

Lilly Star

18th Edition | 01st January 2020 | New Year Edition



IN THIS ISSUE

- ❖ MD'S DESK
- ❖ 2019 INITIATIVES
- ❖ SOUL THOUGHTS
- ❖ NEW JOURNEY
- ❖ MENTAL HEALTH - ICALL
- ❖ SAUL THOUGHTS
- ❖ LOW SULHER IMO 2020
- ❖ INDIAN SHIPPING SECTOR 2019-20
- ❖ THINK LIKE AN ART
- ❖ THE PROJECT -WITH PRIDE & PASSION
- ❖ YOGA BENEFITS
- ❖ EVENT
- ❖ LAST VOYAGE



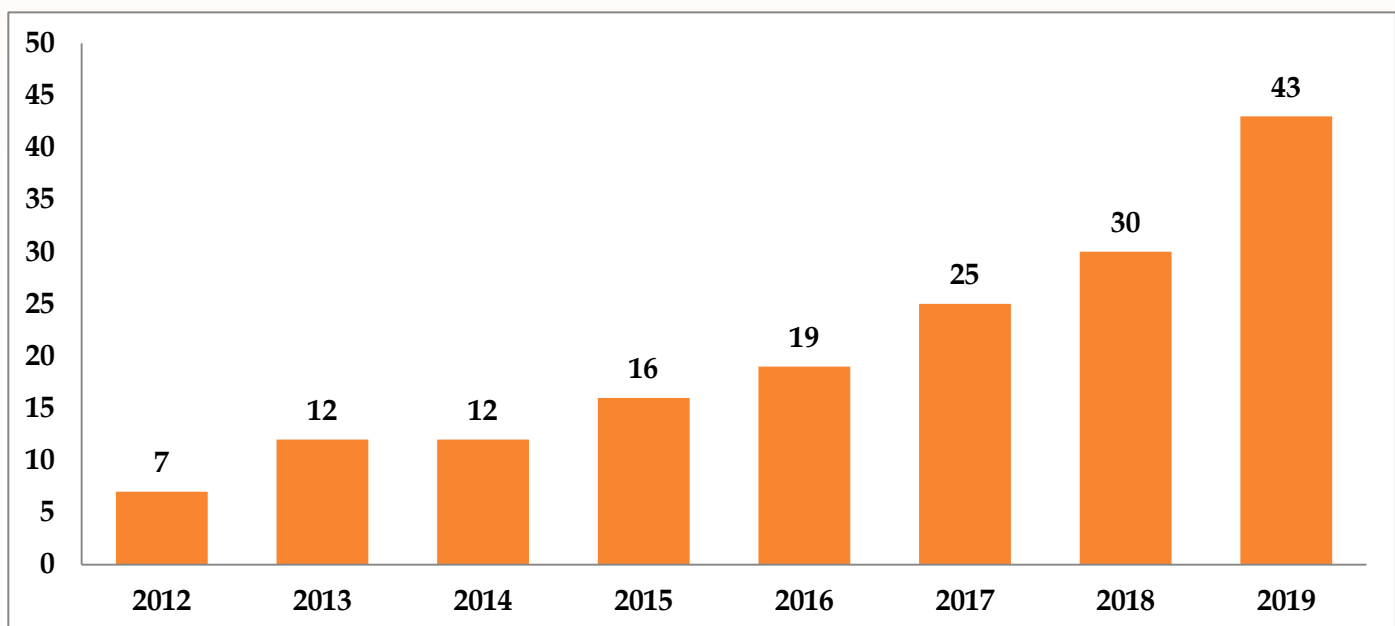
MD's Desk



Dear Lillyans,

As part of the SHELL Initiative, on behalf of you, I had the honor of representing you at the "Partners in Safety" (PIS) program held in Singapore in Jan 2020. The Data collected during 2011 by SHELL on the incidents (Considerable Size) from the vessels, Terminals, Refineries and retail outlets were considerably high i.e. every 7 days one incident. In 2012 the Journey was started by Grahaeme Henderson, VP, SHELL, in an innovative way. He invited all CEO's of companies, working together with SHELL to identify the ways and means to improve the safety culture. The conferences held at Singapore, Hamburg, London and Houston with same theme and circulated the Action plan for the CEO's, to implement in their company. I had a discussion with Shore TEAM on the action plan and also circulated to all Floating staff. The initiative has taken a collective action plan. We started collecting data and analyze the same so that we share the experience to learn and prepare ourselves for better safety culture. The reflection of the Data published by SHELL every year is encouraging year by year. The strategy followed each year after review of the Data is different. Last two years the focus is more on preparing the staff mentally when facing the Work issues and personnel problem by introducing the RESILIENCE Program. Last year's Data was there is an incident every 43 days. I congratulate you all on this achievement. This growth of 6 time safety record was only possible that we have collectively identified the problem, prepared ourselves by LFI (Learning from incident), VSL (Visible Safety leadership) & RL (Reflective Learning).

