

Lilly Star

Safety Starts with ME...!!!



**EVERYONE
has a hand
in safety.**

**Let's work together
to keep injuries out
of the workplace.**

Note: Only for Internal circulation among staff

Hello all dear ones!

We cannot remember how many hands have saved us from falling when we were learning to stand up or walk as a kid, we don't know which text books were referred by many who taught us how to cross the road safely, we don't know how many told us how to balance the fascinating balancing machine to move ahead faster in life "our bicycle", but we do know that Safety Management System is a very useful book and the "Company" our mentor who is constantly reminding us how to work safely and trying very hard every day to continuously improve our methodology of working safely. However, no mentor or book is alongside us when we start working but we are now trained to use our head and hand to follow the first principle of working that "Safety Starts with Me"!

"It wasn't raining when Noah built the ark." This must have been one of the first lessons in risk assessment to humans which has taken a greater role in everyday life. Ensuring a Risk Assessment is carried out thoroughly is a must when there is a critical job expected to be carried out which can cause a loss of life or environment catastrophe or loss or property or loss of prestige.

It's a good old saying that "God helps those who help themselves" thus it should be our constant endeavor to prepare ourselves for any work on ship and life and ensure a tool box talk is handy to plan our beginning correctly. "It is better to take many small steps in the right direction than to make a great leap forward only to stumble backward." Thus, planning our work and setting methods to monitor it along the way are prudent ways of working smartly and safely. This is the reason many "permit to work" have the checks and tests that need to be carried while the job is going on to ensure we are moving ahead in right direction.

"One small crack does not mean that you were broken but it means you were put to the test and you did not fall apart." (Linda Poindexter). How true is it that we still have accidents and incidents no matter how safely we have been planned our working, but then we should not fear to report and learn from it to ensure the mistake by one is not repeated by other and the process can be improved further. Thus, we have put great emphasis on "Freeze cards" and "Near miss" reporting and empowered all employees to stop any unsafe practice and report it when they see one and learn from them.

Let us ensure that we have a safe and happy journey on our vessel and be motivated with the learning from our various training to be a part of Shipping business which is still considered as "adventure at sea"

Rahul

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Season's Greeting



Dear Fellow Seaman,

On 4th March 1966 Indian Safety Council was established under Society's Act. To mark this event and to create awareness among the people on the risks involved in day to day activities at home and at work places, every year 4th to 10th March is celebrated as "National Safety Week". I on behalf of management and our Principals urge you to participate in it with all your enthusiasm and make it a success.

We are part of the international transport system through sea which is a life line for the global business. We handle the expensive cargo and work on a risky environment under limited resources and manpower. It's our duty of every one to follow safe working procedures to save ours and other's life. Let us commit the punch line "Safety Starts with Me".

On this Safety Day we should again remember the various simple ways that can be followed to ensure our Company slogan "We do it RIGHT now and always".

I request the Safety Office and Master to ensure following plan is followed and the message of "Safety Starts with Me" is conveyed to all ship staff preferably after lunch hours depending on your ship schedule.

- Ensure to post posters with the punch line "**Safety Starts with Me!**" at strategic places for all to view and think about it how it matters most.
- Read out our Safety n Environment Policy and explain the purpose of it to assure you that every employee of the company is empowered to take steps to ensure safety of life, environment, property and prestige is given highest priority at all times.
- Discuss Ch 5 of Fleet Operational Manual "Safety and Risk Assessment" and encourage staff to ask questions and clarify doubts.
- Discuss the HSE statistics as sent you by DPA.
- Make 3 teams with a mixture of various departments and have a quiz on use of PPE and other safety related issues.
- Encourage some ship staff to give short speech on specific safety issue.
- Master and Ch. Eng. to give a closing speech on way ahead to improve.
- Please take some pictures during full event and send us a report.
- Last but not the least share some soft drinks and request cook to make a hearty dinner to enjoy.

We hope n pray for a safer and efficient year ahead.

Wishing you all a Safe working days ahead.

Rethina K. Kumar (Managing Director)

Safety & Health Pledge

"On this day, I solemnly affirm that I will rededicate myself to the cause of safety, health and protection of environment and will do my best to observe rules, regulations and procedures and develop attitudes and habits conducive for achieving these objectives.

