

Lilly Star

13th Edition | 01st July 2017



IN THIS
ISSUE



Best Safety Issues



QUALITY



HEALTH



SAFETY



ENVIRONMENT

INNER VOICE- YOUR COACH FOR LIFE

AMBITION IS IMPORTANT BUT NOT AT THE COST OF INNER PEACE

Most of the time, our thoughts are focused upon our goals, roles, duties and dreams. The nucleus of our life is constantly working to strike towards our goals, and to become an achiever. But amid all this struggle of being ambitious, we often lose the sight and essence of the present.

As much as it is important for us to ignite this fire of passion in us to make life more meaningful, it is equally imperative, to be still as calm water, and just be in the here-and-now, and let all the anxiety and restlessness of future be at bay.

A Taoist proverb beautifully explains this: “we can’t see our reflection in running water; it is only in still water that we can see”

It is good to keep an eye on our jumbo dreams, and be persistent in their pursuit. Nevertheless, at times, it is necessary to gift ourselves with the peace we deserve, to be conscious of the moment and cherish the ‘now’.

This peace helps us to explore our true callings clearly, reflect upon our purpose in life, and regain composure to start fresh with newer zest. And, by letting ourselves mindfully be in the present, we boost the process of our “in the making” project, because we are always in our making either by learning through our successes or failures. It is okay to be ‘In the Making’.

Ikigai :: Finding your inner self

In a small village outside of Osaka, a woman in a coma was dying. She suddenly had a feeling that she was taken up to heaven and stood before the Voice of her ancestors.

“Who are you?” the Voice said to her.

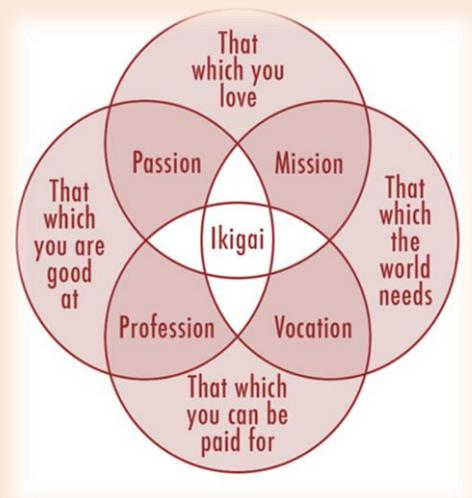
“I am the wife of the mayor,” she replied. “I did not ask whose wife you are but who you are.” “I am the mother of four children.” “I did not ask whose mother you are, but who you are.” “I am a school teacher.” “I did not ask what your profession is but who you are.”

And so it went. No matter what she replied, she did not seem to give a satisfactory answer to the question, “Who are you?”

“I am a Shinto.” “I did not ask what your religion is but who you are.” “I am the one who wakes up each day to care for my family, and nurture the young minds of the children at my school.”

She passed the examination, and was sent back to earth. The next morning she woke at sunrise, feeling a deep sense of meaning and purpose. She tended to her children’s lunches, and planned fun lessons for her students that day. The woman had discovered her ikigai.

So really it is an inside view of yourself. It is your inner self and reason for being.



Venn diagram that forms a beautiful compass for Ikigai.

INDUCTION, ORIENTATION & TRAINING PROGRAM

Why Induction n Orientation Program for New Joiners is a must?



It was a long journey from Singapore's Changi Airport to my home. I thought of chatting with my cab driver - an elderly affable Singaporean Chinese gentleman.

I asked him "That of all the places I have been the cab drivers in Singapore seems to be the most professional. What's the secret?" His answer amazed me.

He said "Before a person is given license to be a cab driver in Singapore they have to undergo a mandatory 10 days orientation program. And the first thing they are told during Day 1 is that "You are not a cab driver."

