

Lilly Star

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22 Years of Excellence



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KNOW OUR SAFETY MANAGEMENT SYSTEM (SMS)

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The safety management system (SMS) is an organized system planned and implemented by the shipping companies to ensure safety of the ship and marine environment.

SMS is an important aspect of the International safety management (ISM) code and it details all the important policies, practices, and procedures that are to be followed in order to ensure safe functioning of ships at the sea. All commercial vessels are required to establish safe ship management procedures. SMS forms one of the important parts of the ISM code.

The safety Management System (SMS) therefore ensures that each and every ship comply with the mandatory safety rules and regulations, and follow the codes, guidelines, and standards recommended by the IMO, classification societies, and concerned maritime organizations.

What is included in the Safety Management System (SMS)?

- Every Safety management policy should satisfy some of the basic functional requirements to ensure the safety of every ship, they are:-
- Procedure and guidance to act in an emergency situation
- Safety and environmental protection policy
- Procedure and guidelines for reporting accidents or any other form of non-conformities
- Clear information on level of authority and lines of communication among ship crew members, and between shore and ship board personnel
- Procedures and guidelines to ensure safe operations of ships and protection of marine environment in compliance with relevant international and flag state legislations
- Procedures for internal audits and management reviews
- Vessel Details

In shore, a safety management system would consists of details as to how a vessel would operate on a day to day basis, what are the procedures to be followed in case of an emergency, how are drills and training conducted, measures taken for safe operations, who is the designated person, etc.

Safety management plan is mainly the responsibility of the owner of the vessel, or the designated person, or the person appointed by the owner. However, the ship's master and the crew are the best people to make an SMS as they know the vessel inside-out.

Sections:-

An SMS is divided into sections for easy reference. They are:

- General
- Safety and Environmental Policy
- Designated Person (DPA)
- Resources and Personnel
- Master's responsibility and Authority
- Company's responsibility and Authority
- Operational Procedures
- Emergency Procedures
- Reporting of Accidents
- Maintenance and Records
- Documentation
- Review and Evaluation

There are the main parts of a basic SMS, however, the plan might vary according to the type of the vessel and the cargo carried by the same. SMS play an important role in the process of ISM code implementation on ships.

SAFETY INITIATIVES

DAILY SAFETY MOMENT

In line with company's drive to "ZERO INCIDENT INDUSTRY", we would like to introduce daily safety moment meeting. This meeting should be strictly kept for discussing safety issues, Near miss encountered on daily basis, previous incidents/accidents can be discussed or new circulars/incident reports/fleet safety updates etc. Meeting can be for 5-10 minutes only. It can be conducted at the time chosen by senior management onboard but we prefer to be conducted at 0800 or 1300 Hrs LT. It should be conducted daily and all ship staff shall attend except watch keepers or personal not complying with rest hours. This meeting shall be conducted daily irrespective of the vessel operations. For e.g. in ports whoever is available can attend.

It's an initiative which has very high potential to improve safety culture onboard. We look forward for a support from the Masters & chief Engineers who will be the driving force behind this.



BACK TO BASICS

All ship staff are reminded to follow the basic safe practices. After having few visits on board the vessels, it has come to our realization that Company policies are not complied fully and bypass of our SMS procedures noted. This feedback is not in line with the company Vision and Mission. We request the senior management on board to take the lead ahead in the campaign "BACK TO BASICS" and improve the safety culture on board. Kindly provide your reply by 25th Oct 2018 for both the stages.

This campaign aims at doing a health check in the fleet and raising safety culture on board, any comments will not be treated to penalize any one on board(no names required). We request our senior management team onboard to provide full honest support to our company in assessing the current status of our fleet and do necessary amendments to our implementation techniques. I look forward to get a fruitful campaign result (honest picture of our safety culture on board).