I fully realize that accidents and diseases are a drain disablements, deaths, harm to health and damage to property, social suffering and general degradation of on the national economy and may lead to environment.

I will do everything possible for the prevention of accidents and occupational diseases and protection of environment in the interest of self, family, community, organization and the nation at large."

TEAM @ *Lilly Maritime Pvt. Ltd.*

4th March 2015



*National Safety Day Celebration
on 04th March 2015
at LMPL, Mumbai*



National Safety week celebrate in our LMPL Head office on 4th March.

1200 Hrs to 1215 Hrs: Address by our MD and Senior Management.

1215 Hrs onward -

- a) Presentation by Mr. Abhay Rawat (Cadet) : Office Safety and Safety Movie screening
- b) Presentation by Mrs Sushma Sawant : Home Safety
- c) Presentation by Mrs Ujwala : Road Safety

1315 Hrs: Interaction among all staff.

Vessels - Safety Day Celebration



Safety Meeting Points

1. The Master urged all members to contribute in making the ship a safe working environment. Safety is a Collective Responsibility hence each and every individual must contribute to make it strong. Thus the catch phrase 'Safety Starts With Me'. The vessel had designed two such posters which had been posted at strategic locations on the Ship.
2. He urged all present that we must improve our Near Miss Reporting. The Near Misses formed the base of the Pyramid, which if reduced would cut down the fatalities/major accidents which form the apex. The Near Misses were not a form to apportion blame but a means to learn from one's mistakes.
3. Being on a Bitumen Tanker, many of the Safe Working Practices which are sincerely followed in a normal tanker are overlooked. This tendency needs to be curbed. Cigarettes Lighters can at times be noticed with individuals. In any case smoking is forbidden in cabins on any type of ship. The practice of lighting 'Aggarbattis' and 'Dhoop' in cabins also impinge on Safety of all on board.
4. The plotting of Navigational Warnings and NAVTEX messages on Charts and their erasure when the warning period is over needs more attention.
5. Introduction of sliding Plastic Cards to suggest PPE to be worn could be considered for introduction in the Ships.
6. When wearing Boiler Suit, the Crew is often found with their sleeves rolled up. On checking they complain about the poor quality of Velcro provided. We should either have the Velcro quality improved or switch over to buttons on sleeves.

-CAPT. MOHAN LALIT, MASTER ASPHALT TEN

Soul Thought

"A King had a male servant who, in all circumstances always said to him; my king, do not be discouraged because everything God does is perfect, no mistakes. One day, they went hunting and a wild animal attacked the king, the servant managed to kill the animal but couldn't prevent his majesty from losing a finger. Furious and without showing gratitude, the King said; if God was good, I would not have been attacked and lost one finger.

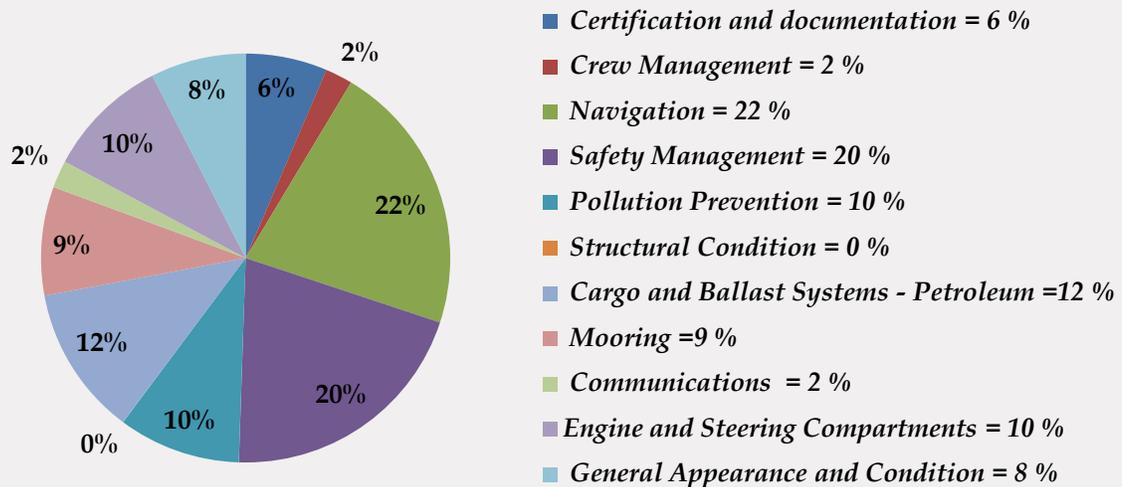
The servant replied, 'despite all these things, I can only tell you that God is good and everything He does is perfect, He is never wrong'. Outraged by the response, the king ordered the arrest of his servant. While being taken to prison, he told the king again, God is Good & Perfect.

