

## *Don't Frown But Announce*



*Don't bring frown on Your Forehead.*

*Bring them to our Notice...*

*Note: Only for Internal circulation among staff*

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## Seasons' Greeting



Hello Everyone,

We are a success only if we make it a habit to be successful at all times. However, at times we tend to find excuses for our failures and keep frowning for various issues which we could control and few beyond our control. It is those who learn the process of "Don't frown but announce" and look at solving the problem causing the frown find a path clear to steer to success. We work together at various places but often are critical of the working atmosphere or such issue which deters us to move ahead or so it may seem but keep quiet and try to find a way to manage things.

However even though the company has given us the tools to express our concern and what we observe not in line with the Safety Management System through simple communication, Freeze cards, Near Misses and Non-conformities but we are hesitant at times for various reasons to report and prefer to wear a "frown rather than announce." Reporting, correcting, analyzing and disseminating details of such events offers free lessons in risk management and error prevention.

Let a thousand ideas bloom. New ideas have to be nurtured. Let these be freely discussed and debated, albeit with a smile. Curt disruptions and frowns are unnecessary and need to be done away with. Discussions, deliberations and debates with candor, will widen our horizon and convergence of interests and ultimately result into attainment of desired growth. Communications need to be followed by Announcements-----**SMILINGLY AND WITHOUT A TRACE OF FROWN!**

Please refer to the FOM Ch 9 which details how the procedure describes the activities and controls required to ensure that "frowns" are identified, recorded and disposed and effective corrective and preventive actions is taken in order to maintain Safety operations both ashore and On-board each vessel.

In season of Festivals we wish all of you very happy and prosperous year ahead.

Rahul

# Care, Concern & Compassion



At the SHELL Safety Contractors' Conference in which I had the privilege to participate, the Theme selected for implementation was "SHARING & CARING". In line with that, we are Keen and committed to promote the theme in our organisation. This newsletter serves as a Platform to share among ourselves the knowledge, experience, ideas and leadership skills.

To break from the monotony of work, on one Saturday, Capt. Rahul Varma encouraged Ms. Mahalakshmi (Technical Officer) at the Head office to give a brief presentation on Yoga and its benefits. She demonstrated various Yoga Asanas practiced by her regularly and explained their benefits. The session was very interactive and it was indeed heartening to me to see not only the exuberance of the participants but also the potential of each and every staff member during the interactions. I then got the idea to make such presentations on a larger scale where every staff member is given a chance to speak on a subject of their choice in which he /she is having some knowledge which could be shared for the benefit of others. On behalf of the management, I exhorted upon all staff members to come up voluntarily with their initiative by selecting a subject and making their presentation to the colleagues on alternate Saturdays turn by turn. I am glad that this initiative is catching up with vigour and a sense of sharing and caring. It has been decided by us that after all the staff members complete their presentations, as a token of motivation, an award will be given to the best Presentation.

It is my desire and intention to give opportunities to the staff members to bring to the fore his / her innate potential and also shape them to hone their skills to emerge as a leader in our organisation. By standing in front of the colleagues and delivering on a subject (and that too from the heart) is an experience to see the power within and its potential for self and organisational development. We need a change in our mindset to face the competition for survival whether it is an individual or a company or a country. All that it needs on our part is to realise one's own power within and use it with positive thinking. Also, we need to unlearn and relearn on a continuous basis for making our personal and organisational life achieving purposive goals. As we go on with a firm resolve to adopt such pursuits with sharing and caring focus, our life would become better and better day by day.

My best wishes and prayers to the Almighty for our individual and collective welfare.