Kindly have special safety meeting (Additional to Monthly Safety Meeting) with all crew at your convenient time for at least 1 hr and Discuss below points in details:

1. Permit to work system: Including hot work, cold work & enclosed space entry permit.
2. PPE compliance: It's a last line of defense and must be complied at all times.PPE matrix to be discussed
3. Compliance of Alcohol policy and smoking policy: Zero tolerance towards violations
4. Compliance of MARPOL Annex V(Garbage management system): include guidelines from the Garbage management plan.

Management also wants to support the vessel in motivating the crew on board and would like you to conduct Safety lunch on the same day, Please use double the Manday cost for this lunch and include in your monthly provision consumption statement. Please advise any suggestions and or best practices for improving safety culture.

Capt. Vishal Sharma
Marine Superintendent

SITTING LONG HOURS CAN BE INJURIOUS TO YOUR HEALTH

COMPLICATIONS OF LONG HOURS OF SITTING

IT HURTS YOUR HEART

Scientists first noticed something was up in a study that compares two similar groups: transit drivers, who sit most of that day, and conductors or guards, who don't. Though their diets and lifestyles were a lot alike, those that sat were twice as likely to get heart disease as those who stood.

IT CAN SHORTEN YOUR LIFE

You're more likely to die earlier from any cause if you sit for long stretches at a time. It doesn't help if you exercise every day or not. Of course, that's no excuse to skip the gym. If you do that, your time may be even shorter.

DEMENTIA IS MORE LIKELY

If you sit too much, your brain could look just like that someone with dementia. Sitting also raises your risk of heart disease, diabetes, stroke, high blood pressure, and high cholesterol, which all play a role in the condition. Moving throughout the day can help even more than exercise to lower your risk of all these health problems.

YOU'LL UNDO ALL THAT EXERCISE

The effects of too much sitting are hard to counter with exercise. Even if you work out 7 hours a week- far more than suggested 2-3 hours- you can't reverse the effect of sitting 7 hours at a time. Don't throw away all that hard work at the gym by hitting that couch for the rest of the day. Keep moving!

YOU COULD GET DVT

Deep vein thrombosis (DVT) is a clot that forms in your leg, often because you sit still for too long. It can be serious if that clot breaks free and lodges in

your lung. You might notice swelling and pain, but some people have no symptoms. That's why it's a good idea to break up long sitting sessions.

YOUR ANXIETY MIGHT SPIKE

It could be that you're often by yourself and engaged in a screen-based activity. If this disrupts your sleep, you can get even more anxious. Plus, too much alone time can make you withdraw from friends and loved ones, which is linked to social anxiety. Scientists are still trying to figure out the exact cause.

IT WREAKS YOUR BACK

The seated position puts huge stress on your back muscles, neck and spine. It's even worse if you slouch. Look for an ergonomic chair- that means it'll be the right height and support your back in the proper spots. Get up and move around for a minute or two every half hour to keep your spine in line.

IT LEADS TO VARICOSE VEINS

Sit for too long and blood can pool in your legs. This puts added pressure in your veins. They could swell, twist, or bulge- what doctors call varicose veins. You may also see spider veins, bundles of broken blood vessels nearby. Your doctor can tell you about treatment options if you need them.

IF YOU DON'T MOVE IT, YOU COULD LOSE IT

Older adults who aren't active may be more likely to get osteoporosis (weakened bones) and could slowly become unable to perform basic tasks of everyday life, like taking a bath or using the toilet. While moderate exercise won't prevent it, you don't have to go out and run a marathon or take up farming to stay mobile in your golden years. Just don't plant yourself on that couch for hours at a time.



**IF YOU SIT FOR MORE THAN 3 HOURS EVERYDAY
THEN SITTING TOO MUCH IS SLOWLY KILLING YOU**

TIPS FOR BETTER HEALTH IF YOUR WORK DEMANDS LONG HOURS OF SITTING

1. STAND UP

Get more movement into your day, stand up and stretch every half hour or so. Touch your toes or take a stroll around the office. Get a desk that raises or make your own; set your computer on top of a box. Talk to your boss about a treadmill desk. All these things can help stop the negative effect of uninterrupted sitting and keep you on the road to good health.