Another day, the king left alone for another hunt and was captured by savages who use human beings for sacrifice. On the altar, the savages found out that the king didn't have one finger in place; he was released because he was considered not "complete" to be offered to the gods. On his return to the palace, he ordered the release of his servant and said; my friend, God was really good to me. I was almost killed but for lack of a single finger, I was let go.

I have a question; If God is so good, why did He allow me to put you in prison? His servant replied; My king, if I had not been put in prison, I would have gone with you, and would have been sacrificed, because I have no missing finger. Everything God does is perfect, He is never wrong. Often we complain about life, and the negative things that happen to us, forgetting that everything happens for a purpose. Please bless someone with it by sharing it. God is good and perfect!!

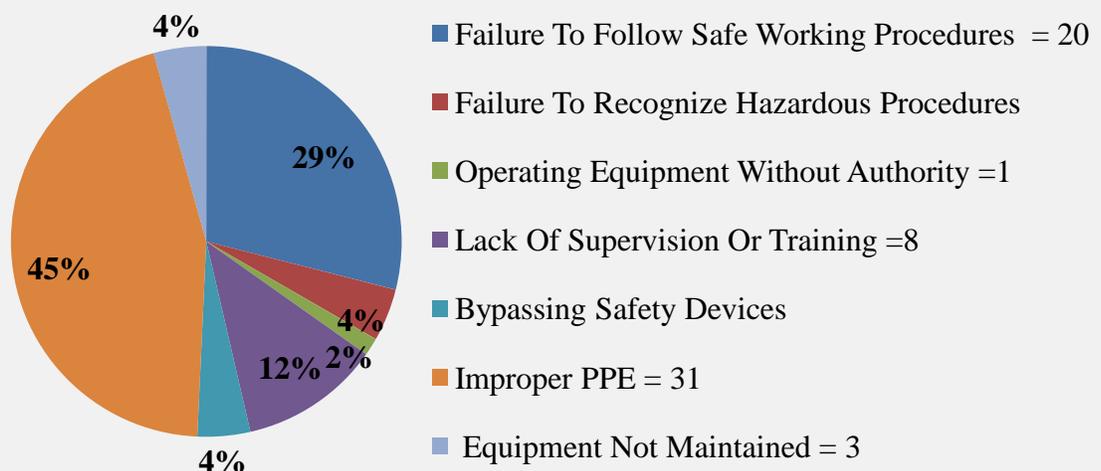
- Mr. Anthony Chea (GM, LMPL)

Vetting Inspections Observations Analysis : Chapter Wise



The greater emphasis on navigation audit and safety management system is required to be given to bring down the observations during vetting. It has been observed that issues like not recording Navigation warning or TnP or proper passage planning can easily be avoided by dedicated bridge team management. Safety Management is all about following “Safety Starts with Me” and ensures we follow it diligently.

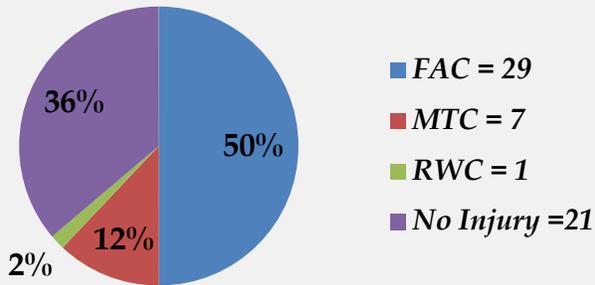
Freeze Card Analysis



We have always been emphasizing that PPE is the first step to “Safety Starts With Me” but still we are not able to bring down the negligence from our ship staff.

