

Lilly Star

Planning is Not Optional !!!



"If we do not plan knowledge when young, it will give us no shade when we are old."

Hello Dreamers,

If it was not a dream to do or achieve something we would not be moving out of our deep slumber and take the first step to our journey of life.

Often it's a necessity for survival which pushes us to this vicious cycle of "maya" and leads us to our never ending desires to be fulfilled.

Whatever it can be but if we want to achieve something then Planning is Not Optional. Moreover, if we want to achieve it in the very small time that we are visiting the earth then we better plan it when young and set our sails right to reach our destination.

Often we are lost in the thought what we want to achieve since we cannot rely on our instincts or foresee far ahead. Our lady luck is very much required to accompany us in this journey but more than that perseverance is a must. When we plan we set our path to reach the goal or vision as called in professional jargon.

And once you have started walking on it then you can actually see the milestones passing by making you realize that your destination is not a myth.

It will all depend how many share your goal and how desirable is your goal that will require the amount of detailed planning to be done to reach it. And you need to set a time frame for making it realistic and not shooting in wilderness.

It's never too late to start planning for a better tomorrow as Lord Chesterfield said *"If we do not plan knowledge when young, it will give us no shade when we are old."*

-Rahul

Editorial

&

Content

1. *Cover Page* Page #1
2. *Editorial & Content* Page #2
3. *BTM -Passage Planning* Page #3
4. *Cracked Pot* Page #4
5. *Best Safety Issues* Page #5
6. *HSE Data* Page #6 & Page #7
7. *Defensive Driving* Page #8
8. *Sharing Event* Page #9 & #10

Season's Greeting



*Happy
Durga Puja*

Bridge Team Management - Passage Planning

Passage Planning or Voyage Planning is a procedure of developing a complete description of the vessel's voyage from start to finish. Production of a passage plan of a vessel prior departure is a legal requirement. The practice of voyage planning has evolved from drawing lines on nautical charts to a process of risk management. IMO resolution A.893 requires voyage planning and the IMO Maritime Safety Committee states that voyage planning is essential for all ships engaged on international voyages. Bridge Team Management also looks into the passage planning of the vessel for her maiden voyage. A passage plan of a voyage consists of 2 main stages: - a) PREPARATION , b) EXECUTION

Included in PREPARATION :- a) APPRAISAL, b) PLANNING.
Included in EXECUTION :- a) ORGANISATION, b) MONITORING.

APPRAISAL: Appraisal stage of passage planning examines the risk involved in any voyage or project been undertaken. The crew members should have a proper understanding of the risk involved. If alternatives are available, the risks are evaluated and a compromise solution is reached whereby the level of risk is balanced against commercial expediency. It is considered the most important part of passage planning as it is in this stage that all pertinent information is gathered and a firm foundation for the plan is built.

PLANNING: In this stage the intended courses of the ships are actually laid out on the charts of suitable scale and all additional information is marked. The plan is laid out from pier to pier, including the pilotage waters. It is a good practice to mark dangerous areas such as nearby wrecks, shallow water, reefs, small islands, emergency anchorage positions, and any other information that might aid safe navigation.

EXECUTION: After the plan has been made, discussed and approved, execution of the plan has to be determined now. The best use of all available resources is used to carry out the plan. Final details of the plan needs to be confirmed when the actual timing is established. The navigating officers execute the plan that has been prepared. After departure, the speed is adjusted based on the ETA and the expected weather and oceanographic conditions. The speed should be adjusted such that the ship is not either too early or late at its port of destination.

MONITORING: Monitoring is ensuring that the ship is following the pre-determined passage plan and is a primary function of the OOW. For this, he may be alone; assisted by other ship's personnel; or acting as back up and information source to another officer having the con. A safe and successful voyage can only be achieved by close and continuous monitoring of the ship's progress along the pre-planned tracks. Situations may arise wherein the navigating officer might feel it prudent to deviate from the plan. In such case he shall inform the master and take any action that he may deem necessary for the safety of the ship and its crew. This stage is a very important stage wherein all the deck officers contribute their part to execute the plan. This calls for personal judgment, good seamanship and experience.

Ronit Siraswar / Anupam
(Cadet)

The Cracked Pot

An elderly Chinese woman had two large pots, each hung on the ends of a pole which she carried across her neck.