**Rethina Kumar (Managing Director)**





# My childhood Dreams...!!!



Children are the greatest dreamers who have ever been known by the universe. Their dreams are endless, because they are not limited by any conventions and knowledge about how the world works. In childhood fantasies everything is possible: and flying on a broomstick, and passing through the wall and turn someone and something into anything. Of course, this is only an incorporeal fantasy. But, how can you see that these fantasies are not foreseen reality? It is said that children's dreams are magnificent, clean and naive. Of course, it's fine to dream of how to learn to fly or of having a brother or a sister. Someone dreamt to become an actor or an ice cream seller or someone wanted to be a teacher. Many children wanted to be heroes or to be like their favourite characters from cartoons. I dreamt a lot as a child, and my dreams were sometimes very strange and funny, and I still keep dreaming of most of my childhood dreams. For example, I still dream of a magic wand that would solve my problem. I do not believe that I will really have it, but that does not stop me from dreaming of it. As a child, I wanted to have a magic wand to create toys, turn stones into kittens and cast curses on my "enemies". I wanted to transform myself into anyone using my magic wand and save everybody from monsters with the help of it. I also wanted to be able to talk to animals, and so that they would not run away from me. And we could be friends as well. Most of all I wanted to talk to my cats. If I had talked to animals, I would have asked them to help me to spy on my friends. That would have been fun! And moreover my friend and I dreamt to become warriors in our childhood. The one dream that I worked towards & made it my ambition at one point in life was to become a world renowned cricketer like my ideal Sachin Tendulkar. I love to read all about him, see him wherever I can even if it be just in an advertisement on the television. All this I do because I believe that a man's success lies within his character, conduct and upbringing. With this in mind, I always read whatever matter I get about his life, his family, his education and his success story.

Though now I work as a Merchant Navy officer the effort is on and I know it has to continue unceasingly in order to achieve my life's ambition. The goal is far off and the road too long and difficult. The desire in my heart and head is so intense that, it gives me a thrill and a boost towards work whenever I think of it. The possibility of becoming like Sachin or making my kid like him someday gives me the desired dose of excitement and enthusiasm to live to work and to achieve. That day I will be coupled with the name of Sachin. I will be well known throughout the cricket world and the world at large. I will have fans all over the world like Sachin has today - Oh! That day will be the best day of my life. I will keep working towards that day, till I achieve it.

**KUNAL MALHOTRA  
CHIEF OFFICER  
OCEAN SAPPHIRE 1**

Psychoanalyst says dreaming is a state of mind, while sleeping human brain recalls the thing what we were doing before our sleep.

Apart from this dreaming is a workshop of our goals, in the roots of every big outcome of our efforts there is always one dream.

**DR. A.P.J. ABDUL KALAM** says **DREAM IS NOT WHAT YOU DREAM WHILE SLEEPING, DREAM IS SOMETHING WHICH DON'T LET YOU SLEEP.**

I have grown up to seeing my elders sailing, I have vivid memories how carefully I used to listen sea stories from my elders, and how we used to play with paper boats in rainy season. Gradually it became my dream to go out at sea. I started working toward this. I joined merchant navy and my dream came true when I joined my first ship from Fujairah. I can't forget not how happy I was when climbing gangway. Its not only me who has taken care of my dream, I am thankful to my family and my company Lilly maritime, who supported me to fulfill my childhood dream.

**DINSH BHALOTHIA  
(CADET) GP ASPHALT I**

# Jetty Operation at Reliance Ports and Terminals Limited



*Lilly Maritime Pvt. Ltd.* has been assigned the task of carrying out management of jetty operations by RPTL. There are 5 berths at Reliance Ports and Terminals Limited i.e. A, A1, B, C and D. Jetty Operation is carried out in 3 shifts i.e. 0600 hrs to 1400 hrs, 1400 hrs to 2200 hrs and 2200hrs to 0600 hrs. In one shift there are 12 nos jetty crew and there are 02 nos housekeeping crew in general shift for maintaining POC. 01 no crew out of 12 nos jetty crew has to take care of the LO-LO jetty operation. All jetty crew are given safety training once in a week. Jetty crew are working in full PPE i.e. work vest, hand gloves, boiler suits, helmets, safety shoes etc. Jetty crew is trained for the operation of all the safety equipments kept at all the jetty. Jetty crew is given training on handling of the ropes, keeping a close watch on the fwd and aft mooring ropes of the vessel when the vessel is at berth. Jetty crew is also trained for advice the vessel through the jetty supervisor to slacken or tighten the rope with the high tide and low tide. Jetty crew is trained to see visually the condition of the mooring rope and tell the jetty supervisor in case the condition is bad.