2. GET MOVING

Why simply stand up when you can move too? The treadmill desk, which is invented by Dr. Levine, is ideal for this, but again it's not the only option. You can walk while you're on the phone, walk to communicate with others in your office (instead of emailing), and even conduct walking meetings.

3. MONITOR YOUR SCREEN HEIGHT

Whether you're sitting or standing, the top of your computer screen should be level with your eyes, so you're only looking down about 10 degrees to view the screen. If it's lower, you'll move your head downward, which can lead to back and neck pain. If it's higher, it can cause dry eye syndrome.

4. IMAGINE YOUR HEAD AS A BOWLING BALL

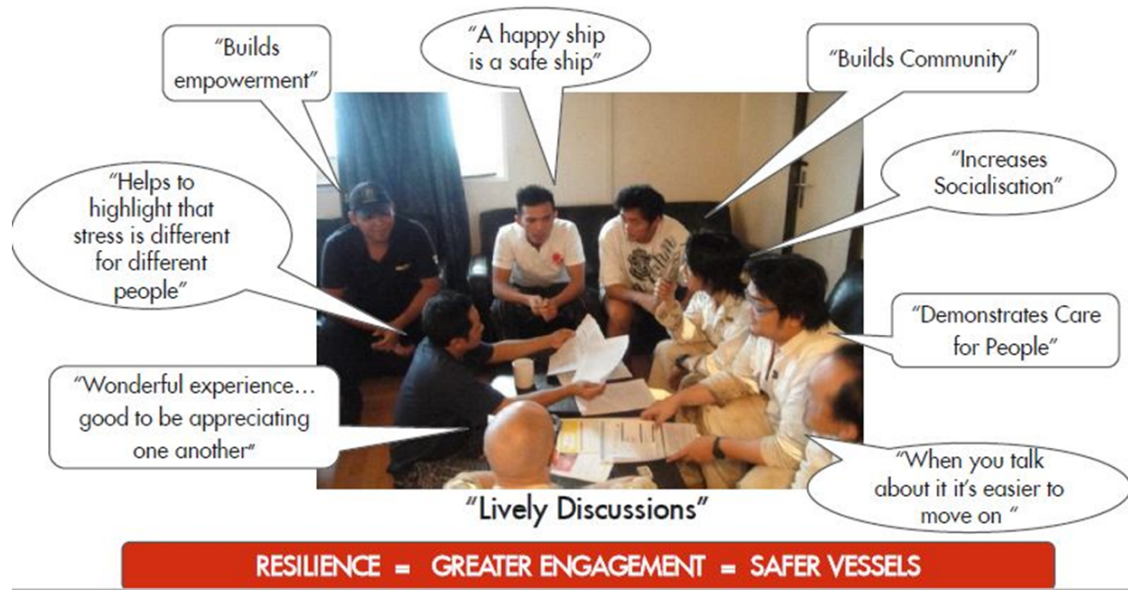
Your head must be properly aligned to avoid undue stress on your neck and spine. Avoid craning your head forward, holding it upright instead. And while you're at it, practice chin retractions, or making a double chin, to help line up your head, neck and spine.