One of the pots had a crack in it while the other pot was perfect and always managed to deliver full portion of water.

At the end of the long walks from the stream to the house, the cracked pot at the same time would arrive only half full.

For a full two years this went on daily, with the woman bringing home only one and a half pots of water and of course, not forgetting that the perfect pot was proud of its accomplishments.

In Contrast the poor cracked pot would be ashamed of its own imperfection, and felt miserable that it could only do half of what it had been made to do.

After two years of what it perceived to be bitter failure, the cracked Pot spoke to the woman one day by the stream.

'I am ashamed of myself, because this crack in my side causes water to leak out all the way back to your house and as such I am unable to deliver the full pot of water'

The old woman smiled, and said to the Cracked Pot "dear did you notice that there are flowers on your side of the path, but not on the other pot's side?"

'That's because I have always known about your flaw, so I planted flower seeds on your side of the path, and every day while we walk back, you watered them.'

For the two years I have been able to pick these beautiful flowers to decorate the table. I must confess that without you being just the way you are, there would not be this beauty to grace the house.'

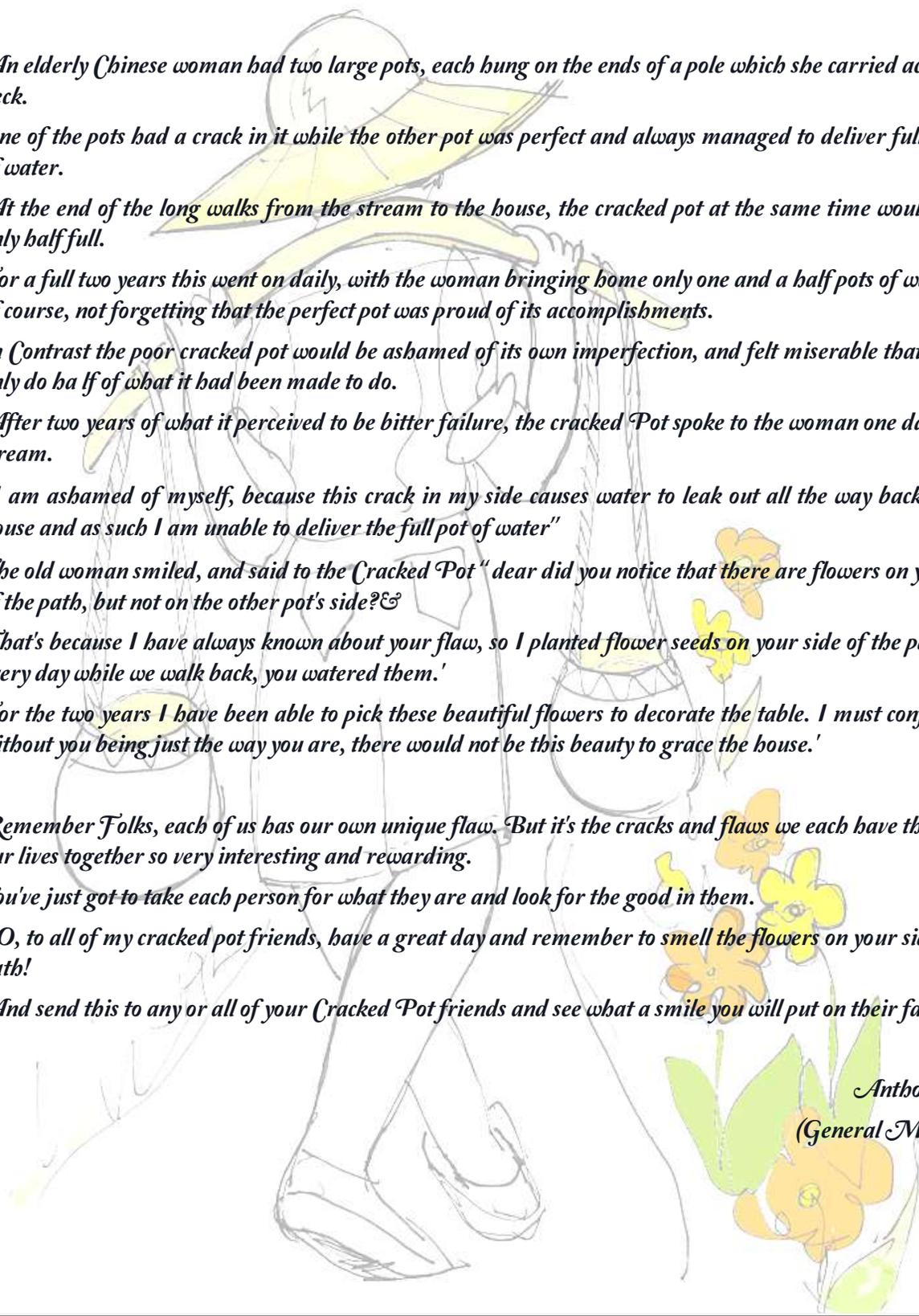
Remember Folks, each of us has our own unique flaw. But it's the cracks and flaws we each have that make our lives together so very interesting and rewarding.