**Capt. Vishal Sharma, HSE Manager (Jamnagar)**

## Soul Thought's



**Anthony Chea  
General Manager (HO)**

While as a Senior Engineer, way back in 2000 and I had the opportunity to touch shore at the Kenyan port of Mombasa. There was a delay of 72 hours in discharging of cargo due to commercial altercations between receiver and seller. I decided to take a trip along with few of the crew members to Tsavo National Park located in about 4 hours' drive approx through the jungle terrain. We ultimately managed to reach the realm of Jungles of Africa, which so often was viewed earlier only on my Television set.

A Local tribesman named Sammy Okolo met us just prior to entering the Park; the name itself is misleading since the so called Park in itself was a jungle through fare. The guide helped us to load our luggage into a parked landrover and we continued thereof. The entire team members were full of energy and also awaiting what beholds even as we entered and crossed through the passage. While underway, we saw a dust cloud forming and hence we stopped to watch unfolding of a massive herd of Zebras and Wild beast en route migrating from the Masai Mara Kenya to another wild habitat Serengeti as informed to us by the guide.

The tribesman Sammy gave an insight to us and we learnt that these herds of Zebra's and Wild beasts often travel together as far as possible. The reason being that the Zebra have good eyesight but in contrast a very poor sense of smell, whereas the Wild beast has bad eyesight but a really good sense of smell. Thus by travelling together, both are confident of being less vulnerable to other wild predators dominating in these vast jungles.

This was a lesson and revelation in abundance. Just as animals are created with different strengths and weaknesses, we human beings are also created in identical manner. The only difference that these animals are willing to work as a team for each other's survival whereas each human beings in spite of being created with different gifts and abilities, cannot use these very abilities to support each other and depend on one another.

Driving back, the home truth that I learnt on this trip was that we humans too can ensure that our world, our families, our places of work or rather our lives as whole can be healthy, fruitful and with purpose only and only if we humans can work together, look out for each other and use our collective strengths to benefit one another.

**"WE CAN GO A LOT FURTHER TOGETHER THAN WE CAN ALONE"**

**"BON VOYAGE"**

# Save Energy Save Environment, Better Future



*We congratulate **Capt. Sunil Kumar Singh** on his first command on vessel **GP ASPHALT I***

Energy saving is not something new as we have been doing this already at our homes and for our vehicles, eg switching off appliances, lights and Car engine at signals so, why do we seafarer think different while we are onboard.

Reasons can be different carelessness, ignorance and mainly the fact that we are not paying for using energy onboard. Let me try and explain you that we may not be paying physical money for it but its certain that we are at loss indirectly.

Gone are the days when we had 3 cargo for each ship, infact presently the situation is 3 ships for one cargo, I am not sure about all types of ships but that the case with product market. If we can reduce the daily running cost of a ship we may be able to negotiate better at lesser freight than our competitors and still make profit for the company. If company is growing as a seafarer better chance to get a ship with better onboard conditions.

How much can we save by saving fuel and doing simple things is amazing if we look at the bigger picture. When you leave your cabin lights on and work all day on deck you need to think that there may be many ships who are keeping the lights on and thus net load on generator is higher, now you need to multiply this with no. of days in your contract and we you calculate it won't be difficult to understand that it amounts to few thousand dollars worth fuel.

This is just one example there are so many operation happening onboard a ship every day and huge amount of energy being wasted.

Here will like to give you some examples.

**1. Fouled hull** -We need to take pictures of fouled hull and insist for hull cleaning, as it can save 1 NM every hour, and cost of hull cleaning is recovered within few months.

**2. Accurate reporting** of fuel consumption, present market it's very important to report exact consumptions for office to determine engine performance.

**3. Planning** -If 3rd engineer has to take generator performance during the voyage and COF has to do ballast exchange then it must be planned in such a way that both jobs are done together to reduce generator use.

**4. Machinery optimization** -We should be able to run generators and machinery to its full capacity and must report if we are not able to run due to some maintenance problem, coz today cost of calling work shop or providing spares is much less than the extra generator running cost.

