried out on board and action remedial measures where necessary.

When conducting fire exercises on deck, the fire team should use a fully charged hose in order to demonstrate boundary cooling. Prior to the exercise, the Ch. Officer or officer in charge should explain how he intends to fight the “fire”. Always have a good de-briefing session with the fire crew after the exercise. Usually the senior officers should attend as well in order to discuss the exercise, indicating the good points and the not so-good points to everyone from the Master to the fire crew. In this manner, the exercise often becomes a really useful session since everyone is involved and is enthusiastic about “their exercise”.

COMMON ISSUES: Equipment

Very often we found that crews are not familiar with putting on breathing apparatus, and that some crews are not comfortable in wearing it. The majority tend not to “tog” up well enough, leaving gaps open in their fire suits, exposing their flesh to burn wounds. Some tuck the trousers of their fire suits into their boots – which would fill their boots with potentially very hot water, in a real emergency. This is a clear indication that the crew is often not being correctly trained. It is mandatory to keep a breathing apparatus record (BA) for the wearers, stating time “IN” and more importantly, time “out” with records of air cylinder pressures.

SCENARIOS:

PAINT LOCKER FIRE

One scenario that we use is that of a paint locker fire. We explain to the crew that all the paint has been burnt off the outside bulkhead of the locker that is “on fire”, and its steel is glowing cherry red. In this situation, the fire team should check the nozzle spray to ensure full protection whilst advancing. Unfortunately, not all fire teams do this, and many leave the nozzle as found. In one drill, a crew member approached a simulated paint locker fire wearing only a boiler suit and boots, and armed with nothing but a fire extinguisher. Perhaps he misunderstood the exercise? Or perhaps this was evidence of poor training? Had the situation been real, I think he would have realized that he was not going to survive in those conditions.

SAFETY LOCKER FIRE

Not all officers have considered what they would do if the fire was close to the safety locker holding the majority equipment. This includes considering where the next best position to fight the fire would be. Communication is also an issue: can the bridge or engine room receive the fire team’s vhf messages from that position? If not, is a telephone available?

ACCOMODATION FIRE

We always ask the crew how much hose they are going to use. This appears to be a strange question – but many officers have not considered that the fire could have progressed further than one hose length, and there could be a consequential delay in coupling up a second hose in order to reach the seat of the fire. We have frequently found that the ship's staff does not consider forcing a fire lance (fog appliance) through a bulkhead in order to cool the area prior to the fire team entering the space. These steel pipes are approximately two meters long equipped with a form of spray delivery at their ends which can deliver water spray or mist at distance from the hose operator when connected to a fire hose. Fire patrols should be organized in areas other than the fire area to look out for hot spots and smoke. For instance, there is a risk that fire could spread through the air conditioning ducting.

BRIDGE PROCEDURE

In order for the Master to make an informed and objective decision on how to fight the fire, there should be a general arrangement plan either under plastic or polythene cover on the bridge so that it can be written on. Three colors of wax crayons are required: red, black and blue. The red crayon is used to identify the seat of the fire, black crayon can denote where smoke is evident on the plan, and the blue crayon shows where boundary cooling is needed. This gives the Master a better overview of how to fight the fire and where to place the firefighting team.

GENERAL OBSERVATIONS

With regard to boundary cooling, if the fire is in a “box”, all six sides need to be covered, especially the top of the box as heat will rise. Some officers are unaware of the need to isolate the electricity supply to the fire area. On a positive note, the officers and crew are generally aware of the need to close all related fire dampers and shut down any forced ventilation. Additionally, most crews are aware of the need to approach the “fire” from a low position and with the hose nozzle in the correct position giving adequate protection to the fire team.