5. TRY THE "POMODORO TECHNIQUE"

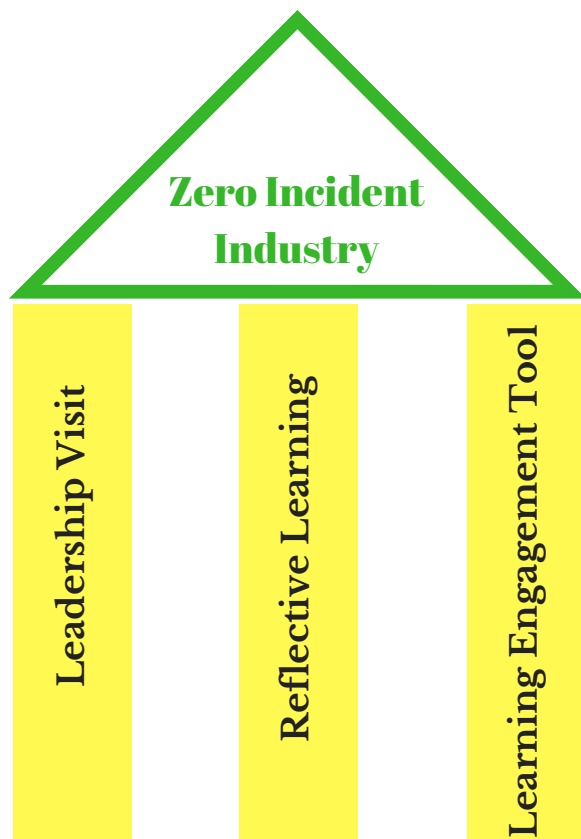
You know those little tomato-shaped (pomodoro is Italian for tomato) timers? Wind one up to 25 minutes (or set an online calculator). During this time, focus on your work intensely. When it goes off, take 5 minutes to walk or otherwise take a break from your work. This helps you to stay productive while avoiding burnout.



RESILIENCE – A SHELL INITIATIVE



Shared Goal, Shared Focus Area....Care for People



Care for People -Resilience

Resilience

Resilience is the ability to cope with pressure and stressful personal or professional events. It's a quality worth developing to enhance vessel staffs ability to manage increasingly complex and busy lives.

Why Resilience is Important

Resilient People

- See Challenges
- Commit to goals
- Focus on what they can control
- Think Positively
- Don't blame themselves
- Are empathetic

"A journey of thousand miles starts with the first step taken."

Hopefully we can also start our journey by taking the first step, to boost our resilience too.

SOUL THOUGHT - MIND BLOWING MATHS

A father left 17 Camels as an Asset for his Three Sons. When the Father passed away, his sons opened up the will. The Will of the Father stated that the Eldest son should get Half of 17 Camels, The Middle Son should be given $\frac{1}{3}$ rd of 17 Camels, Youngest Son should be given $\frac{1}{9}$ th of the 17 Camels, As it is not possible to divide 17 into half or 17 by 3 or 17 by 9, the sons started to fight with each other.

So, they decided to go to a wise man.

The wise man listened patiently about the Will. The wise man, after giving this thought, brought one camel of his own & added the same to 17. That increased the total to 18 camels.

Now, he started reading the deceased father's will.

Half of 18 = 9.

So he gave 9 camels
to the eldest son.

$\frac{1}{3}$ rd of 18 = 6.

So he gave 6 camels
to the middle son.

$\frac{1}{9}$ th of 18 = 2.

So he gave 2 camels
to the youngest son.

Now add this up:

$9 + 6 + 2 = 17$ &

This leaves 1 camel,
which the wise man took back.

The attitude of negotiation & problem solving is to find the 18th camel i.e. the common ground. Once a person is able to find the common ground, the issue is resolved. It is difficult at times.

However, to reach a solution, the first step is to believe that there is a solution. If we think that there is no solution, we won't be able to reach any!

Follow seriously. You might spark a thought, inspire & possibly change a life forever!

A very interesting management lesson.

SEA FEVER

I must go down to the seas again, to the lonely sea and the sky,
And all I ask is a tall ship and a star to steer her by;
And the wheel's kick and the wind's song and the white sail's
shaking,
And a grey mist on the sea's face, and a grey dawn breaking.

I must go down to the seas again, for the call of the running tide
Is a wild call and a clear call that may not be denied;
And all I ask is a windy day with the white clouds flying,
And the flung spray and the blown spume, and the sea-gulls
crying.

I must go down to the seas again, to the vagrant gypsy life,
To the gull's way and the whale's way where the wind's like a
whetted knife;

And all I ask is a merry yarn from a laughing fellow-rover,
And quiet sleep and a sweet dream when the long trick's over.

