



DIRECTION IS —MORE— IMPORTANT THAN SPEED

**WE ARE SO BUSY LOOKING
AT OUR SPEEDOMETERS
THAT WE FORGET THE
MILESTONE**

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FROM MD'S DESK



Rethina K. Kumar
MD | Lilly Maritime Pvt. Ltd

Dear Lillyans,

Its New Year time for various Indian Calendars. We wish you all, along with your families New Year Greetings on UGADI, GUDI PADVA, PARSI, TAMIL, VISHU NEW YEAR around the Equinox day. The Financial year 2017-18 has just ended. We will be reviewing our performance and results on financial and commercial terms in the first quarter of 2018-19. The year ended with business expansion and staff. I welcome Shri. Nilesh, Shri. Udaykumar and Shri. Mitesh as superintendents, Shri. Tiwari and Shri. Nithesh in support team. I welcome them to join the team and add value to our customer service.

The last quarter has given us additional responsibility in reactivating the 3 offshore tugs recently acquired by our Owners Best Oasis Ltd. One tug completed all surveys and Class renewal with delay than planned. Efforts are on to overcome these hurdles on other vessels by better planning and co-ordination. We have increased the number of single voyage or green recycling. Another mile stone is the delivery voyage of a VLCC (331,000 DWT) the largest we have handled so far. Thanks for all the members of the team onboard and ashore for achieving an incident free year.

Let's join hands and share knowledge to make us part of "ZERO INCIDENT INDUSTRY"



A.S.Senthil Kumar
MD | Silver Star Ship Management FZE

Dear Lillyans,

April 2018 is an auspicious and proud month for Silver Star. We have completed 11 victorious years of service in Marine Industry. I thank all our principals, friends, colleagues and floating staff to make this achievement possible. Our base & floating team has shown good cooperation with unconditional support to the vessel owners for their further growth with negligible downtime. The recent local regulation has imposed a small setback to few older vessels in our fleet. We have accepted the real time situation and transferred the ownership our flag ship "Bhagavathy" to new owners for further trading.

Considering current market situation and with great involvement of few prospective investors, our management intent to move towards asserts owning sector and diversification in our allied industry. I request our team to start branding our group companies and market to acquire more vessels in our fleet by delivering best continued services to the industry.

My recent visit to our fleet vessels had given me a good feeling and confidence that our managed vessels are looked after very well by both ship & shore staff.

I wish you all the best to you and your respective families.

ONE BEDROOM FLAT

WRITTEN BY AN INDIAN ENGINEER...

A Bitter Reality

As the dream of most parents I had acquired a degree in Engineering and joined a company based in USA, the land of braves and opportunity. When I arrived in the USA, it was as if a dream had come true.

Here at last I was in the place where I want to be. I decided I would be staying in this country for about Five years in which time I would have earned enough money to settle down in India.

My father was a government employee and after his retirement, the only asset he could acquire was a decent one bedroom flat.

I wanted to do something more than him. I started feeling homesick and lonely as the time passed. I used to call home and speak to my parents every week using cheap international phone cards. Two years passed, two years of Burgers at McDonald's and pizzas and discos and 2 years watching the foreign exchange rate getting happy whenever the Rupee value went down.

Finally I decided to get married. Told my parents that I have only 10 days of holidays and everything must be done within these 10 days. I got my ticket booked in the cheapest flight. Was jubilant and was actually enjoying hopping for gifts for all my friends back home. If I miss anyone then there will be talks. After reaching home I spent home one week going through all the photographs of girls and as the time was getting shorter I was forced to select one candidate.

In-laws told me, to my surprise, that I would have to get married in 2-3 days, as I will not get anymore holidays. After the marriage, it was time to return to USA, after giving some money to my parents and telling the neighbors to look after them, we returned to USA.

My wife enjoyed this country for about two months and then she started feeling lonely. The frequency of calling India increased to twice in a week sometimes 3 times a week. Our savings started diminishing.

After two more years we started to have kids. Two lovely kids, a boy and a girl, were gifted to us by the almighty. Every time I spoke to my parents, they asked me to come to India so that they can see their grandchildren.

Every year I decide to go to India But part work part monetary conditions prevented it. Years went by and visiting India was a distant dream. Then suddenly one day I got a message that my parents were seriously sick. I tried but I couldn't get any holidays and thus could not go to India ... The next message I got was my parents had passed away and as there was no one to do the last rights the society members had done whatever they could. I was depressed. My parents had passed away without seeing their grand children.