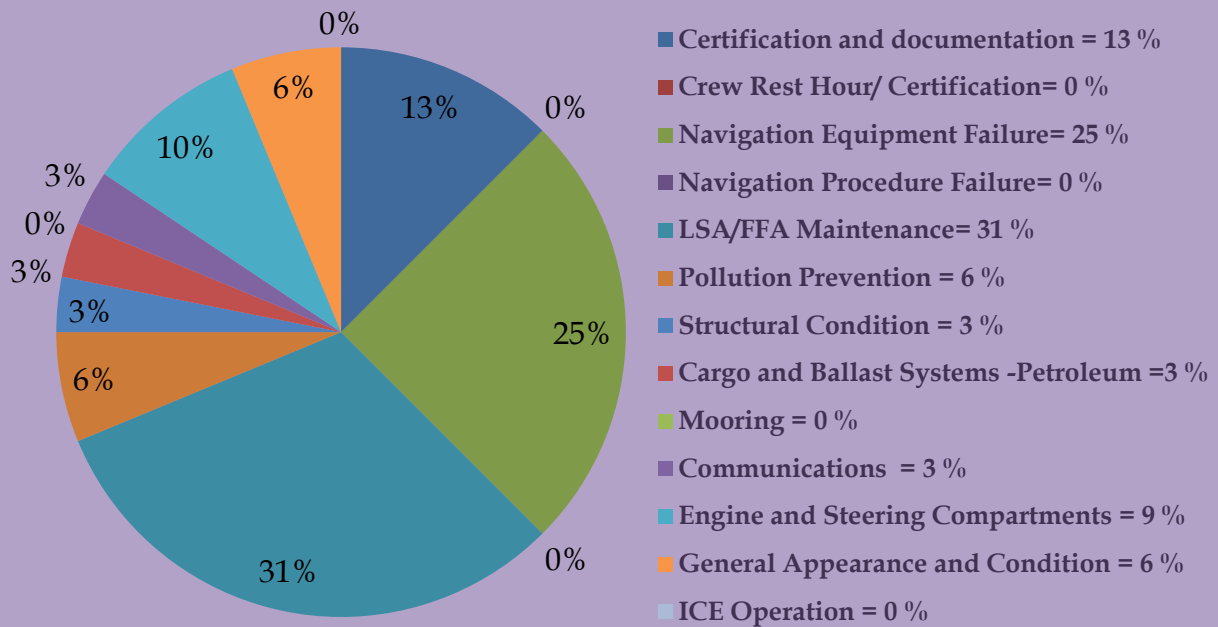
IMPROVING FIRE SAFETY

The above advice may be considered basic knowledge that should be known to officers and crew on board ships. Shore-side fire courses have become “controlled” for health and safety reasons to such a degree that those taking the courses are not sufficiently aware of the potential dangers of an out-of-control fire and the heat that it will generate. STCW fire training and other similar courses will hopefully be the only time that these candidates will ever see how a real fire can be controlled and safely put out. Therefore firefighting training can and should be made as realistic as possible under competent and safe control so that crews and officers have confidence born experience to fight the fire.

