

Lilly Star

15th Edition | 01st January 2018

New Hopes, Aspirations, Dreams & Resolution



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Note: Only for Internal circulation among staff

MD's Desk

21 Years of Love and Passion for what we do...



Senthil and our family joins me in wishing the members of SILVER LILLY Group “नया साल मुबारक हो शुभकामनाएं” “A Very Happy new Year”, “இனிய புத்தாண்டு வாழ்த்துக்கள்”

Year 2017 has just come to an end with lot of experiences some have given us happiness and some have given the lessons for an improvement to enter the New Year 2018 with renewed vigour and optimism. Year 2017 was an important year for India which faced the after effects of Demonetisation and GST Implementation which is very disruptive to common man and slowdown to business. Things are getting normal and settling down. There is an Optimism in the year to come. Rupee value remained steady to stronger. Inflation was down with GDP remained steady.

Lilly has grown in business with Two Mini Bulkers added to the fleet and BPCL Terminal at JNPT which are prestigious to our business. At the closure of this year we received the confirmation on Technical and Commercial Management of 3 Offshore DP vessels. The Single Voyages for the recycling vessels have kept Lilly and Silver Star Busy. All assignments have gone well without any downtime or incident. Various shipboard audits and vetting have given satisfactory results. The Management thanks all the Staff onboard and ashore for this achievement.

This year is similar to previous year without much improvement in Freight and we see our Owners struggling to put up with operational bills and financing cost. From our side we ensured the vessels operate within the budget and no down time. We have reduced the wage bill by 10% and got an extended credit period from vendors to ease the Cash flow. More over more No of vessels were dry-docked as part of certificate renewals with unemployed period an additional burden. It's our commitment to reduce the operating cost further by effective PMS, defect rectification and “Zero Downtime”.

We must improve the effectiveness of PMS using new software. Root cause analysis and preventive measures on the incidents. Onboard hygiene and good quality food with adequate rest will help improve an efficient operation and trouble shooting. On behalf of the Management I request all Lillyans to share the experience and Knowledge with others and discuss before undertaking routine and non-routine jobs to prepare the team for an efficient and safe completion with optimal use of resources.

On behalf of the Management I request you to join me for a New Year resolution

- Expand the Scope of SAFETY from work to personnel life.
- Save at least 5% of the earnings for the future where it can grow with security.
- Spend quality time with family.

“BHARAT MATHA KI JAI”

“भारत माता की जय”

Best Wishes

Rethina K. Kumar / A.S.Senthil Kumar

“Hope is a waking dream.”

HOPE



2017 went by, not exactly as we all had hoped.

Staying on the topic, we would say that the tides may be more or less violent and unexpected, but when they are through, they leave a lot of remains on the beach and the water is clear and clean.

We believe that we must now begin to look towards the New Year and towards clean seas.

It's important to have dreams, hopes and aspirations. When we follow our passion we usually excel and succeed. It seems that we fall into trouble when we put all of our worth and value into having our dreams come true, because when things don't go the way as we plan, we are left feeling faithless and disappointed. Generally it happens with us that the best gifts come to us from sources that we never expected or would have dreamed of. Also found that there were many opportunities that we let pass us by because they weren't what we were hoping for or fit our perceptions of what we thought we wanted.

Happiness doesn't happen once our dreams come true. Happiness and contentment is what we are creating through our experiences in this moment. Our happiness isn't dependent on when we find the perfect mate, make enough money, when we have a child or our child grows up. Not to say any of these things are good or bad, our hopes, dreams and wishes are indeed important. We deserve wonderful things! It's just that once we make room for God to weave magic into our lives we get far more than we could have ever hoped for!

Written by Sophia Loren (Actress)

“When I got enough Confidence, the stage was gone...when I was sure of Losing, I won. When I needed People the most, they left me. When I learnt to dry my Tears, I found a shoulder to cry on when I mastered the skill of Hating, someone started loving me from the core of te Heart And, while waiting for light for Hours when I fell asleep, the Sun Came out....That's LIFE !!!!

No matter what you plan, you never know what life has planned for your success introduces you the world. But Failure introduces the world to you. Always be Happy!!! Often when we lose Hope and Think this is the end God smiles from above and Says, “Relax Dear; It's Just a Bend, Not the End ...!”

Hope lies in dreams, in imagination, and in the courage of those who Dare to make dreams into reality.