Life of Seaman is covered full of Adventure and Challenges

Riding the ship on gusty winds ,storms ,playing with tides !!
Covered full of mooring ropes and generator & Pumps...

Saurabh Mukhopadhyay
3rd Officer (GP ASPHALT IV)

WORKING WITH HAZARDOUS MATERIALS FIRST AID PROCEDURE



Rinse mouth with water

- Rinse mouth with water if worker has accidentally swallowed or drank a chemical.
- Do not induce vomiting and send worker to hospital as soon as possible.



Wear the correct personal protective equipment

- Check the Safety Data Sheet (SDS) and wear the correct personal protective equipment (PPE) at all times.
- PPE should be maintained and stored properly.

Rinse eyes with running water

- Rinse eyes with running water for at least 15 minutes.
- Seek medical treatment IMMEDIATELY.



Rinse exposed skin surface

- Remove clothing that is contaminated by chemicals.
- Rinse the exposed skin surface with running water for 10 minutes or more.
- Seek medical help IMMEDIATELY.



Move to safe area

- Move the injured worker to a safe area if he has inhaled poisonous gas.
- Perform cardiac pulmonary resuscitation (CPR) if worker is not breathing.
- Seek medical aid IMMEDIATELY.

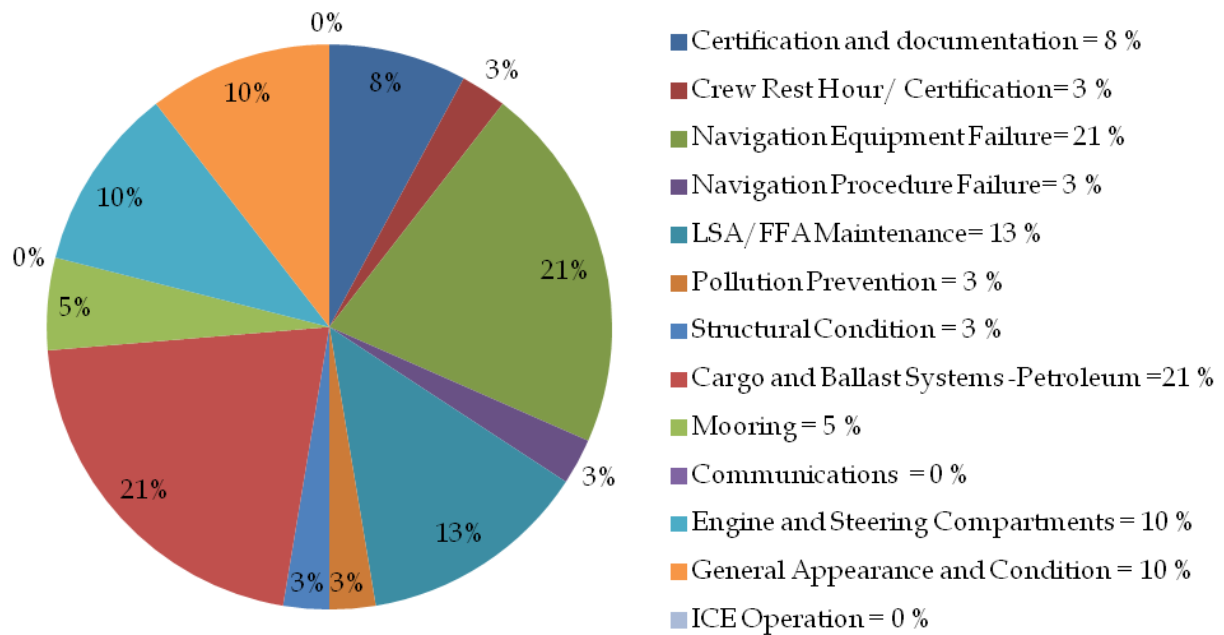
Visit www.wshc.sg for more information.

No project, no matter how critical, is worth a lost finger, a blinded eye, or tragic loss of life.