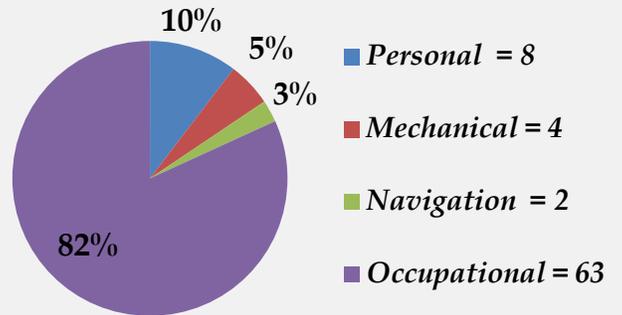
Further, we find ignorance of ship staff for following the safe working practice and that is a sign that tool box meetings are not carried out effectively. This is a very important aspect and we should ensure the first step we take must in right direction to move in the right way.

Near Miss Category Wise



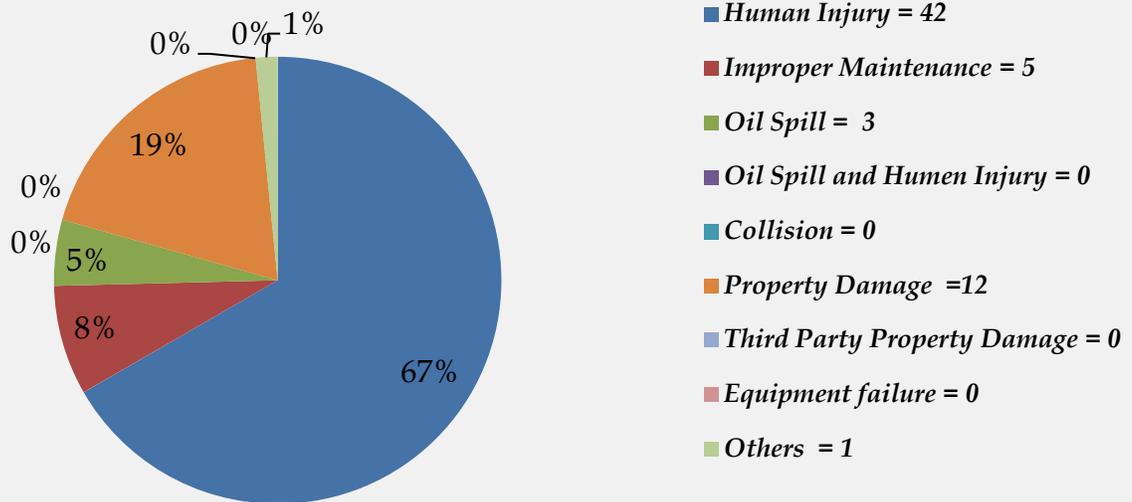
The First Aid Case are increasing and it all leads to the fact that PPE and safe working practices are not followed correctly. We have been informed by PnI clubs to ensure our ships are safer and fewer claims are registered.

Near Miss Characteristics Wise



Again and again we are coming to the conclusion that our safety at work is most important and to improve safe working practices we need to start with a detailed tool box meetings to drive across the point "We will do it RIGHT now and always!"

Near Miss Consequences Wise



We have had a lot of PnI claims because of the various injuries and sickness that were reported last year and we had taken various stringent measures and determination to reduce the claims. With a lot of effort and support from the vessel staff there have been no claims in the first quarter of 2015.

Our vessels have been in a various close quarter situation which have caused a bit of concern to us and could have caused extensive damage. We need to be careful in maneuvering the vessel during STS operations or when anchored in congested waters to avoid any property damage.

Near Miss

<i>Incident Description</i>	<i>Root Cause</i>	<i>Corrective / Preventive Action</i>
Deck Crew involved in Cleaning Ullage Port of 6P Cargo Tank	On scrutiny of the Area it was found that there was no provision for Safety Pin to be attached. Inability of the senior management on board to recognize a potentially hazardous situation resulted in the occurrence of this Near Miss	A survey of the entire Area was done to recognize similar other locations without provision of Safety Pin. The Ship's Fitter was directed to make provision for fitting the Safety Pin with a wire rope in 15 such Locations. The Crew has been encouraged to report such shortcomings so that hazardous situations can be prevented from occurring. Also when working at such locations, Safety Pin must be inserted when working. The issue will be discussed further during the Safety Meeting at the end of the month.
While filling the sample bottle from manifold sampling point oil spread on small area on deck.	Sample bottle was not properly inserted on the sampling drain point & he opened the valve fully at a time.	Immediately duty officer filled on sample bottle and showed him the correct procedure and advice to open the sampler drain valve slowly while taking samples. Advice to clean the area properly
While chipping on fwd gratings in front of fwd bosun store the shoe lace got entangled in gratings since the shoes lace was open and flying loose. AB lost balance and was about to fall on deck	While chipping on fwd gratings in front of fwd bosun store, the loose shoe lace of working hand got stuck in the gratings creating a tripping hazard. The working hand lost balance and was about to fall on other open gratings.	All loose ends of PPE, clothing, and equipments to be checked carefully and secured before starting work on deck.