Once again I thank you all for the involvement in the initiative to reach Goal "ZERO INCIDENT INDUSTRY". Let's keep working to reach the Goal. I also take this opportunity to wish you all along with your family a very happy and an improved safe Year 2020.



-Mr. Rethina K. Kumar (Managing Director)

2019 - Initiatives



I would like to reflect upon the significant initiatives we took in Year 2019. And would like to start by saying THANKS to our Vessel staff and office staff, for supporting in launching various initiatives. The continuity of Shell PIS program in 2019 set the tone for everything we want to achieve in 2019. First half of the year we spent on developing and improving our SMS manuals in line with TMSA requirement, though it is continual improvement but we have successfully covered most of the Elements in our Manuals. VIQ 7 has also guided us in formulating and launching New Plans such as MSMP, LMP, vessel hardening Plan and Cyber Security Plan. Second half of the year, made us focus on Resilience of our ship staff and we recognized the growing mental health issues within our industry. And “iCALL” initiative rolled out for helping vessel staff. We have made a Leap improvement in our MRM which includes various data analysis, New KPI for the Fleet and reflection upon the future preparations for upcoming regulations. With our MD Mr. Rethina K. Kumar inclination towards the social cause, we have proudly introduced company social responsibility policy within our organization, which will introduce a dimension of interest in wider social issues, while formulating our future strategies.

All will agree that our industry operating environment will continue to test our abilities and push us towards the newer challenges. I wish to build up our teams' synergies for improving our abilities and be more **EFFICIENT, EFFECTIVE & ENERGETIC**.

A message with which I would like to conclude is **“OUR SHIPS ARE NOT INHERENTLY SAFE. PEOPLE CREATE SAFETY BY PRACTICE”**

- Capt. Vishal Sharma (DPA)

HOW PURPOSE, PASSION AND PATIENCE CAN LEAD ONE TO SUCCESS AND PEACE

To be successful one has to have a **“PURPOSE”** in life, one that makes you fight for your goals and dreams. This purpose can vary from person to person, as their **“PERSPECTIVE”** too, are distinct from each other's. Your time is precious, so now comes to next **“P”** - **“PRODUCTIVITY”**. To achieve that purpose in life, you need to ensure that your productivity is at its maximum. You'll have to navigate through distraction of all kinds. There will also be obstacles in your path to success, but being efficient is important. And how can you ensure that? By getting you're **“PRIORITIES”** right. Yes, in life there may be many things that are important to us, but it's important to know which one matter most. Or rather which are the goals you would like to achieve earlier than the others. As you diligently work towards these aims, you will keep getting better in life. Each small step will take you closer to **“PERFECTION”**. And it's your passion that will keep you going. As you peruse perfection you will cover lot of ground. These attempts at perfection, in turn, will give you more goals. And the cycles continue. But remember, through it all **“PATIENCE”** will help you to sail through.

Soul Thoughts



WHEN THE WIND BLOWS

Once there lived a farmer who owned a land along the coast of the Atlantic Ocean. Even after letting out several advertisements for recruitment to take care of his farm, no one seemed to sign up for it.

People were reluctant to work along the Atlantic, it had frequent raging storms. These storms were cruel, violent and destroyed every building and crop-field they touched.

After months of advertising and request refusals, a man approached the farmer for the job to take care of the farm.

“Do you have any skills or experience to work on a farm like this?” the farmer asked him. “Well, I may not have enough experience, but I can sleep when the wind blows”, replied the man.

Although the farmer wasn’t much convinced by the man’s answer, the farmer was too desperate to have someone to help him on the field that he hired him anyway. The man worked well around the farm. The farmer was pretty satisfied with the man.

Then one stormy night, the wind howled waking the farmer. The farmer immediately got off his bed, grabbed a lantern, and headed towards the quarter where his helper was sleeping.