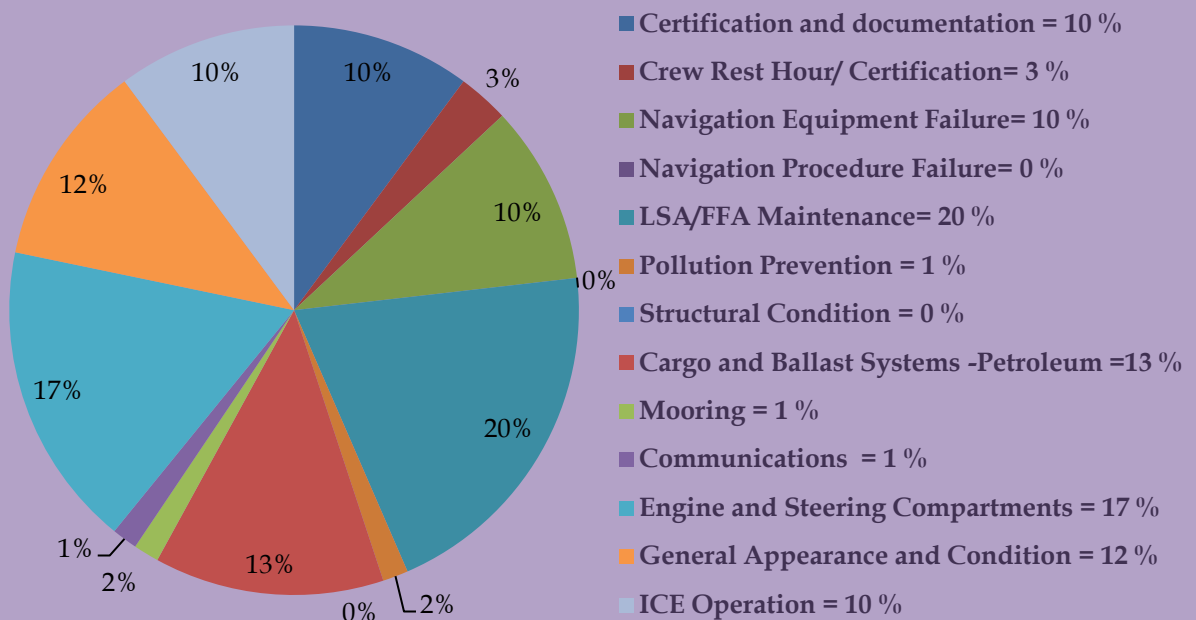
CHANGING ONBOARD CULTURE

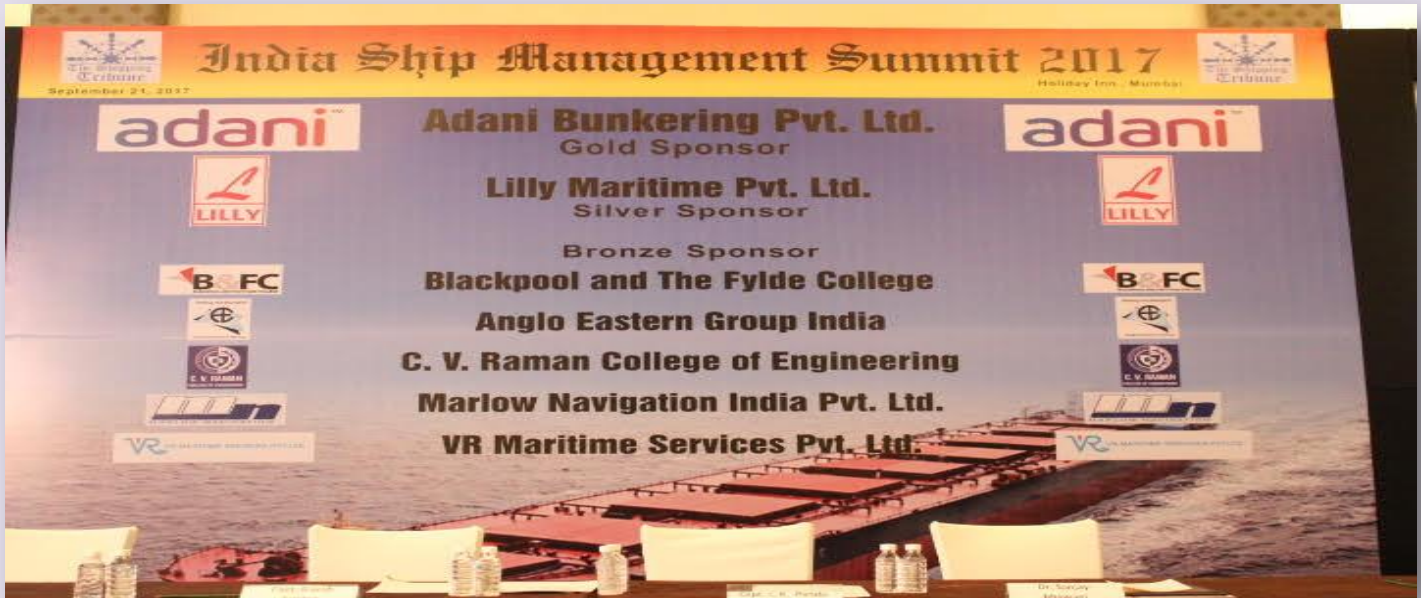
It may be that a change of culture is needed onboard as well. Improvements in safety standards and knowledge have to be driven by the Master and senior officers. If they are interested and enthusiastic in the drills, then normally the crew will also follow. Reducing crew members and ISPS monitoring required in port make it difficult to commit sufficient time and staff to thorough fire fighting drills but the safety of the ship and crew depend on it.

PSC Inspection Status 2017



Vetting Inspection Status 2017





LILLY MARITIME - SILVER SPONSERSHIP

Capt. Rahul Varma - Speaker
(Resilience-A Springboard in Adversity)