Freeze Card

<i>Incident Description</i>	<i>Corrective / Preventive Action</i>	<i>Office Response</i>
While painting guard rails on main deck, lifebuoy with line was left lying on main deck resulting into fouling of life line	C/O immediately on noticing mustered all deck crew & briefed about the importance of LSA equipments.	We need to educate the ship staff regularly to ensure to work smartly along with safety.
One of the crew was checking the emergency light in slipper.	All crew called and briefed Hazards associated with this & advised to wear proper PPE while working.	We have given sufficient guidelines to vessels for use of PPE and would expect the officers to take charge and ensure it is implemented.
While deballasting operation the gangway watch person was repetitively called on UHF ch # 03 and no reply came since the walkie talkie was off.	Gangway watch person was immediately called by DO and was briefed to keep checking the walkie talkie at regular interval and carry a spare battery along with him.	Good Seaman ship. Keep it up

Green Ship Recycling

Lilly Maritime presented the achievements of Green Ship recycling facilities at Alang to a **Japanese delegation** on 14th Jan 2015 as Technical consultant for **Shree Ram Group** ship breaking yard and took a step further into Green ship recycling business.

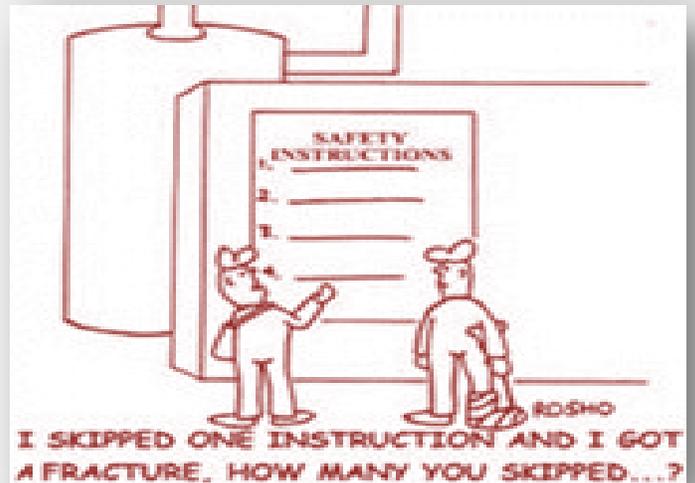
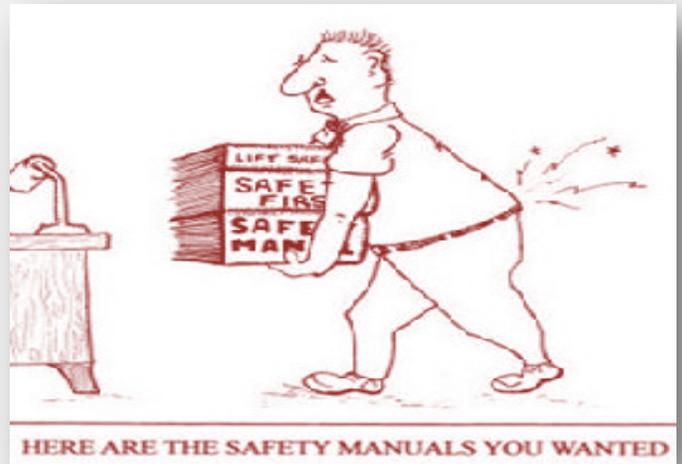


Lilly Maritime Pvt. Ltd.

Sponsor in India Maritime Summit 2015



Smile Safely 🙄





Lilly Maritime Pvt. Ltd.

Base Team , Jamnagar

Awarded Best Contractor Safety Performance Award 2015