When safety becomes the primary guideline for progress, all parties reap the rewards of a job well done and done safely”

HSEQ ANALYSIS

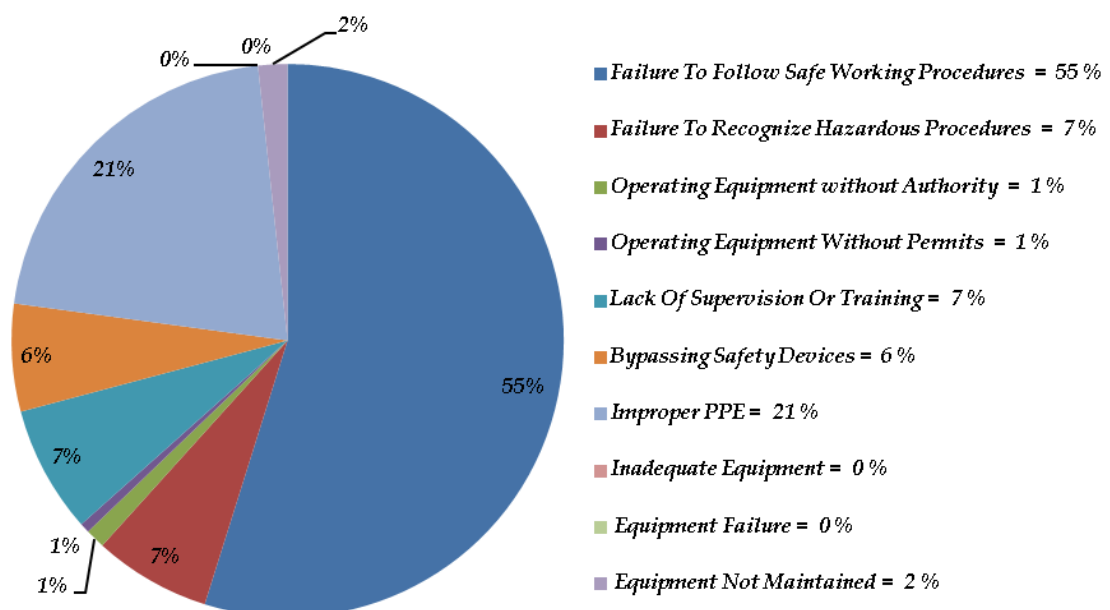
Vetting Inspection Status 2018



Number of Vessel Inspected by Terminal
 Total Inspection in Year 2018
 Number of Inspection per Vessel in Year 2018
 Total Number of Observations
 Number of Observation per vessel in Year 2018
 Area to be concern

6
 8
 1.3
 39
 4.9
 Navigation Equipment Failure &
 Cargo and Ballast System

FREEZE CARD ANALYSIS



Area to be concern : Failure to follow safe Working Procedure

LEARNING FROM INCIDENT

Stand clear, do not put your foot in the bight of a rope

What happened?

In the dark hours of early morning, crew members on board a vessel were letting go from another vessel when a seaman's right foot was caught in a bight of the mooring rope between the bollard and the fairlead. The seaman's foot was severed above the ankle.

He was transported by helicopter to shore, where he underwent emergency surgery. His leg was amputated below the knee.



How and why it happened ?

The order to let go from the other vessel came at 3 a.m. and mooring activities began at 3:25 a.m. After letting go the bow and spring mooring lines, the seaman began letting go the last stern line when the Captain put the vessel's engine ahead. The vessel's movement tensioned the mooring line, trapping the seaman's foot in the bight.

Findings:

- Standard procedures were not followed;
- Communication breakdown occurred between the bridge and crew on deck;
- Basic seamanship was ignored, when the seaman stood in the bight of the mooring rope

Reflection: Questions for discussion

- What communication takes place to ensure everything is safe before beginning mooring activities?
- Do you have pre-mooring meetings to discuss mooring operations? What risks are reviewed? How are they mitigated?
- Does the officer in charge maintain a safety oversight of mooring operations rather than becoming involved in the operation him/herself?