“Wake up” the farmer yelled, throwing the soundly asleep man off the bed- “A storm is coming. Tie things down before they get blown away”.

The man sat up and said- “No sir. I told you, I can sleep when the wind blows.”

The farmer turned red with fury after listening to this. He controlled all his will to fire the man because at the moment it was more important to secure his fields and barn that to argue with his helper. The farmer ran out to tie the things up and was surprised by what he saw.

All of the haystacks were covered with tarpaulins. The chickens were in the coops, the cows were in the barn, the doors were closed and barred, and the shutters were firmly secured. Everything was tied down so that nothing could be blown away.

The farmer smiled as he comprehended what his employer said. Now, he understood what the man meant by when he said he could sleep when the wind blows. He went off to bed and slept soundly through the storm.

MORAL:

When you’re prepared, physically, mentally, and spiritually, you have nothing to fear. Can you sleep when the wind blows through your life?

Added Responsibilities



VESSEL NAME: M.T.ASPHALT EXPRESS

IMO NO. : 9394739

FLAG : PANAMA

TYPE : ASPHALT TANKER



VESSEL NAME: RELTUG EIGHTEEN

IMO NO. : 9776327

FLAG : INDIAN

TYPE : TUG



VESSEL NAME: RELTUG NINETEEN

IMO NO. : 9822425

FLAG : INDIA

TYPE : TUG



VESSEL NAME: M.T.COLOSSUS

IMO NO. : 9553270

FLAG : SKN

TYPE : PRODUCT TANKER

Mental Health – Counselling, "iCALL"



**FEELING CONFUSED,
INDECISIVE OR OVERWHELMED?**

**YOU DON' T HAVE TO DEAL
WITH IT ALL ALONE!**

iCALL is a completely anonymous and confidential counselling Service which can be availed free of cost over telephone , emails and chat !



How to reach out the **iCALL** Service

Call: +91 9677000888

Email: icall@ss.edu

Chat : **nULTA** consult with Doctor on Chat
Monday – Saturday 8AM -10 PM, IST



**SELF-CARE IS NOT SELFISH. YOU CANNOT
SERVE FROM AN EMPTY VESSEL."**



What you need to Know about

LOW SULPHUR IMO 2020 REGULATION

As of January 1st, 2020, the Sulphur in fuel oil must be reduced to 0.50 % from 3.50%, for all sea-going vessels worldwide

What does it mean?



Favor of the public health & environment



Reduce average sulphur emissions worldwide by 85% and improving air quality.



Major cost impact on industry



One more step towards a sustainable shipping industry



How can we apply this new regulation?



Switch to compliant fuels with lower sulphur contents



Install advanced Air Quality Systems onboard our Vessels.



Use LNG-powered Vessels



AIR POLLUTION & HEALTH



- Premature deaths avoided
- Significant reduction in Shipping's negative effect on human health through air pollution

Reduction in



- Stroke
- asthma
- cardiovascular Disease
- Lung cancer
- Pulmonary diseases



- Cutting sulphur emissions helps prevent acid rains, which means:
- Less harm to crops, forests and aquatic species
- tackling ocean acidification

How ship can prepare for IMO 2020 inspection by PSC?

- Ensure Bunker delivery note and Fuel Sample is kept onboard
- Correct Soundings Record:
- Fuel Transfer Record:
- Fuel Transfer plan and Piping Diagram
- IAPP Certificate
- Record of Voyage
- Fuel Oil Non-Availability Report

Indian Shipping Sector in 2019-2020

- India has 12 major and 200 notified minor and intermediate ports. The Indian ports and shipping industry plays a vital role in sustaining growth in the country's trade and commerce. India is the sixteenth largest maritime country in the world, with a coastline of about 7,517 km.
- Since ports handle almost 95% of trade volumes in India, the rising trade has contributed significantly to the country's cargo traffic. Capacity at major Indian ports reached 1,477 million tonnes by FY19.
- The Government of India has allowed foreign direct investment (FDI) of up to 100% under the automatic route for projects related to the construction and maintenance of ports and harbors. Ports sector in India has received a cumulative FDI of US\$ 1.64 billion between April 2000 and June 2019.
- Approximately 10,000 jobs were created through projects initiated under **Sagarmala** during last three years. In August 2019, India became the first country in the world to issue Biometric Seafarer Identity Document (BSID), capturing the facial bio-metric data of seafarers.
- As regards India, the ports and shipping industry plays a major role in sustaining growth in the country's trade and commerce. As per the Ministry of Shipping, around 95% of India's trading by volume and 70% by value is moved through maritime transport.
- On the other hand, the supply drivers are a function of new ship building orders as well as scrapping of existing tonnage.