“SAFETY IS OUR VALUE, NOT PRIORITY –PRIORITIES CHANGE BUT VALUES DOESN'T”

Often employers present safety as a priority. That's not necessarily a bad thing, but priorities often change and give way to other priorities and are driven by external circumstances. Values, on the other hand, are most likely to be voluntary and internal, and endure over long periods of time.

In the real world, safety isn't our number one priority, the first priority is and always will be getting the work done, finishing the well.

So what about safety? Where does it fall in the scheme of our operations?

“Safety has to be a value, a core value”. If safety is a value, then no matter what priorities get in the way, it doesn't slide. When safety is based on being a priority, employees take risks, even unacceptable levels of risk, in order to get the job done. And we get away with it most of the time.

Your rights

Your rights as an employee to work in a safe and healthy environment are given to you by law and generally can't be changed or removed by your employer. The most important of these rights are:

- As far as possible, to have any risks to your health and safety properly controlled
- to be provided with any personal protective and safety equipment free of charge
- to stop work and leave your work area, without being disciplined if you have reasonable concerns about your safety
- to tell your employer about any health and safety concerns you have
- to have rest breaks during the working day
- to have time off from work during the working week
- to have annual paid holiday
- Working hours

Your responsibilities

You're most important responsibilities as an employee are:

- to take reasonable care of your own health and safety
- if possible to avoid wearing jewellery or loose clothing if operating machinery
- to take reasonable care not to put other people - fellow employees and members of the public - at risk by what you do or don't do in the course of your work
- to co-operate with your employer, making sure you get proper training and you understand and follow the company's health and safety policies
- not to interfere with or misuse anything that's been provided for your health, safety or welfare
- to report any injuries, strains or illnesses you suffer as a result of doing your job, your employer may need to change the way you work
- to tell your employer if something happens that might affect your ability to work, like suffering an injury - because your employer has a legal responsibility for your health and safety, they may need to suspend you while they find a solution to the issue or problem, but you will normally be paid if this happens
- if you drive or operate machinery, you have a responsibility to tell your employer if you take medication that makes you drowsy - if you have, they should temporarily move you to another job if they have one for you to do.



DryDock - GP Asphalt I



thereby complying with the work time schedule.

The hull treatment in particular was performed during the night time and to the good weather condition.

The final hull-painting appearance looked pretty well, thanks also to the Mr. Arun (Technical Superintendent - Silver Star Ship Management) who followed the entire process giving the right guidelines /directives to the yard sub -contractors for the hull pre-treatment and paint application procedures.

Thanks to the very cooperative crew and attending Class Surveyor, all the class related inspections were performed smoothly and fast.

During the sea trial all the machinery /equipment have been thoroughly checked and tested with satisfactory results. Upon completion of the sea trial, the vessel received the voyage order from Charter to proceed for loading at Hamriyah, UAE.



Navigation At anchorage

What do we think?

ships on the high seas and coastal waters. Governments and the coastlines, but very little is being done for anchorages where more collisions occur in anchorages than anywhere else. It is a rare incident or collision, it is very rare for the ship to sink or, on the contrary, lives are lost in these situations all the time. It also has to take the high risk of pollution into account. So what are these areas? The question of responsibility is the primary issue in actively maintaining designated anchorages within the port limits. Lack of interest in where a ship chooses to anchor. Sometimes,

almost nothing is done to ensure the safety of ships within port limits, even if the port authority has been informed that a ship has anchored too close to another vessel. But when an accident occurs, the port will place the responsibility with the ship, no matter how it occurred. This is because the master is always ultimately responsible for the navigation of the ship.

COLREGS at anchorage

Navigation in an anchorage is the Master's responsibility, but it is an area of great potential danger as ships are hampered in their movements and are gathered in close quarters. Unfortunately, it is expected that ships should conduct themselves as if they are in open sea. While this is acceptable in theory, it is not entirely practical. Ships within anchorage areas have varying limits to their maneuverability. Generally speaking, the larger the ship the less maneuverable she is. In a worst case scenario, a loaded VLCC/ Aframax making a final approach may well have stopped its engine a mile from the selected position, with the ship at a speed of three knots or less. At a distance of up to three cables from the anchor position and with the engines about to come astern, the vessel is not able to maneuver within the context of the existing rules. However, under these rules, the ship is still required to comply with the international regulations.