After couple more years passed away, much to my children's dislike and my wife's joy we returned to India to settle down. I started to look for a suitable property, but to my dismay my savings were short and the property prices had gone up during all these years. I had to return to the USA...



Continue

My wife refused to come back with me and my children refused to stay in India ... My 2 children and I returned to USA after promising my wife I would be back for good after two years.

Time passed by, my daughter decided to get married to an American and my son was happy living in USA ... I decided that had enough and wound-up everything and returned to India ... I had just enough money to buy a decent 02 bedroom flat in a well-developed locality.

Now I am 60 years old and the only time I go out of the flat is for the routine visit to the nearby temple. My faithful wife has also left me and gone to the holy abode.

Sometimes I wondered was it worth all this?

My father, even after staying in India, Had a house to his name and I too have the same nothing more. I lost my parents and children for just ONE EXTRA BEDROOM.

Looking out from the window I see a lot of children dancing. This damned cable TV has spoiled our new generation and these children are losing their values and culture because of it. I get occasional cards from my children asking I am alright. Well at least they remember me.

Now perhaps after I die it will be the neighbors again who will be performing my last rights, God Bless them.

But the question still remains 'was all this worth it?' I am still searching for an answer.....!!!

START THINKING! IS IT IUST FOR ONE EXTRA BEDROOM???

**LIFE IS BEYOND THIS...DON'T JUST LEAVE YOUR LIFE...
START LIVING IT ... LIVE IT AS YOU WANT IT TO BE ☺ ☺**

Tips to tackle the scorching heat this summer!

- **Drink enough water**
- **Use Sun protection**
- **Eat Fresh**
- **Avoid the weekend drinks**
- **Keep your body cool with a cold water bath:**
- **Wear light breezy clothes**
- **Avoid being outdoors during the hottest hours of the day**
- **Be alert:** The moment someone starts experiencing throbbing headaches, nausea, palpitations or vomiting sensation, start hydrating them however possible. They may be having a heatstroke. If you happen to be with or come across someone who is going through a stroke immediately take them to a cool place , hydrate them , if they have fainted try cooling their body with water and then rush them to the nearest hospital. Hyperthermia can be very fatal if not promptly treated.

Start of New Journey...Steam after a long layoff

MALAVIYA TWENTY SEVEN



After 2 years in Laid up condition at Kakinada, India the MV MALAVIYA TWENTY SEVEN reached the Lavgan Shipyard located at Ratnagiri, under tow. The hull treatment in dry conditions and the maintenance, overhauling and inspections connected to the Reclassification Survey and Other Class Survey were performed and got One Voyage permission to move Vessel at Mumbai for further Repairs and completion of Reclassification Survey under Comoros Flag Administration for further commercial Operation.

Work started on 20th December 2018 and then shifted to the floating dock on 25th Jan 2018. The vessel was undocked for the sea trial/ departure on 21st March 2017.

All the work in the specification has been performed by the yard with skillfulness and great dispatch, thereby complying with the work time schedule.

The hull treatment in particular was performed very fast thanks to the possibility of working during the night time and to the good weather conditions encountered during activities in dry-docks.

The final hull-painting appearance looked pretty well, thanks also to the Mr. Sulabh Nath (Technical Manager) & Mr. Nilesh Ambekar (Tech. Superintendent) 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.

SEAFARER'S ROLE IN SMART SHIPPING ERA

World's 1st autonomous, zero-emissions container ship is set to embark on its maiden voyage by late 2018 and will be fully autonomous in 2020. However, the impact of smart ships introduction on seafarers' lives remains a subject of much debate as the unmanned ship revolution brings innumerable challenges, such as technical, economic and regulatory problems that are yet to be addressed. The technology developed, validated and applied in autonomous vessels is said to be able to "wipe out" the human element from ships, generating the query if not anxiety of what will be the impact of smart ships to the seafarers.

Indeed, autonomous shipping is expected to be the backwash in the maritime industry, changing utterly the way we ship products. We see smart ships already in the fields of ocean science, naval operations, surveying and exploration including air, surface and sub-surface vehicles and sensors, from a wide range of nations and technology providers. After small-scale autonomous vessels, efficient sailor less ships are the way forward in the shipping industry providing decreased emission levels and lower cost as well. Undoubtedly, smart ships would have to meet stricter rules on navigational safety and collision avoidance. Besides, how capable are current machines to replace humans? And if so, the fact that it is technically possible to replace a seaman with a machine does not mean it is economically viable to do so. According to a survey conducted by Nautilus international; 83% of seafarers consider automation to be a threat to jobs; 85% see it as a threat to safety and almost 80% believe that radical changes in training and certification are required. As it turns out, safety always comes first. Thus, to what extent will these systems be reliable? Anyone could argue that these systems have significant vulnerabilities, especially when it comes to cyber attacks as hackers become more capable of breaking into any system, even across the seas. Shipping industry needs to safeguard its systems against hackers before proceeding to smart ships.