FINANCIAL YEAR '19

- India's total external trade grew to US\$ 838.5 billion in FY19, implying a CAGR of 5.53% since FY09. Merchandise exports during the year were US\$ 331 billion while imports reached US\$ 507.4 billion.
- India's merchandise exports and imports stood at US\$ 160 billion and US\$ 243 billion, respectively. In September 2019, Adani Port and Special Economic Zone (APSEZ) became the first Indian port operator to handle cargo movement of 200 million tonnes (MT) in 2018-19.
- In FY19 traffic has increased 2.9% year-on-year to 699.1 million tonnes. Cargo traffic at non-major ports was estimated at 281 million tonnes FY19.
- Capacity at non-major ports is expected to reach 968 MMT in 2019 from 750 MMT in 2016. Given the positive outlook, proposed investments in major ports are expected to total US\$ 18.6 billion by 2020, while those in non-major ports would be US\$ 28.5

- The government has also initiated National Maritime Development Programme (NMDP), an initiative to develop the maritime sector with a planned outlay of US\$ 11.8 billion. As of Union Budget 2019-20, the total allocation for the Ministry of Shipping is US\$ 272.2 million.



PROSPECTS

- Shipping is a global business whose performance is closely linked to the state of the global economy. Therefore, if global economic growth is adversely impacted, it could have an unfavorable effect on the state of the shipping market.
- Increasing investments and cargo traffic point towards a healthy outlook for the Indian ports sector. Providers of services such as operation and maintenance (O&M), pilotage and harboring and marine assets such as barges and dredgers are benefiting from these investments.
- Although the numbers of firms which are active in the Indian shipping industry are fluid, during any given year, there may be as many as 55 shipping companies. About 40% of them deal with coastal trade, while 50% focus on overseas trade. The remaining companies operate in both types of trade for the industry.
- The fortunes of our industry are positively correlated with the economic state of the world at large and, therefore, a continuation of the trade war or possibly an escalation of the same will not augur well for our industry.
- IMO 2020 could be biggest regulatory disruption shipping industry has witnessed in multiple decade. Ships are burning high sulphur content in marine oil from currently permitted 3.50% m/m to 0.5% m/m with effect from January 2020.
- As ships are likely to go off hire for the scrubber installations in order to prepare for IMO 2020, fleet supply across sectors could be curtailed, especially in H2 FY20. Crude tanker order book has come down the last few years and is now at 11% of the fleet and products tanker order book to fleet is at historically low of 7.5%.

-Maheshwar Seturaman (Head - Chartering)



"Think Like An Ant"

Motivation. Inspiration. Success.

ANTS NEVER QUIT

- 💡 If they're headed somewhere and you try to stop them, they'll look for another way.
- 💡 They'll climb over, they'll climb under, they'll climb around.
- 💡 They keep looking for another way.

TO NEVER QUIT LOOKING FOR A WAY TO GET WHERE YOU'RE SUPPOSED TO GO.

ANTS THINK WINTER ALL SUMMER

- 💡 You can't be so naïve as to think summer will last forever.
- 💡 So ants are gathering their winter food in the middle of summer.
- 💡 You've got to think rocks as you enjoy the sand and sun.

IT IS IMPORTANT TO BE REALISTIC. THINK AHEAD.