SAFETY AND POSITIONING

In anchorages without defined anchor positions, ships often anchor too closely. Each Master will have his own perception of what constitutes the safe distance that his ship may anchor from other vessels. This will take into consideration the existing or expected weather conditions, exposure of the anchorage, size of the ship, under keel clearance, holding ground and occasionally engine maintenance requirements. However safe distance can very much be a matter of perspective, and what is acceptable to a coastal vessel would be too close for a VLCC. Take, as an example, a situation where a VLCC anchors at a distance of one nautical mile from other vessels. A little later a coastal ship anchors within five cables. For the small ship this feels like a safe distance, but not for the larger one. The large vessel may now protest about the position of the other vessel but, if the smaller ship refuses to move, the Captain of the larger ship has a duty to move his ship to a safe position, if he believes there is a danger. In extreme circumstances, in a busy unrestricted anchorage, the larger ship could feasibly be on the move all day or even be forced out of the anchorage altogether. This is another issue that needs to be addressed by ports. It has been my personal experience that, even where I have protested, the port authorities have little or no control over vessels anchoring in close proximity to ships that are already at anchor, and thus endangering their safety. This seems to me to be something that the port should lead or advise on, either by defining anchoring positions or by providing ruling on appeals of protests.

Continue...

RESPONSIBILITIES WITHIN AN ANCHORAGE

Although the anchored vessel has anchor chain, lookouts, and to some extent the engines and steering at her disposal, the one thing she is seriously short of is time to react. In congested anchorages, other vessels do pass at close quarters. All it takes is for one of those vessels to lose its steering just while passing own vessel, or drifting dangerously close due to current suddenly getting her on her beam, and the time to react, to pay out more cable and use engines is very inadequate. In these cases, collision is imminent. The anchored vessel should use all possible means to attract the attention of the rouge vessel. No time should be wasted in waiting to take further actions. If it has been determined that the other vessel is on a collision course, and collision is imminent, then the anchor cable can be paid out or slipped off completely in order to have the vessel free to move on her own power.

It is normal practice to carry out minor repairs to the main engine when the vessel is at anchor -and finished with engines (FWE) is required for that. While this situation should be avoid as far as possible, it may be done at the Master 's discretion, taking into consideration factors including, but not limited to, the movement of traffic, the weather and weather forecasts, vessels in the vicinity, anchorage congestion , depths, current, range from closest land, and buoys. A vessel at anchor usually keeps one steering motor running. It has been suggested that vessels should have their engines on standby throughout their stay at anchorage. This can have some commercial implications, but the safety of the vessel must take top priority.

PORT CONTROL AND RESPONSIBILITY

The type of port control available is often misstated. Too many ports that provide a traffic advice service claim that they have traffic control advice, and the difference is considerable. Traffic control is when a port is capable of directing the navigation of the ships from shore-based radar, with this service operated by trained and experienced professionals. Without these professionals, and regardless of the radar system and its availability, the only service that can really be offered is advice. Very few ports exercise control or give advice on or to traffic in their anchorage areas. Of the ports that have established anchor positions, none have yet assumed responsibility for traffic control or advice within their anchorage areas. A busy anchorage with constant traffic movement could be compared to an airport, but it is unimaginable that aircrafts would be allowed to move freely on the ground without any control or advice. The same should apply to ship within an anchorage, or for that matter, fishing trawlers/vessels.

SAFETY FIRST

Although the vessel keeps proper and efficient lookouts in an anchorage, it is rare she will be able to avoid a collision once anchored. Anchorages are congested, and vessels keep moving within this space, sometimes at close quarters. The duty officer may have plotted a nearby vessel and be monitoring her movements, but it may not be possible to determine whether she will pass clear or lose control at the final moment. In either case, whenever there is a doubt, the engines need to be on standby. Steering alone can also be used to create a sheer, but this may well prove to be inadequate. In summary, port authorities and Harbor Masters must consider the following:

-  In busy ports, where anchorages are defined or restricted, an overflow area should be provided. This will be an area where ships can anchor if the main anchorages are full, and where they will be allowed to arrive for any notice of readiness purposes;
-  Separation of anchorages into areas for different sizes of ships;
-  Designated anchor positions;
-  The establishment or extension of existing traffic advice or control services to cover their anchorage areas. This advice should include traffic movements;
-  The establishment of routeing lanes from the fairway to beyond the anchorage areas where anchorages extend seaward beyond the port's approach fairways;
-  Pilot positions should be clear of the anchorage and fairway.

Learning from Incident

Incident Description: Unable to heave up port anchor, resulting hydraulic oil leakage and guiding bar damaged

Incident Type: Property Damage

1. Hydraulic line flange bolts were re fabricated due to damage.
2. Guiding bar for chain damaged.
3. Hawse pipe near chain locker was cut to clear stuck chain

Root/basic cause

Improper maintenance and inspection as per PMS

Corrective/preventive action to be taken

Planned to fill the gypsy wheel socket with welding so that chain is properly hold in socket not allowing free play and slipping.