Key Message

Stand clear, do not put your foot in the bight of a rope

BEST SAFETY ISSUES - NEAR MISS

Incident Description	Corrective Action
Ship staff found using oversized spanner for opening valve flange in AC room while Removing valve for overhauling. Oversized spanner could have slipped and resulted in injury.	Right size spanner was brought for use. All engine crew mustered and made aware of the importance of proper size tool and safe working practices.
When the vessel was departing from port OS was standing in front of the tug rope which was is a tensioned condition.	Master and C/OFC explained regarding the safe working practices on board and the damages which can be caused during un mooring operations such as standing in front of a tug rope which is in a tensioned condition.
While taking rounds on Deck, during Bunkering Operations, the Chief officer observed that the Poop Deck aft scupper was not plugged. On investigation it emerged that the same was removed for taking out accumulated water but not put back. Human error was the cause for the scupper not being put in place after being removed.	1. As an immediate corrective measure all the butterfly nuts were shut tight. 2. As a preventive measure the Chief Officer assembled all the crew members and explained to them the importance of maintaining the watertight integrity of the ship at all times. 3. This Near Miss would also be discussed during the next Safety Meeting so that the same can be disseminated to all crew members.

BEST SAFETY ISSUES - FREEZE CARD

Incident Description	Corrective Action
Found when vessel at anchor E/Off was climbing to foremast for changing of Deck lights bulb.	Master immediately stopped him and ask to wear Safety harness and instruct him to don't do work aloft without informing the duty officer as well as without filling working aloft check list, Shown him poster of PPE required during various Jobs.
While there was a transfer of provision at port. There was more number of persons on the MOT ladder for transferring of provision.(more than mention on the ladder)	Duty Officer immediately stopped them from doing so and Advised Gangway Watch-keeper if any shore personnel is doing anything unsafe it is his duty to stop him
Cargo surveyor came on board without wearing safety helmet for ullaging and documentation	The duty person was briefed by the duty officer to follow Company Guidelines, to first inform the Duty Officer and then to enter, after writing his name in the log book being maintained.

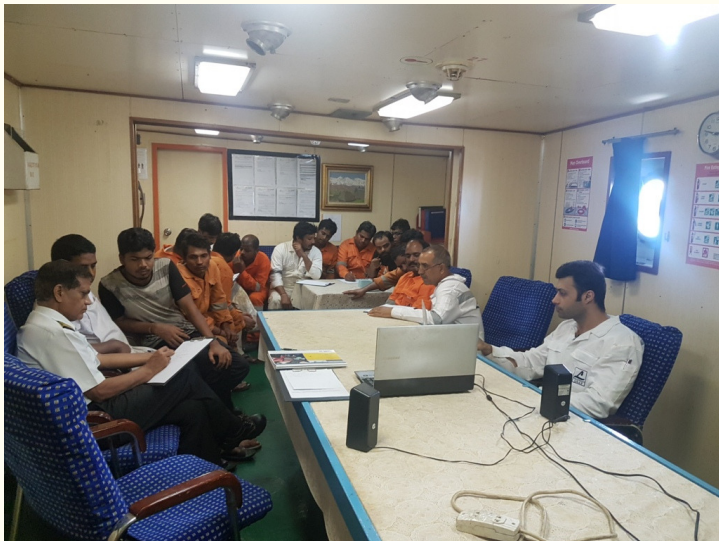
VESSEL VISIT- DRILL & TRAINING



GP Asphalt III Visit by Capt. Sagar Manek at Port Khalid on 18th May 2018



Asphalt Alliance Visit by Capt. Vishal Sharma on 28th & 29th Sept 2018 at Karwar



Asphalt Ten Visit by Capt. Sagar Manek at Sharjah on 19th May 2018



**Priya Twenty Seven Visit by Capt. Sagar Manek & Mr. Maheshwar at Mumbai on 12th Sept 2018
Abandon Ship Drill**



Sanghi Sudarshan Visit by Capt. Sagar Manek at Dharamtar on 07th June 2018