5. Are we aware that if we order spare 6-8 months in advance then it cost 3 times less than if we order just 1 month in advance, reason being when we order spares in advance then ship yard makes it in their own convenient time thus reduce the labor cost, otherwise same spares comes at a higher price.

6. If there is a port where discharging is slow then we can take as much ballast as possible by gravity and use only one ballast pump during entire operation, instead of using 2 pumps.

**7. Economical speed** is not the slowest speed, coz then we use engines that much longer to cover same distance, sometimes it could be efficient to go faster and drop anchor early and give FWE early.

**8. Garbage disposal** is becoming a problem, so its good idea to give plastic and card board back to the suppliers store barge or truck.

9. New study has revealed that vessel can cut through water better and efficient when she is even keel or slight down by head, so please do not have trim unless risk of propeller coming out of water in heavy seas. Even if you do so remember to reduce trim as soon as possible is better.

10. Wx routing also plays major part is efficient navigation, checking WX forecast regularly and amending voyage plan on a regular basis can result in saving lot of fuel. consider going a longer distance if you have following currents than a shorter distance where you have rough seas against vessel.

# Best Safety Issues

## Best Safety Issues: Near Miss

INCIDENT DESCRIPTION	ROOT CAUSE	CORRECTIVE/PREVENTIVE ACTION TO BE TAKEN
NAKED ELECTRICAL WIRE HANGING NEAR PUMPROOM ENTRANCE.	1. FAILURE OF FOLLOWING THE CORRECT PROCEDURE. 2. PROPER DECK SAFETY ROUND WAS NOT TAKEN PRIOR COMMENCING OF WASHING. 3. FAILURE TO FOLLOW TANKER PRACTICE.	ELECTRICAL OFFICER WAS CALLED IMMEDIATELY. THE NAKED WIRE WAS INSULATED & SECURED TO PREVENT ANY ELECTRICAL FIRE AND ELECTRICAL SHOCK. THEN DECK WASHING WAS RESUMED. CREW WAS BRIEFED ABOUT THE HAZARDS ASSOCIATED WITH NAKED ELECTRICAL WIRE. ALSO EXPLAINED ABOUT TANKER HAZARDOUS AREA AND PRECAUTION TO BE ADHERED IN HAZARDOUS AREA.
AB FOUND CLEANING THE DEEP FREEZER WITHOUT DISCONNECTING THE POWER SUPPLY	LACK OF KNOWLEDGE TO FOLLOW SAFE PROCEDURE	ADVISED ALL DECK CREW TO DISCONNECT THE POWER SUPPLY OF ELECTRICAL APPLIANCES IF CARRYING OUT ANY MAINTENANCE JOB RELATED TO ELECTRIC POWER.
DURING PUMPING OUT BALLAST WATER FROM NO.2 WBT, WATER WAS LEAKING FROM THE PIPE IN THE PUMP ROOM	IT HAPPENED DUE TO CORROSION OF DISCHARGING BALLAST PIPE.	TAKING PUMP ROOM ROUNDS WHENEVER ANY MACHINERY IS RUNNING IS A NECESSITY TO ENSURE SAFE OPERATION. PLEASE ENSURE IT IS FOLLOWED STRICTLY.