Lesson learned

Monitor gypsy condition properly before anchoring and/or heaving up anchor in future.

Office feedback

1. Proper rounds, inspection and maintenance (Greasing, oil change, etc) of the windlass to be carried out as per PMS to ensure that the condition is satisfactory at all times. Any additional attendance or maintenance required to be planned well in advance for smooth anchoring operations and to avoid last minute failures.
2. Master/Ch Eng. to carry out a training and briefing session on maintenance and operation of Windlass with all crew. Company's anchoring procedure also to be discussed.
3. Superintendent to check the condition of Windlass during next visit.



Best Safety Issues

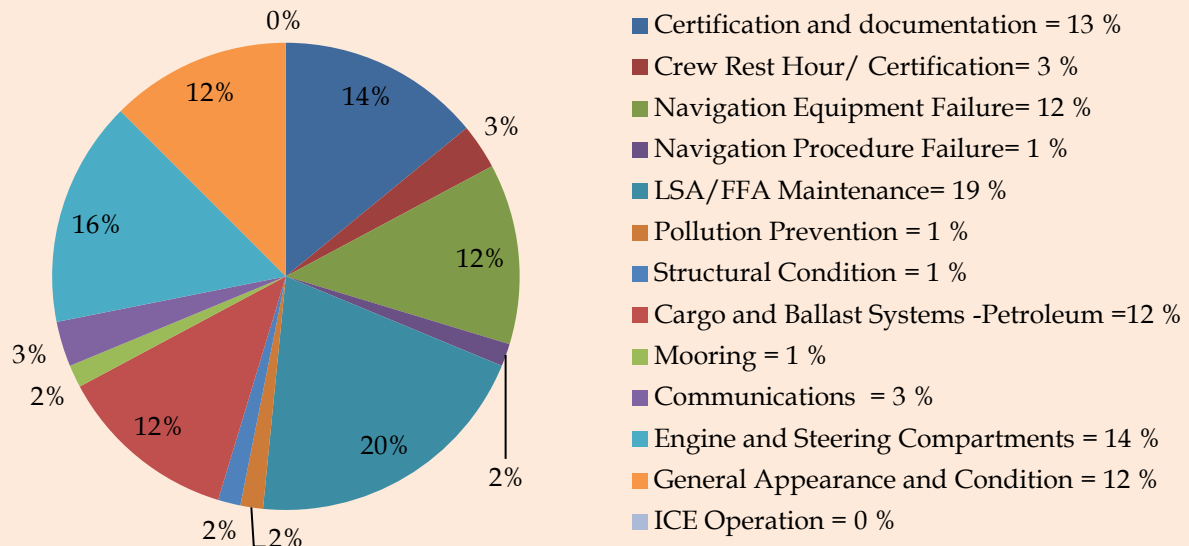
Near Miss

Incident Description	Corrective Action	Office Feedback
while going down in engine room due to excess applied paint on surface of ladder it's become smooth & duty engineer got slipped & due to holding of ladder railing he control his balance.	All ship crew were called& told about the incident & brief them about fall slip & trip & discuss all safety precaution must be taken while working. Engine room slippery ladder chipped well and remove collected paint layer & painted	Identify such areas during regular rounds and take appropriate action well in time.
After discharging cargo in first batch of truck vessel had to stop discharging & wait for the next batch of trucks. In spite of air blow after discharging the first batch of trucks some cargo was present inside the cargo hose which created cargo clogging before air blowing to the second batch of trucks. Thus causing loss of time.	Make sure the cargo hose supplied material is in good condition.	Discuss procedure for air blowing whenever any long stoppages.
Ship staff was using pneumatic grinding machine and the grinding wheel came out.	Duty Engineer immediately stopped the air supply to grinding machine and told not to use the grinding machine till the fault is rectified and tested. Tool Box meeting conducted and training given for all ship's staff regarding , Code of Safe working Practices and Safety Procedures / Checks necessary before using high RPM portable maintenance equipments, also told the related consequences which may be caused due to negligence.	All crew to follow safe working practices at all times to avoid such instances to reoccur.