You've just got to take each person for what they are and look for the good in them.

SO, to all of my cracked pot friends, have a great day and remember to smell the flowers on your side of the path!

And send this to any or all of your Cracked Pot friends and see what a smile you will put on their faces.

*Anthony Chea
(General Manager)*



Sharing is Caring... Best Safety Issues

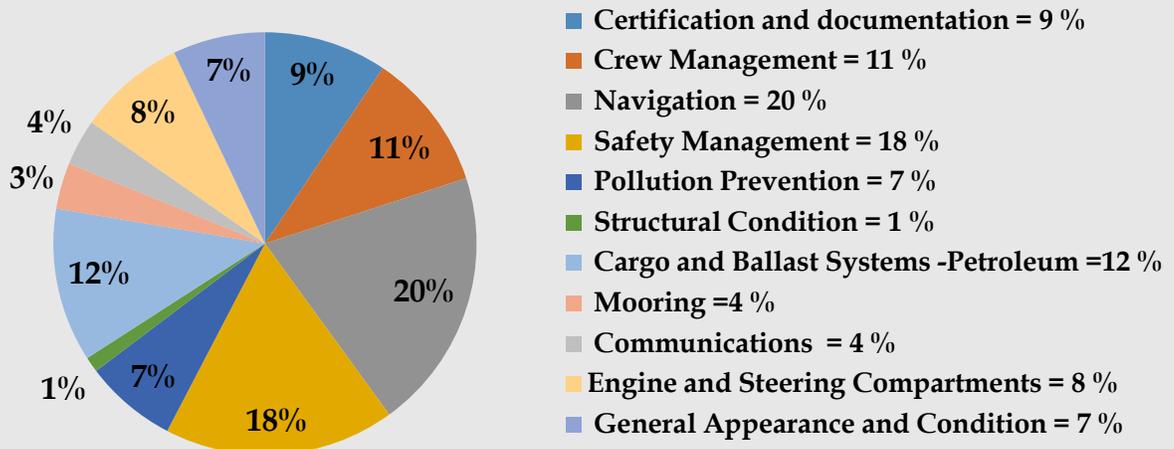
Near Miss

<i>Incident</i>	<i>Corrective Action</i>	<i>Office Feedback</i>
As per job scope vessel had to lower both anchor chains along with Anchor in to the Shipyard Bottom for calibration. After lowering the Port Chain, vessel commenced lowering Stbd Anchor Chain on Gear. It was then observed by the Windlass Operator that the Brake Spindle was rotating free on the Nut.	After completion of lowering of Chain from the bitter end, the Brake spindle and nut were removed by the Fitter. A new nut matching the requirement of the Spindle was fabricated and given to the vessel prior departure from Shipyard. Good observation by the AB operating the Windlass resulted in timely correction of the Brake arrangement.	Mooring Equipment is critical equipment and its PMS must be robust to deal with such issues. Please review the PMS for mooring equipment along with the ship staff responsible and inform the technical superintendent improvement for consideration
While getting down from catwalk to main deck cadet slipped from the ladder's step but as holding railing by one hand did not fall down.	Walk carefully on deck, be alert during monsoon season, while walking on catwalk or on steps always hold railing	It is good to note that the ship staffs are ensuring safe practices are followed at all times. Walking down the stairs is a simple activity which has caused many accidents and thus it should be ensured that we take proper precautions.