But, at the other end of the spectrum, automation has the potential to increase safety through a separate way. Supporters of autonomous ships mostly focus on the signs that this trend shows to reduce the risk of human error onboard, which has been the main cause of accidents at sea.

Indeed, supposing that no personnel will be onboard, no more human errors would occur, no one would get injured. Studies indicate that sailor less ship would be managed from land-based facilities focusing mostly on specific tasks rather than entire jobs. To this effect, new positions will replace those being automated; augmenting rather than replacing humans. What is more, seafarers won't be any longer at risk of maritime piracy, as they will be on-shore and commute to port to conduct maintenance as well as repairs to the incoming ships. It's hard to predict how autonomous shipping will unfold. Luckily, the development of such ships is not about to happen at once. Additionally, there are several legal gaps that need to be "filled" before such technology becomes widespread globally. One thing is sure; maritime workforce will need retraining. Therefore, it is of primary importance to understand the human as an important component in this groundbreaking development within the maritime industry.

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”

TOO MANY CHEFS IN THE KITCHEN

Alpha company and Bravo Company decided to engage in a boat race. Both teams practiced hard and long to reach their peak performance levels. On the big day both teams were ready to win.

Bravo team won by a mile. Alpha team was discouraged by the loss and morale plummeted. Management decided that the reason for the crushing defeat had to be found, so a consulting firm was hired to investigate the problem and recommend corrective action.

The consultant's finding:

Bravo team had eight people rowing and one person steering.

Alpha team had one person rowing and eight people steering.

After a year of study and millions spent analyzing the problem, the consultant firm concluded that too many people were steering and not enough were rowing on alpha team.

So as race day neared again the following year, alpha team's management structure was completely reorganized.

The new structure:

Four steering managers, three area steering managers, and a new performance review system for the person rowing the boat to provide a work incentive.

The next year, bravo team won by two miles!!!

Humiliated, Alpha team laid off the rower for poor performance and gave the managers a bonus for discovering the problem.



LEARNING FROM INCIDENT

Incident Description

The chief engineer's behavior appeared to be affected with the influence of Intoxication medicine at the time of the vetting inspection

Incident type Breach of Alcohol Policy

Incident description

1. Chief engineer regularly undertake a medicine for his health for which the Operator and Master was not informed by him.
2. During Vetting Inspection, his behavior appeared to be affected with the influence of Intoxication medicine at the time of the vetting inspection.
3. An alcohol test of C/E was carried out and was found to be positive.

Root / basic cause

The ship staff must be educated frequently about the Company Alcohol Policy and ways by which it may be breached mistakenly by them eg. By consuming prescribed or un-prescribed medicine, and thus help them avoid committing any such breach of Company Alcohol Policy.

Corrective/preventive action to be taken

Proactive Drug & Alcohol test was conducted by the Master and then the alcohol content was found 0.16% by air for the chief engineer. (For information, the Company has a zero tolerance to alcohol for Master, officers and ratings and must not consume alcohol while working on company's vessels either onboard or ashore.)

An un-announced alcohol test was carried out on other crew members and none were found to be positive. Further, cabin search was done to check if any alcohol is present on board but none was found. The visiting superintendent mustered all crew and instructed not to use any personal medicines onboard. In case it is inevitable to use any such medicines then a proper prescription should be available and express permission from Master, who will consult the company, should be taken before the consumption of any such medicines when on board.

Lesson learned

1. Masters to ensure that even during routine and repetitive testing the ship staff should be interrogated about the use of any prescription or non-prescription medicine.
2. On-board Drug and Alcohol tests to be frequently carried at regular intervals as specified in the company SMS.
3. This needs to be enforced vigorously by the Shipboard Senior Management and will be followed up during Superintendent Visits.
4. All crew warned that breach of Drug and alcohol policy will be ground for immediate dismissal from the service.

Office feedback

To curb any breach, following steps to be taken.