ALL-THAT-YOU-POSSIBLY-CAN

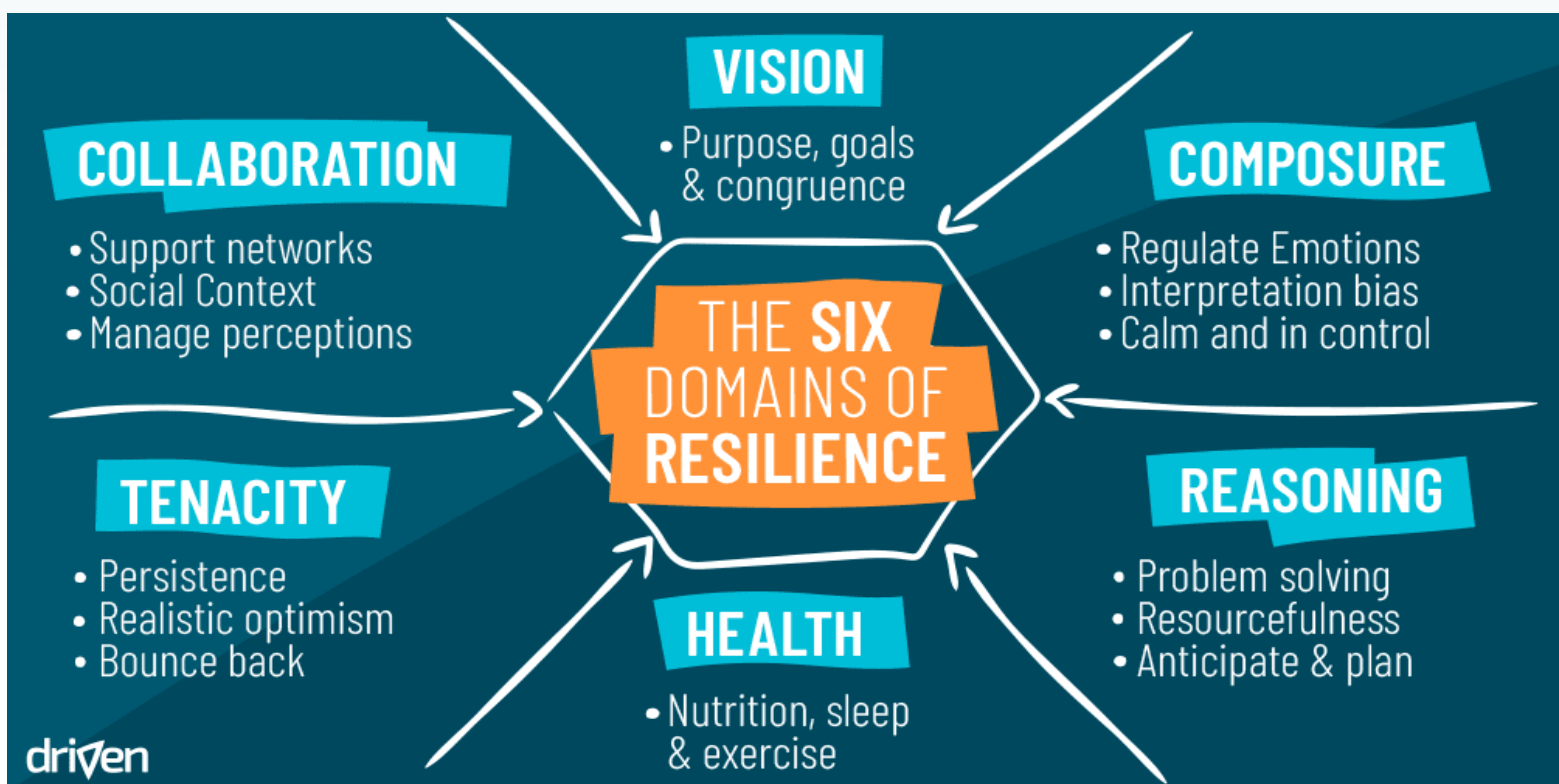
- 💡 How much will an ant gather during the summer to prepare for the winter?
- 💡 All that he possibly can.

DO ALL YOU CAN....AND MORE!

ANTS THINK SUMMER ALL WINTER

- 💡 During the winter, ants remind themselves, "This won't last long; we'll soon be out of here."
- 💡 At the first warm day, the ants are out.
- 💡 If it turns cold again, they'll dive back down, but then they come out the first warm day.

STAY POSITIVE AT ALL TIMES.



The Project - With Pride & Passion

With Pride & Passion we at Lilly take Challenges. Our Owners entrust with various projects even though they are first time for us. One such passionate project was undertaken by us during the month of October in 2019. The requirement is to do it at the economical cost but with precision and at high safety factor.

The project was to remove / lift the thrusters of the decommissioned semi submersible Oil rig named "ACTINIA" anchored off Duqm, Oman. We chose to raise and fix the Thruster for the passage. The 4 fixed azimuth thrusters were protruding below the 2 pontoons.



The thruster motors and associated pumps, motors, tanks etc were housed in self contained tubular containers which were bolted to a flange on top of the pontoon. The Container is connected to the Rig's Columns by a Passage for access to carryout maintenance and inspection.

At the Lower end were 3 thrust pads which held the thruster in position and transferred the axial load to the container. The entire piping and electrical cables can through the column on which the container was bolted by a flange.