Freeze Card

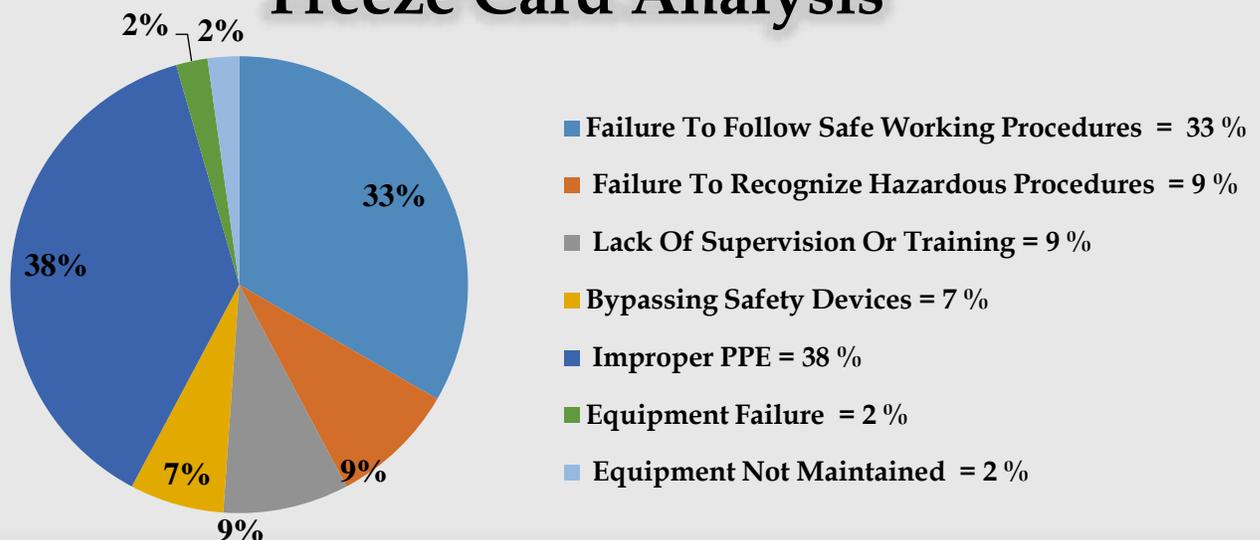
<i>Incident</i>	<i>Corrective Action</i>	<i>Office Feedback</i>
A/B was assigned to close the accommodation water tight doors during night time as vessel passing in piracy area. He was found shutting the water tight doors without locking safety	Same time Strictly briefed and advised to crew to follow safety procedure on board without failure.	The crew needs to be given clear instructions from officer in-charge and training regularly to ensure the job is carried out effectively.
Observed Motor Man throwing oily Rags in Food Waste Drum in Garbage Area.	He was prevented from doing so. All personnel were called immediately & briefed regarding Garbage segregation and directed to follow the same.	It is best to educate the staff at the site when they make a mistake
One of the fwd mooring ship's crew member was Stand on Snap Back Zone area while ship's head line about to heaving up during mooring Station.	Strictly briefed by Chief Officer meaning of Snap Back Zone area and marking, follow Safe mooring operation and use proper PPE.	We need to ensure the crew is monitored well during the mooring station by the officer in charge and a proper tool box meeting (verbal) carried out before mooring begins.

Vetting Inspection Status 2015



The various data clearly show that we need to improve on onboard training so that the various deficiencies due to negligence of crew are avoided to give better results. The visiting superintendents need to look at also checking the various vetting and audit findings on board along with the specific job they go onboard to attend.