## Best Safety Issues: Freeze Cards

Incident	Corrective Action	Office Feedback
ULLAGING WITHOUT FACE SHIELD	CALLING HIM TO USE FACE SHIELD WHILE ULLAGING	PLEASE ENSURE THAT REQUIREMENTS OF SAFE WORKING ARE FOLLOWED AND COMPLIED STRICTLY AND CHECKED BY THE OFFICERS
FOUND SHORE PEOPLE WORKING ON CARGO DECK WITHOUT PPE	SHORE STAFF WERE BRIEFED ABOUT USE OF PROPER PPE AND THEIR HOD INFORMED	ANY THIRD PARTY ON BOARD IS OUR RESPONSIBILITY AND WE SHOULD ENSURE THEY ARE FAMILIARIZED FOR SAFE WORKING PRACTICE. THE SENIOR OFFICERS SHOULD TAKE CHARGE OF THE SAME AND ENSURE COMPLIANCE.
TME WAS FOUND DUMPING OILY RAGS INTO PACKING WASTE GARBAGE DRUM.	CHIEF OFFICER STRICTLY BRIEFED AND ADVISED FOR SEGREGATION OF GARBAGE	THE NEED FOR REGULAR GARBAGE TRAINING IS A MUST AND WE SHOULD ENSURE IT IS DONE REGULARLY
FOUND PAINT DRUM KEPT OPEN IN ENG ROOM PLATFORM.	IMMEDIATELY INSTRUCTED TO CREW FOR BEFORE LEAVING THE WATCH SECURED ALL ITEMS.	THE VESSEL IS BAD WEATHER ROLLS SUFFICIENTLY AND WE NEED TO ENSURE THAT ALL ITEMS ARE SECURED BEFORE THE VESSEL SAILS OUT TO SEA.
GALLEY HOT PLATE WAS UNATTENDED. THIS COULD LEAD TO FIRE HAZARD.	IMMEDIATELY INSTRUCT CH. COOK TO ATTEND HOT PLATE AT ALL TIMES AND BRIDGE SHOULD BE INFORMED AT THE TIME OF SWITCH ON/OFF.	THIS IS A GOOD HOUSE KEEPING PRACTICE AND YOU SHOULD ENCOURAGE SUCH SAFE PROCEDURE TO ENHANCE THE SAFETY ON THE VESSEL.

# Health is Wealth



## **Food Hygiene::: Amruta (Deputy Manager)**

### **Prevention of Food Poisoning**

1. **Temperature control:** Minimise the time that potentially hazardous foods spend in the danger zone.
  - a. **Storing and displaying cold food**  
Cold food must be kept at 5°C or colder. Frozen food must be kept frozen solid at minus 15°C or colder.
  - b. **Storing and displaying hot food**  
Hot food holders are designed to keep hot food hot at 60°C or hotter. Make sure food is thoroughly cooked, and that the centre of the cooked food has reached 75°C before being stored in a bain-marie.
2. **Avoid cross-contamination**
  - a. Keep food covered until use.
  - b. Practise correct personal hygiene
  - c. Separate raw and cooked, and old and new food at all times.
  - d. Use separate equipment and utensils when preparing raw meats, poultry and seafood.
  - e. Clean and sanitise all equipment, utensils and food contact surfaces.
  - f. Store chemicals separate to food.
3. **Personal hygiene**
  - a. Clean hands and clothing.
  - b. Minimise jewellery on hands and wrists.
  - c. Tie-back or cover hair.
  - d. Clean and short fingernails.
  - e. Avoid unnecessary contact with food.
  - f. Cover all cuts and sores with a brightly coloured waterproof dressing.
  - g. Do not eat over food or food surfaces.
  - h. Do not prepare food when you are ill.
  - i. Avoid touching your face and hair.
  - j. Do not cough or sneeze over food.
  - k. Do not taste food with your fingers or “double dip” with a spoon.
  - l. If wearing gloves, change frequently.
4. **Cleaning**
  - a. Essential for the safe operation.
  - b. Thoroughly clean and sanitise all food surfaces, equipment and utensils with hot water and detergent and chemicals (sanitisers). Remember that most detergents do not kill bacteria, but hot water and sanitisers do!
  - c. Implement a cleaning schedule to ensure that cleaning is conducted on a regular basis (including hard reaching places).
5. **Pest Control**
  - a. Keep them out – seal the food premises.
  - b. Starve them out – keep food premises clean.
  - c. Throw them out – conduct regular pest inspections or services.
  - d. Don't give them a home - remove all unnecessary equipment and items.
  - e. Report all pest sightings or evidence of pest activity to your supervisor.
6. **Waste management**
  - a. Place waste in plastic lined bins.
  - b. Remove all waste from the premises as required.
  - c. Empty and clean waste bins regularly.
  - d. Ensure all external bins are covered
  - e. Protect external waste bin area from pests and birds.