And as he said this, the cab driver, took a pause, looked at the rear view mirror, confirmed that he has his prey glued & kept smiling. "Really! The first thing that prospective cab drivers are told is that they are not cab drivers?" - I asked with disbelief. "Yes, they are told, you are not a cab driver. You are Singapore's Ambassador. You are the first Singaporean that any tourist who lands at Changi Airport will meet. And tourists will form an image of the country basis the experience they have with you." he explained with obvious pride in his tone.

Dear Leaders, how do your people view themselves?

Moral: Don't give your people a job. Give them a purpose instead.

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Onboard Training: GP Asphalt IV, Trainer: Mr. Arun P. (Tech Supt.)



GOODS & SERVICE TAX

What is GST?

GST is a single unified Indirect Tax System aims at uniting India's complex Tax structure to a "One Nation One Tax" regime. It is destination based Tax structure and applicable on supply basis.

Taxes going to be subsumed GST: Central Excise Duty, Service Tax, VAT\Sales Tax, Entertainment Tax, Luxury Tax, Taxes on lottery, Octroi and Entry Tax, Purchase Tax, CVD and SAD.

Taxes & Goods not going to be subsumed under GST: Basic Customs duty, Alcohol for human consumption, Petrol\Diesel\Aviation Fuelx Natural Gases, Stamp Duty Registration fee, Property Tax, Toll Taxes, Electricity Duty.

Benefits of GST

1. GST provide comprehensive and wider coverage of input credit setoff, you can use service tax credit for the payment of tax on sale of goods etc.
2. CST will be removed and need not pay. At present there is no input tax credit available for CST.
3. Many indirect taxes in state and central level included by GST, You need to pay a single GST instead of all
4. Uniformity of tax rates across the states
5. Ensure better compliance due to aggregate tax rate reduces.
6. By reducing the tax burden the competitiveness of Indian products in international market is expected to increase and there by development of the nation.
7. Prices of goods are expected to reduce in the long run as the benefits of less tax burden would be passed on to the consumer.

CONCLUSION

GST is the most logical steps towards the comprehensive indirect tax reform in our country since independence. GST is leviable on all supply of goods and provision of services as well combination thereof. All sectors of economy whether the industry, business including Govt. departments and service sector shall have to bear impact of GST. All sections of economy viz., big, medium, small scale units, intermediaries, importers, exporters, traders, professionals and consumers shall be directly affected by GST... One of the biggest taxation reforms in India -- the Goods and Service Tax (GST) -- is all set to integrate State economies and boost overall growth. GST will create a single, unified Indian market to make the economy stronger. Experts say that GST is likely to improve tax collections and Boost India's economic development by breaking tax barriers between States and integrating India through a uniform tax rate. Under GST, the taxation burden will be divided equitably between manufacturing and services, through a lower tax rate by increasing the tax base and minimizing exemptions.

LEARNING FROM INCIDENTS

Incident description

While changing the pressure gauge, bitumen got spilled, resulting into burn on fitter's body and leakage in pump room.

Incident Type: Personal Injury

Root Cause Analysis

Discharging line was not completely drained, so while changing the pressure gauge bitumen got spilled. Yes it was controllable and could have been done after discharging.

Corrective Action Planned / Taken:

- Proper toolbox meeting & risk assessment is to be carried out prior every job.
- All the hazards relating to the job needs to be identified
- All equipments to be kept ready for any emergency.

Lessons Learned

- Proper risk assessment to be carried out whenever any non-routine job is carried out.
- The procedure for ensuring that the end result has been achieved must be considered before Moving on to the next step.
- In case it NOT a critical or urgent requirement to be complied with then that job must not be carried out along with other critical job in progress.

Office Feedback:

We have to always ensure that no life or nature or property is harmed to cause not only a monetary loss but also more importantly a reputation loss.

Incident description

Vessel railing on the stbd side weather deck damaged due to low freeboard and getting stuck with a wooden projection protruding from the jetty

Incident Type: Property Damage: Around 5 mtrs of Stbd side weather deck railing bend and damaged.