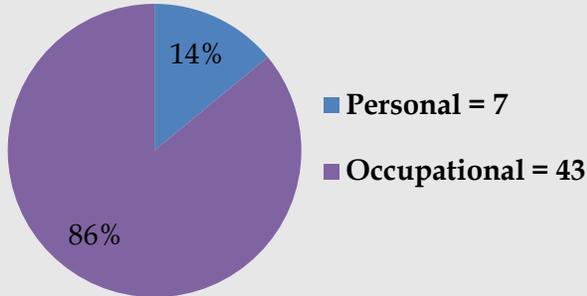
Freeze Card Analysis



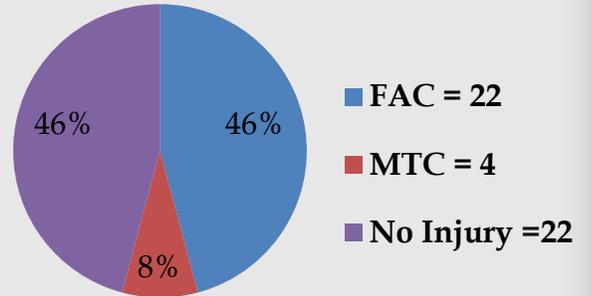
Simple rules in life should become a habit for safe working and first thing to remember when working is the use of PPE. All incidents start from a very small mistake which if not controlled starts to form into a bigger problem very soon.

HSE Data

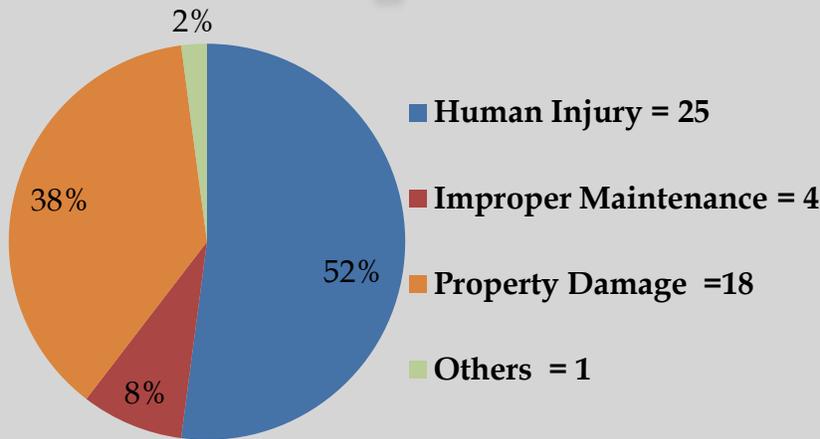
Near Miss Characteristics Wise



Near Miss Category Wise



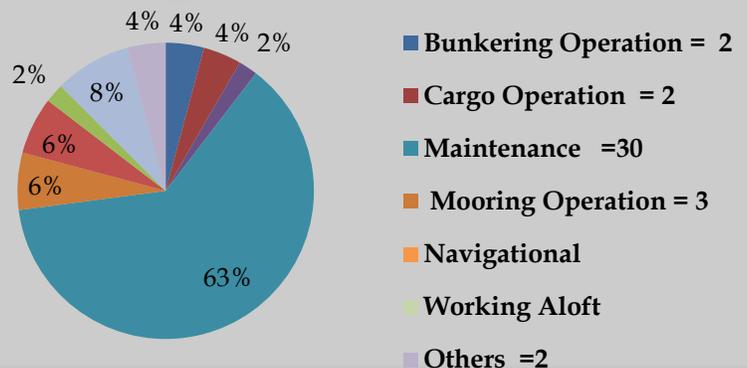
Near Miss Consequences Wise



Please be safe always as your families and we wait for you eagerly. Kindly ensure to see the environment around you to know what other issues or potential dangers are required to be addressed in order to avoid any injury to us. A need to have metal risk assessment is a must at all times for safe working practice to begin with.

The necessity of tool box meeting is highlighted in the fact that 63% of near misses are reported during any maintenance job being carried out. The senior ship staff should educate the junior staff to follow correct guidelines and safety procedures to carry our jobs diligently.

Near Miss Operations Wise



Don't Drink and Drive

More than 30 percent of all auto accident fatalities involve drivers impaired by alcohol. Most of these deaths could've been avoided if the drivers involved simply hadn't gotten behind the wheel while drunk.

Don't Over Speed

For your average across town, driving even 10mph faster is only going to save you a few minutes while increasing your crash risk by as much as 50 percent

Wear your Safety Belt/Helmet

Seat Belt/Helmet Saves lives. Worn properly, Safety Belt prevents you from being thrown around the inside of crashing vehicle or, worse, thrown through the windshield and flung completely out of the vehicle. Wearing a bike helmet reduces the risk of serious head and brain injury by 85%.