### **Be a pro-active food handler**

1. Report or prevent all suspected breaches of food safety.
2. Report all evidence of pest activity.
3. Conduct regular temperature checks of food with your probe thermometer.
4. Implement a cleaning schedule.
5. Obtain and read a copy of the Food Safety Standards.
6. Encourage other food handlers to attend food safety training programs like this one.
7. Be aware food hazards are everywhere! Don't give them any opportunity to contaminate food.
8. Always remember - prevention is better than cure.

# *Lilly Maritime Pvt. Ltd.*

Involves in  
"BUILDING PEOPLE NOT JUST CARS"



Camber racing is the official Formula Student team of SRM University. Camber Racing comprises of undergraduate students from a broad range of engineering disciplines, who apply their collective intelligence to engineer the ultimate racing machine. Coming from different departments and technical backgrounds, team members bring to the table new and innovative answers to the most challenging of design problems.

Each season, the team comprises of 30 to 35 students working on various aspects of the car namely Powertrain, Vehicle Dynamics, Chassis and Frame, Electronics and Telemetry, Sponsorship Management, Finance and Branding. Together we form a diversified engineering talent offering a domain expertise which is rare to find. Leadership, Project Management, Professionalism, Practicality are skill sets gained by each individual on the job. Hence, here at Camber Racing, we believe in "Building People, Not just Cars!"



Team Captain  
Team Camber racing  
B-Tech, Mechatronics  
SRM University

*Life is the art of drawing sufficient conclusion from sufficient premises*  
-Samuel Butler

# Delicious Food....

## Stuffed Capsicum

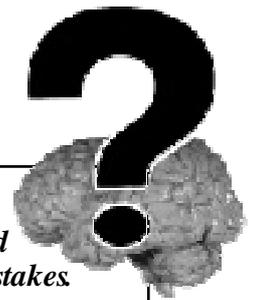
### Ingredients

Green Capsicum – 15 Pieces,  
 Potato boiled and mashed – 4 Nos,  
 Paneer (grated) – 200 grams,  
 Cashew nut (coarsely ground)-15 Pieces, Raisins – 20 Pieces, Amchur – 3 Tablespoon, Red Chilli Powder – 2 spoon, Cummins powder- 1 spoon, Garam Masala Powder – 1 Spoon, Coriander leaves Chopped – 100 Gms, Salt to taste, Oil – 2 Tablespoon, Onion chopped- 2 pieces, Green chilli chopped – 6 pieces, Cheese – half cup



### Method

Slice off thinly from the tops of the green capsicums and remove seeds to make them hollow. Similarly slice off thinly from the bottom so that the capsicums stand steady when placed on a baking tray. Mix well potatoes, paneer, cashew nuts, raisins, Amchur, red chilli powder, cumin powder, garam masala powder, coriander leaves and salt. Keep aside. Preheat oven to 220 deg. Heat oil in a pan and add onion. Cook till translucent and add ginger and green chilli. Mix in potato mixture and continue to cook for 5 minutes. Divide this mixture evenly into twelve portions and stuff into the prepared capsicum shells, sprinkle cheese and place on baking tray. Bake capsicums at 220 deg for 20 minutes. Serve immediately.



A) Read each line aloud without making any mistakes. If you make a mistake you MUST start again without going any further.

This is this puzzle  
 This is is puzzle  
 This is how puzzle  
 This is to puzzle  
 This is keep puzzle  
 This is someone puzzle  
 This is busy puzzle  
 This is for puzzle  
 This is about puzzle  
 This is forty puzzle  
 This is seconds! Puzzle

B) Using the letters AAEEIIMMPPTT complete this grid with valid words. The grid reads the same across as down.

L			
	D		
		A	
			E



C) Two candles of equal lengths and of different thickness are there. The thicker one will last of six hours. The thinner 2 hours less than the thicker one. Ramesh light the two candles at the same time. When he went to bed he saw the thicker one is twice the length of the thinner one. For how long did Ramesh lit two candles.



**TEAM**

*Together Everyone Achieve More*



# *Jetty Mooring Team Jamnagar*

## **Food for Brains (Answers)**

- A) Now go back and read the THIRD word in each line from the top
- B) The words are limp, idea, meat, pate
- C) 3 Hours