Root Cause Analysis

The fenders alongside the approach jetty were asymmetrically arranged and the vessel's weather deck railings are always below the jetty and half way to the fenders. The railings always come in contact with the fenders. The fenders are old and worn out at many places. Since there was a wooden block protruding from the fender arrangement towards the seaside at the same level as the ships railing, it came in contact with railing.

Corrective Action Planned / Taken:

The vessel immediately gave ahead movement and the helm was put on hard over to port to avoid the wooden block and to prevent further damage to ship and jetty.

In future vessel needs to maintain a safe distance from the jetty. Pilots to be informed during the Master -Pilot Information Exchange about the same.

Lessons Learned

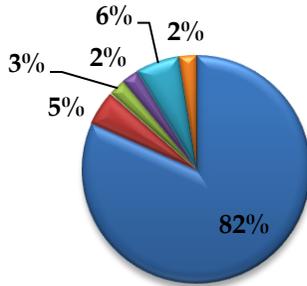
A good communication with pilot is very essential whenever the vessel is under long pilotage to maneuver ship more cautiously considering factors to avoid such damages.

Office Feedback:

1. A good look out to be kept by team on bridge and at stations. 2. Keep safe distance from the jetty. 3. Be in good communication with the pilot and stations fwd and aft to maneuver the ship accordingly. 4. Request for 2nd hand Aircraft tyres to use as fenders.

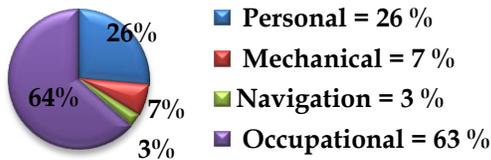
HSEQ PERFORMANCE

Freeze Card Analysis



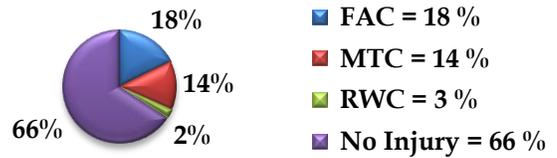
- Failure to follow Safe Working Procedures = 82 %
- Failure to recognize Hazardous Procedures = 5 %
- Lack of Supervision or Training = 2 %
- Bypassing Safety Devices = 2 %
- Improper PPE = 6 %
- Equipment not maintained = 2 %

Near Miss : Characteristics



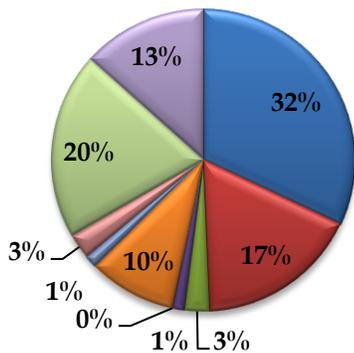
- Personal = 26 %
- Mechanical = 7 %
- Navigation = 3 %
- Occupational = 63 %

Near Miss Human Injury - Category



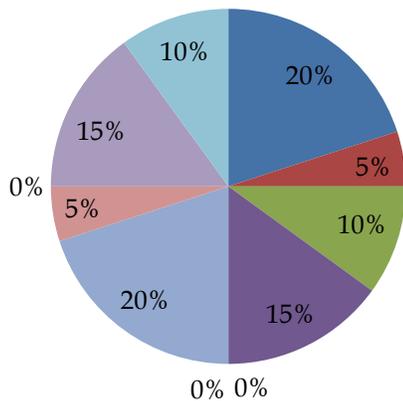
- FAC = 18 %
- MTC = 14 %
- RWC = 3 %
- No Injury = 66 %

Near Miss Consequences



- Human Injury = 30 %
- Improper Maintenance = 16 %
- Oil Spill = 3 %
- Oil Spill and Humen Injury = 1 %
- Collision = 0 %
- Property Damage = 9 %
- Third Party Property Damage = 1 %
- Equipment failure = 3 %
- No Injury = 19 %
- Others = 1 %