Freeze Card

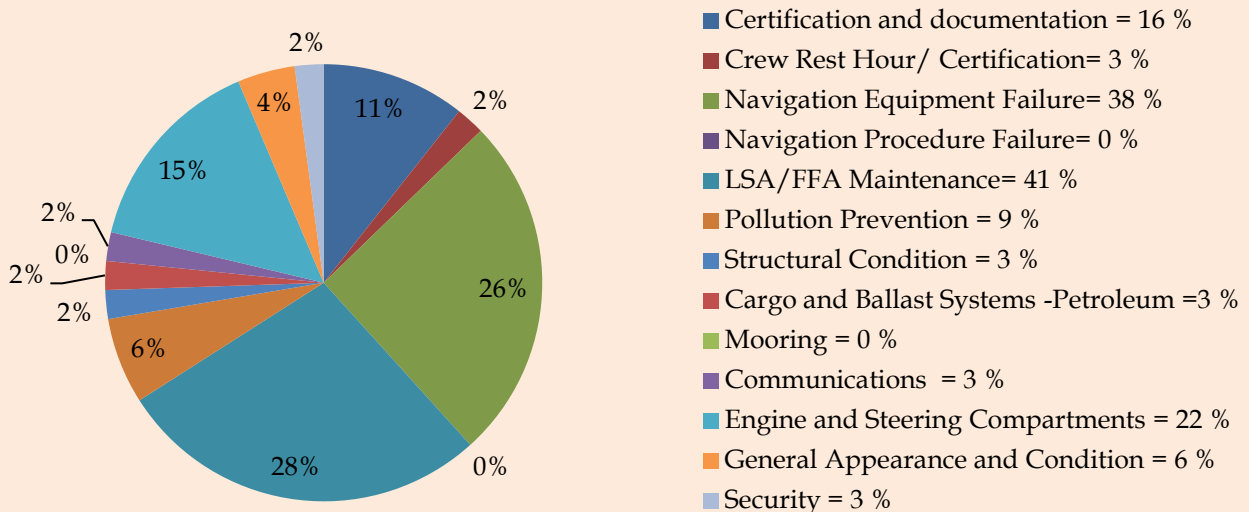
Incident Description	Corrective Action	Office Feedback
One of the crew member not wearing the chemical handling gloves while dosing the chemical in to expansion tank.	Immediately Stopped him and Briefed to crew member how to handle chemical in ship in safe manner.	All crew to follow safe working practices at all times.
A crew member found put the plastic garbage in wrong drums, (place) as per segregated drums.	Immediately stopped the crew and explain and brief colored code garbage segregated drums.	Mixed garbage is MARPOL violation. Refer to Garbage management plan and discuss with all crew regarding Garbage segregation
During cargo loading operation a crew member was found use of walkie talkie without carrying pouch	Sent the Person inside accommodation to put the walkie talkie in its cover and report to duty officer Same to be discussed in next safety meeting.	It is a good practice to use Walkie talkies with cover to make them intrinsically safe in case it falls while use.

Vetting Inspection Status 2017



Number of Vessel Inspected by Terminal	5
Total Inspection in Year 2017	10
Number of Inspection per Vessel in Year 2017	2.0
Total Number of Observations	64
Number of Observation per Vessel in Year 2017	6
Area to be more Concern	LSA/FFA Maintenance : 19 % Observations Engine and Steering Compartment : 14 % Observations

PSC Inspection Status 2017



Number of Vessel Inspected by PSC	7
Total Inspection in Year 2017	11
Number of Inspection per Vessel in Year 2017	~ 2 Inspections
Total Number of Observations	47
Number of Observation per Vessel in Year 2017	5
Area to be more Concern	LSA/FFA Maintenance : 41 % Observations Navigation Equipment Failure : 38 % Observations



Exchange Your Contact



**Carry an International
Credit/ Debit Card**

**Give Bank Account
Details to your Family**



**Keep a Pair of Clothes and Boiler Suit with You
While Boarding the Plane**

Photocopy Your Documents



Verify Your Ship Job Contract



Carry Some Cash



**Get yourself a health insurance and
Necessary Vaccination**



Keep Small Pocket Diary

Omkareshwar Dam -Project Site



NHDC Limited awarded the Tender of Repair of damaged portion of stilling Basin of Omkareshwar Dam at Siddhwark , District – Khandwa (M.P) to Lilly Maritime Pvt. Ltd. Repair work started in January 2017 and it almost in finishing stage.

Lilly Maritime Team

Utkarsh Kumar, Rahul Varma, Anand, Chintan, Anant

Deep

Sanjay

Prakash

Prashant

Pratik

May this new year All Your Dreams Turn into Reality
And All your efforts into Great Achievement

Happy New Year
2018

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