A junction box was provided where cables were terminated from the source and connected to the thruster container. For the pipes the makers had provided small distance pieces which could be removed and either side blanked so that the thruster container could be removed completely isolated for maintenance.



As the rig was decommissioned and needed to be beached all the underwater protruding thrusters were to be raised up so that the rig could sit on the pontoon when it was beached.

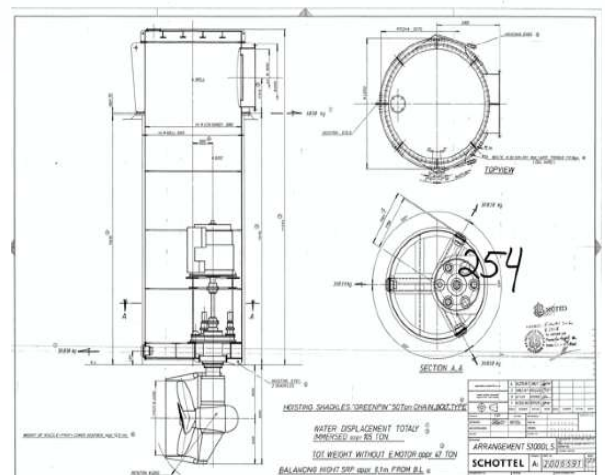
There were 2 options for doing this:

- 1) Completely lift up the thruster containers after disconnecting it from the main system
- 2) Retract the thruster container manually into the pontoon moon pool and secure them.

The first option required closed sheltered waters and use of self propelled DP barge crane or barge crane anchored with Tug in attendance, shore personnel etc, which would cost a lot to Owners.

The second option was to use hydraulic jacks and lift the thrusters step by step along with the container to more than 3.1 meters (that's the depth the thruster was protruding below the pontoon base) so that the complete thruster would be inside the pontoon. Then secure the container by welding for the rig to make the transit to Alang safely. This was a much cheaper option though it was never attempted before.

Continue....



We decided to go with the option 2 and immediately deployed the In-house Lilly team of welders and fitters and a welding supervisor. The confidence and the understanding of the project was very much in detail and even before we could attempt physically, several rounds of discussion happened at Shore/Office and we were confident that we could pull this off safely.

First we proposed a plan and got the owners and Marine Warranty Surveyor to approve it. Marine Warranty Surveyor to visit the rig while we were doing this procedure, to verify and be satisfied that the procedure was being followed safely and thruster well secured on completion.

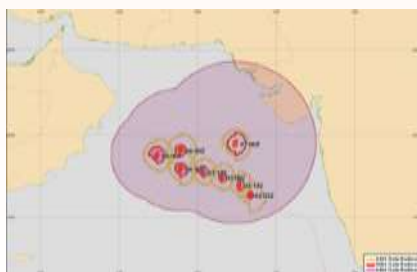
So we boarded the rig in the last week of October after mobilizing the equipments and materials to carry out this job. Initially we spent some time fabricating the basic materials like pad eyes, blanks, brackets, etc and checking the chain blocks and jacks.



Then we entered each thruster container one by one, to check the condition inside as well as to power up the azimuth motors so that we could rotate the thruster position to the 'parking' position, so that it could enter into the pontoon/moon pool, while being jacked up.

All the thruster motors by design are offset from the centre of the container by 550 mm. So when the thrusters are installed they are not in the centre and need to be rotated to be able to bring it into the pontoon/ moon pool. The thrusters were last run more than 10 years back and we had no idea if things would work. So after checking the motors and oil levels and the general condition we powered up the azimuth pumps to check if we could azimuth the thrusters. Once that was done we had to clean up bilges and make it free of oil as we would be doing hot work on the outside.

As agreed, we would need the divers to make sure the position as correct and rotate it to the correct 'parking' position. Once we were ready with trials on Rotation the Divers were present to verify the Final Position.



An impending cyclone "Kyaar" was heading up the Indian coast and later projected to moving west towards where the Rig was anchored before moving south. Due to this weather condition we had to postpone the operation until the Cyclone passed safely south of the Port.

Finally we ballasted all the tanks to get the Pontoon top free from Water. All the ladders below the submerged part were heavily covered with barnacles. The pontoon and work areas were also full of barnacles. So carefully we had to make the access clear and safe and install some flooring which were missing before we could safely go on the pontoon 25m below deck.