1. Company's D&A policy to be signed by all crew and contractors
2. Ask all crew to inform to Master / company if they are taking any prescribed medicines. Consumption of non prescription medicines are prohibited on board.
3. Strict instruction to Gangway Watch to check belongings when any crew is coming from ashore. Baggage check of all vendors except Government officials. Any findings to be informed to office immediately.
4. Kindly rummage cabins of all crew members from time to time. Interval of un- announced rummage should not be more than one month.
5. Unannounced Alcohol test to be carried monthly on board in such a way that all crew should be covered each quarter.
6. Engine Room, Pump Room, all stores or any other places which can be used for hiding drug and Alcohol to be searched prior departure ports.
7. Kindly make team with nominated in charge to make it effective. Make a checklist with compartment name / zone. After search ask in charge to sign the check list.
1. Log result of searches.
8. Any time you suspect or you get information, Alcohol test must be carried out. Report to be sent to office.
9. Motivate and keep insisting crew during safety meeting to have Drug and Alcohol free vessel.
10. In the event of any accident or incident, Alcohol test must be carried out immediately for all crew involved in incident.

BEST SAFETY ISSUES

Freeze Card

Incident Description	Corrective / Preventive Action	Office Feedback
Prior departure from Muscat master found duty officer forgets to clear error of stbd bridge wing gyro repeater.	Advised and same time heading accurate with master gyro.	This is a part of pre-departure checks and same to be complied.
Vessel anchored during darkness at Port, on day AM hrs officer forget to hoist country flag	Master reminded the important of the country flag while vessel inside port limit	Vessel can be fined by the port for such negligence.
After completion of work oiler entering in alleyway with oily and grease in his hand.	Immediately call crew and causes and precaution of fall slip trip discuss.	Maintain good hygiene onboard and brief the crew importance of personal hygiene.

Near Miss

Incident Description	Corrective / Preventive Action	Office Feedback
While vessel was approaching to Port, the shore mooring team try to throw the heaving line to ship without informing and aft station crew were busy to prepare mooring line, mean time officer in charge of the station have found the shore mooring team action and alert the ship's crew to clear the area.	Upon completion of mooring operation ,Aft station all deck hands were called & explained the situation and advised early preparedness of station works so as to do safe working operation and to avoid preventable accidents.	Good communication to be achieved with pilot to further communicate to the mooring gang.
Pilot ladder was not properly rigged & secured for Pilot disembarkation.	All deck hands were called & briefed on the matter and strictly told them to rig & secure Pilot ladder properly and always cross check the ladder.	Kindly discuss this with all crew and train the concerned.
Vessel at port involved in discharging operation, During inspection carried out by superintendent and he found that oxygen and acetylene not properly secured/Found loose from securing pin	Superintendent asked ch off to secure all oxygen and acetylene bottle in proper way and briefed in safety meeting to all deck and eng crew to keep always things properly secured and advised to not to repeat again	All loose materials and heavy objects on weather deck to be secured in proper order to avoid its movement during rough weather and cause any damage.

THE LAST VOYAGE...



VESSEL NAME : M.T. BRITANNIA
IMO NO. : 9154232
BEACHING DATE : 04TH JAN 2018
LAST VOYAGE : FROM MALTA TO ALANG



VESSEL NAME : M.T.WARRIOR
IMO NO. : 9169689
LAST VOYAGE : SINGAPORE TO
CHITTAGONG
BEACHING DATE : SAILING



VESSEL NAME : M.T.SHINE
IMO NO. : 9197870
LAST VOYAGE : COLOMBO TO
CHITTAGONG
BEACHING DATE : SAILING



VESSEL NAME : M.T.VALENTINE
IMO NO. : 9205079
LAST VOYAGE : SINGAPORE TO ALANG
BEACHING DATE : 22nd March 2018

VISITS & TRAINING



Mr. Senthil Kumar (CEO) visit at Hamriyah, Sharjah on 17.1.18 on Vessel GP ASPHALT III



Mr. Senthil Kumar (CEO) visit at Port Khalid on 27.03.18 on Vessel ASPHALT TEN



Mr. Arun P. (Tech. Superintendent) visit at Hamriyah, Sharjah on 22.03.18 on Vessel GP ASPHALT III



Capt. Sagar Manek (DPA) visit at Chennai, India on 05th Feb -06th Feb 2018 on Vessel GP ASPHALT IV

OFFICE FIRE DRILL



Office Fire Drill on 29th March 2018 at
Mumbai (HO) Office

DRY DOCK – REL TUG FOURTEEN



Successfully Completion of Dry dock of Vessel REL TUG FOURTEEN

Thanks to Tech. / Marine Superintendent 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.