**GP ASPHALT III - MR. A.S.SENTHIL KUMAR (CEO)
VISIT ON 02.08.2017**



**TRISTAR PRIDE - SHELL TEAM VISIT AT SOHAR ON 14.08.2017
WITH MR. A.S.SENTHIL KUMAR (CEO)**



**GP ASPHALT I- MR. A.S.SENTHIL KUMAR (CEO) AND MR. ARUN P. (SUPTDT) VISIT AT DAMEN
SHIPYARD ON 10.10.17**



TRAINING SESSION

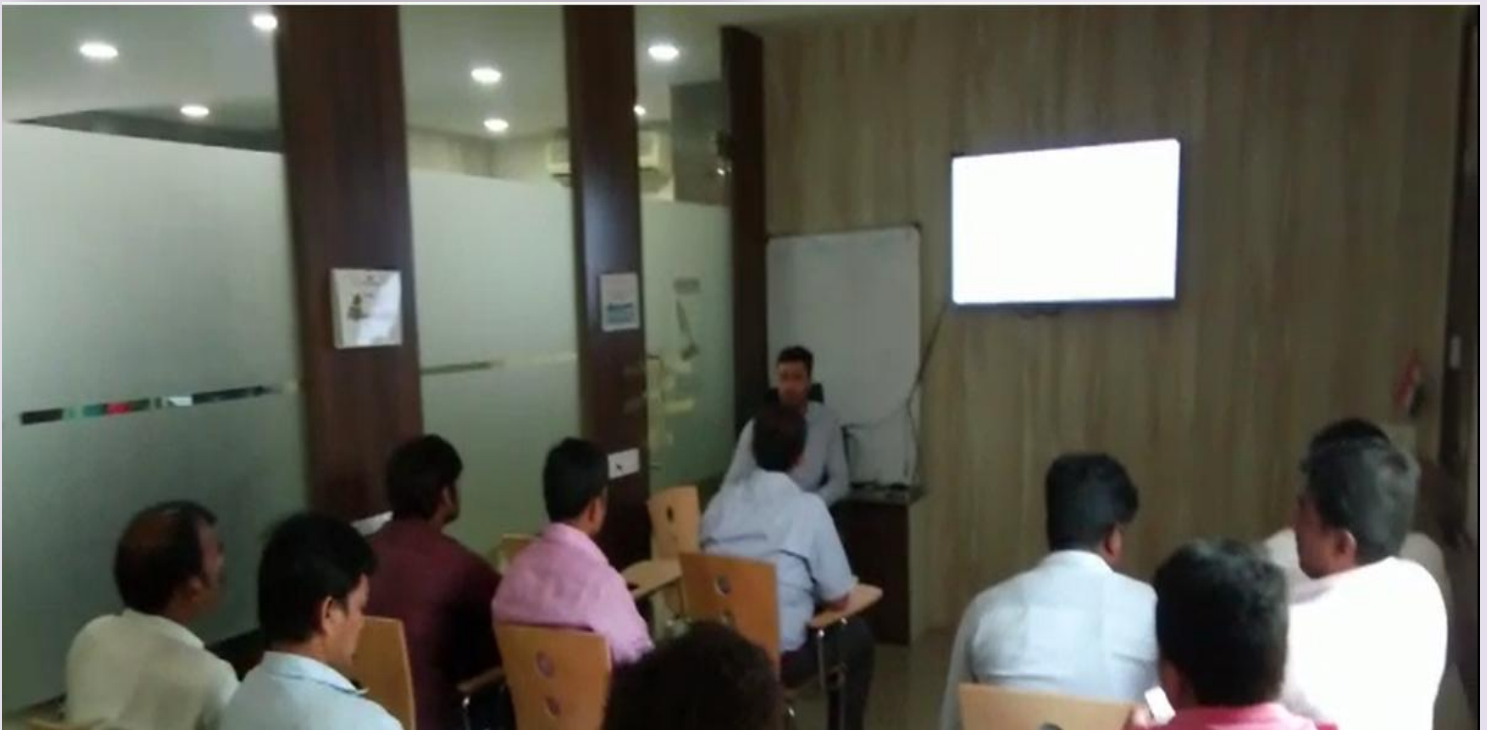
(SHELL AND LILLY MARITIME)

Maritime Refresher Training-Shell for JNPT
Terminal Representative

On 01st August 2017

Trainer

Capt. Anurag Gupta (Shell Technical Advisor)
Capt. Rahul Varma (GM, Lilly Maritime Pvt. Ltd)



OFFICE TRAINING ON SHIP SAFETY, PERSONAL SAFETY AND COMPANY POLICY
BY CAPT. SAGAR MANEK ON 22.09.2017

SANGHI SUDARSHAN (IMO NO.9823936) & SANGHI TRISHUL (IMO NO.9823948)
MINI BULK CARRIERS - NEW VESSEL TAKEOVER IN LILLY MARITIME MANAGEMENT AT
NANATONG SHIPYARD ON 1ST AUGUST 2017





Fun
Time



Party
Time