Vetting Inspection Status 2017



- Certification and documentation = 20 %
- Crew Management = 5 %
- Navigation = 10 %
- Safety Management = 15 %
- Pollution Prevention = 0 %
- Structural Condition = 0 %
- Cargo and Ballast Systems -Petroleum = 20 %
- Mooring = 5 %
- Communications = 0 %
- Engine and Steering Compartments = 15 %
- General Appearance and Condition = 10 %

BEST SAFETY ISSUES –NM, FC

Near Miss

Incident Description	Corrective Action	Office Feedback
While taking round by duty AB on deck found that cargo start leaking from cops no 2 discharge line.	Inform company authorities regarding the condition and req. raised for material to re-fabricate the cargo line. The crew members were explained regarding the preventing spill and its importance.	Take proper rounds and carryout proper maintenance to evaluate such material failure to avoid recurrence of such near miss.
While taking Initial rounds for Ship Shore safety checklist, Duty officer indicated chief officer that few Nut and Bolts are missing on blank on stbd side Manifold. Chief officer immediately called fitter to fix all Nut and Bolts off unused blanks.	All crew were called after completion of loading and explained the checks to be complied prior Loading or Discharging as per ship shore safety check list.	All crew to follow safe working practices at all times.
During dismantling Fire & G.S p/p coupling, the bearing puller from coupling slipped while pulled out fitter got hit with the hammer.	Chief engineer and second engineer instructed them to work safely and well planning, and said to ensure proper safety on working place and proper equipment with proper size to be used	Tool box meeting to be carried out. barriers such as Proper supervision, company procedures, Risk assessment, debriefing to be used to avoid incidents/accidents on board

Freeze Card

Incident Description	Corrective Action	Office Feedback
Found one deck hand standing near the back lash area while mooring ropes gets tight	All deck hands mustered and were explained safe mooring practices and instruct to keep clear from the "BACK LASH ZONE" as marked on mooring stations	Appreciate training given about the SNAP BACK ZONES.
While fitter working on monkey island it was noticed that RADAR was 'on standby mode' but there is no Lock out Tag near the RADAR.	Master instruct to all whenever there is any work carried out near monkey island post the tag near RADAR "DO NOT OPERATAE WORK IN PROGRESS"	All crew to follow safe working practices at all times.
During Night hours, It was observed by chief officer that Crockeries and Utensils were lying here and there, Not secured at all.	Chief officer immediately called cook and OS and instructed to Secure all Utensils and crockeries after completion of meal.	Explain the importance of it specially during Heavy Wx.

ONBOARD: RECYCLE WASTE MANAGEMENT

Material	Last Used	Recycle
Plastic	Bottled water – used bottle	May be used on board for storing liquids etc
Plastic	Garbage bags	May be reused for storing garbage on board.
Plastic	Plastic Empty printer cartridges	Empty cartridges may be refilled onboard or sent to the maker for refilling / Land ashore for recycling.
Plastic	Plastic Scraps	Land ashore for recycling
Packing materials	Plastic / foam packing material	These packing materials may be reused to pack ship's items being landed ashore for maintenance or repair
Paper	Printed paper	May be used for printing on the blank side
Paper	Cancelled charts	May be used for covering books, cutting stencil templates
Paper	Mail packet envelopes	May be used for keeping various old records/ documents.
Paper	Packing paper, paper cartons	Can be used as a lining for shelves
Paper	News paper	Can be used for covering shelves, for cleaning window
Steel Scraps	Cropping various fittings	Land ashore for recycling
Steel Scraps	Paint / thinner / grease containers	Cleaned and used as garbage bins.
Steel Scraps	Lubrication oil drums	Cleaned and used as garbage containers/ SOPEP Drums / Various
Steel Scraps	Unusable wastage cut pieces of new steel	Land ashore for recycling
Steel Scraps	Damaged lashing material	Land ashore for repair, recycle as required