Avoid Distraction

Eating, applying makeup, fiddling with electronic devices or interacting with passengers also diverts a driver's attention in potentially deadly ways.

Don't Drive Drowsy

20 percent of all accidents have sleepiness as a contributing factor. If a driver is tired enough to actually fall asleep while driving, the results are predictable

Be Extra Careful in Bad Weather

If you're experiencing bad visibility, either from fog or snow and you end up off the side of the road, turn off your lights. Drivers who can't see the road will be looking for other cars to follow along the highway

Don't follow too closely

Safe driving guidelines advise drivers to keep a safe distance between themselves and the car ahead. Drivers need enough time to react if that car makes a sudden turn or stop

Watch out for the other Guy

"Assume everyone else on the road is an Idiot"
In other words, be prepared for unpredictable lane changes, sudden stops, unsignaled turns, swerving, trailgating and every other bad driving behavior imaginable.

Practice Defensive Driving

Remember that one time when that jerk came flying down the street out of nowhere, totally cut you're off and almost caused a huge accident?

"Don't be that Jerk"

Keep Your Vehicle Safe

Vehicle maintenance isn't just an important way to extend your vehicle's life. It's a major safety issue. Many Maintenance issues are addressed by state mandated vehicle inspection



May Almighty Bless us All



IORS & RINA Presentation

Ship Recycling

Consultation on Ship Recycling between India and Japan

Capt. Rahul Varma (Consultant for Ship Recycling) - *Lilly Maritime Pvt. Ltd.* (Consultancy and Supervision of Green Ship Recycling)

HKC & EU - Why?

- Increasing public awareness for improved worker & environment issues
- Campaigns of NGOs for improvement
- High demand on Ship Recycling due to economy crisis

But have developed countries the right to rule this?

IMO: "Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships"
 EU: "Regulation of the European Parliament and of the Council on ship recycling..."

Applicable to:

- All merchant ships > 500GT
- EU-Flagged and non EU-Flagged ships calling at EU port
- Ship recycling facilities



Guidelines

- Ship Recycling Facility Plan (SRFP)
- acc. to Facility Guidelines of IMO (Res. MSC.210(63)), 2012

Key elements of SRFP

- Management & control
- Roles & responsibilities
- Operations
- Training
- Emergency preparedness
- Equipment & Techniques, etc.

IHM numbers

- HKC will address ~45,000 ships
- EU covers ~30,000 ships
- Deadline Dec. 2020
- 23 ships/day



- Worker Welfare, Health & Safety
- Intertidal Water's Protection
- Hazardous Waste Management

Strengthening European Commission discussion possible along with IMO

European Commission discussion possible along with IMO... The Commission has been actively engaged in discussions with the IMO... The Commission has been actively engaged in discussions with the IMO... The Commission has been actively engaged in discussions with the IMO...

Japan promotes green recycling in India's yards

Along : Re-birth for Ships

Area	: 507102 Sq. Meters
Stretch Length	: 130 Km
No of plots	: 150
Tidal range	: 13 Meter
Current	: 3.5 Knots
Employment	: Direct: 30,000 Indirect: 5 Lakh

ClassNK Consulting Services (NKKCS)

- Support in identifying and implementation of Inventory of Hazardous Materials (IHM) and Assessment for existing ships including planning in regard to actual development of IHM
- Offering approval of IHM and Assessment in accordance with the Hong Kong Convention.

GSR Service

- Support covers the full scope of the Hong Kong Convention, EU-Regulation and IMO 2009
- Assessment and Identification of Hazardous materials for ships and platforms
- Preparation and Implementation of Ship Recycling Facility Plan



IHMs for Existing Ships

Owner responsible

1. Identify an IHM Expert
2. Investigation from Plans and Manuals
3. Collection of Onboard Samples
4. Document Analysis
5. Sample Analysis (EU: + 1 HazMat (PFOSH))
6. Calculation of Quantity
7. Preparation of IHM
8. Certificate & Report

IHMs for New Ships

Shipyard responsible

- Based on information from suppliers
1. Suppliers Declaration of Conformity (SDC)
 2. Material Declaration (MD)
 - A. EU: + 1 HazMat (HDCDD)