The thruster containers were completely isolated one by one and all cables disconnected at the terminal box. Next the spool pipes were removed and blanked at either end. The Thrust guides at the bottom were freed by slackening the bolts at the bottom of the 3 thruster guide pads. We then started work on the port fwd thruster. Material was lowered, staging built and area cleaned and secured before we could start work.

Pad eyes were welded for 15T chain blocks, so that the thruster did not pop up due to buoyancy when the bolts were removed. Also 3 'T' beam supports for jacking were welded in 3 places directly below the existing lifting pad eyes (made by shipyard earlier). 3 x25 MT hydraulic jacks were used for the jacking operation.

Once this was done, we removed all the bolts and nuts on the pontoon flange and the column flange. Then the chain blocks were slowly slackened but found that the buoyancy was not enough to bring up the flange by 300 mm (as calculated). We had brought up the pontoon much higher by de-ballasting (for more freeboard), to prevent the occasional wave splashing on the pontoon, for our working safety. The thruster motor assembly weighed about 110MT in dry air. Slowly the thruster flanges was jacked up, while alternately keeping support pipes of 300, 600, 900, 1200 mm ready to be kept between the flanges, while the jacks were repositioned, as we limited the jack travel to about 350mm each time.



We had 2 pneumatic operated hydraulic pumps which were a great boon as it reduced the manpower required for pumping by hand. With just 2 jacks we could raise the thruster to about 900 mm and then only the 3rd jack was coming into picture as till then there was no load on it. This pump was operated by hand.



At 1200mm, we welded 3 new jack supports lower down on the thruster container and this way we continued till we reached the required minimum height of 3.1 meters.

As we lifted the thruster container higher, the load on the jacks increased as the buoyancy effect kept reducing. As we moved higher we restricted the stroke of the jack to about 200-250mm. Further 4 flat plates 200 x 100 x 20mm were welded on the lower flange of pontoon to keep the thruster container in center once it cleared the flange of the column. At the same time 2 pad eyes were welded on the container and container was held in place with 2 x 5 t chain blocks to prevent the thruster container from rotating once the flange of column was clear.

This way the thruster was raised up and on reaching the desired height, 3 Nos Sch 80 pipes 5" dia and 3.2 m long, was placed under the flange and welded to the top flange and bottom flange. Further 4 brackets 800 x 300 x 20 mm were welded to the container and the lower flange to secure the pontoon.



When the thruster was up to final position, the total load on the jacks was about 40-45MT (slightly more than the calculated). The Raised Container entrance was closed by the WT door and locked. The flange on the column was closed by welding a plate to make the column watertight.



No. 1 Thruster



No. 2 Thruster



No. 3 Thruster



No. 4 Thruster

In all it took us 18 days to complete the raising of the 4 thrusters once we started the first one, despite some bad weather slowing us on the last thruster.



Thanks to the team of Vishwakarma and support from office especially Lanka Praven in preparing the preliminary Drawings, the work was completed successfully. Once again we were able to achieve this, only by a passion and drive that motivated to accomplish such an eventful task.



Yoga Benefits

INCREASES ARM
STRENGTH
BY 12%

Peace
of Mind

AWESOME
AMOUNTS OF
OXYGEN TO THE
BRAIN



better posture

reduced stress

Less chance
of
HEART
disease



increased
LUNG
capacity

decreases
lactic acid in
• muscles
• +
decreases
joint gain

35% increase
in flexibility
after 8 weeks
of practice



increases
metabolism
+ helps
digestion

become grounded and develop
better focus & concentration

Event



SHELL CONFERENCE IN JANUARY 2020 AT SINGAPORE



CEO & SENIOR MANAGERS VISIT ON VESSEL ASPHALT EXPRESS AT MUMBAI

Last Voyage

VESSEL NAME: DEEPWATER MILLENNIUM

IMO NO. : 9180229

FLAG : ST. KITTS & NEVIS

TYPE : DRILL SHIP

VESSEL NAME: DEEPWATER FRONTIER

IMO NO. : 9170224

FLAG : ST. KITTS & NEVIS

TYPE : DRILL SHIP

VESSEL NAME: ACTINIA

IMO NO. : 8750039

FLAG : PALAU

TYPE : DRILLING UNIT

VESSEL NAME: GC

IMO NO. : 7413232

FLAG : PALAU

TYPE : GAS CARRIER

VESSEL NAME: PROGRESS

IMO NO. : 8130681

FLAG : PALAU

TYPE : GENERAL CARGO

