

# Lilly Star

12th Edition | 01st April 2017



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# 1 HSEQ Briefing

## Golden Rules

The HSSE Golden Rules are about changing how we act. They are three rules that give a framework for how we must all behave all of the time, in every operation and activity, if we are to achieve further improvement in our HSSE performance.

These three simple rules make it clear how Shell employees and contractors are expected to behave.

You and I:

- Comply with the law, standards and procedures
- Intervene in unsafe or non-compliant situations
- Respect our neighbors

## 12 Life Saving Rules



Work with a valid work permit when required



Conduct gas tests when required



Wear your seat Belt



Follow prescribed journey Management Plan



Obtain authorization before overriding or disabling safety critical item



Protect yourself against a fall when working at height



Obtained authorization before entering a confined space



Verify isolation before work begins and use the specified life protecting equipment



Do not smoke outside designated smoking areas



Do not walk under a suspended load



While Driving, do not use your phone and do not exceed limits



No alcohol or drugs while working or driving

An old King realized that if he died he had no one to take over his throne. He decided to adopt a son.

He launched a competition and 10 boys made it to the top. The King said to them, "I have one last test and whoever comes top will become my adopted son and heir to my throne".

He gave each boy a seed of corn and told them to take the seed home, plant and nurture it for 3 weeks. The 10 boys took their seeds and ran home to plant their seeds.

In one home, the boy and his parents were sad when the seed failed to sprout. The boy had diligently done everything required but he failed.

His friends advised him to buy a seed and plant it, but his God fearing parents who had always taught him honesty refused.

The day to give account to the King came and the 10 boys went to the palace. All the other 9 boys were successful with their seeds.

The King went to each boy asking - "Is that what came out of the seed I gave you?" And each boy said "Yes, your majesty". The King would nod and move down the line until he came to the last boy in the line who was shaking with fear.

The King asked him - "What did you do with the seed I gave you?" The boy said "I planted it and cared for it your majesty but it failed to sprout." The King went to the throne with the boy and said, "I gave these boys boiled seeds and a boiled seed cannot sprout.

If a King must have one quality, it must be honesty and only this boy passed the test." We live in a society where people will do anything for success.

God sometimes does not give us things because He wants to teach us a lesson.

How many people out there have achieved success the wrong way? How many people send their children to expensive schools build houses, buy expensive cars, etc, with stolen money?

How many people are occupying top positions yet they stole the certificates? How many people are successful out there at all costs?

How many people will be crowned as kings in heaven for being faithful until the end? I pray that you and I be faithful to the end...!!!

Please be faithful to God no matter what life throws at you, even if life gives you boiled seed.

#ADOPTED#





ONBOARD TRAINING - GP T2

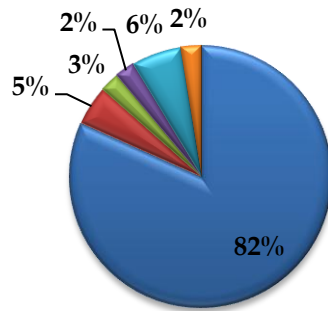


ASBESTOS AWARENESS TRAINING TO  
ALANG SAFETY OFFICERS



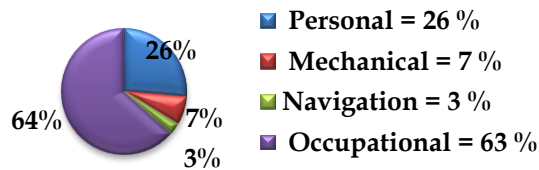
WORKSHOP ON RESILIENCE -DAY 1

## Freeze Card Analysis



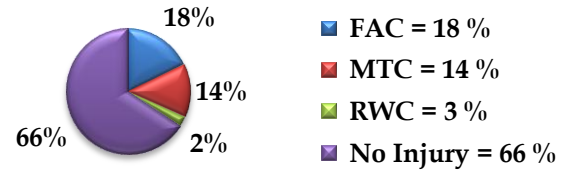
- Failure to follow Safe Working Procedures = 82 %
- Failure to recognize Hazardous Procedures = 5 %
- Lack of Supervision or Training = 2 %
- Bypassing Safety Devices = 2 %
- Improper PPE = 6 %
- Equipment not maintained = 2 %

## Near Miss Characteristics



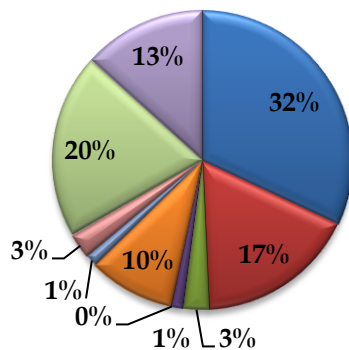
- Personal = 26 %
- Mechanical = 7 %
- Navigation = 3 %
- Occupational = 63 %

## Near Miss Human Injury - Category



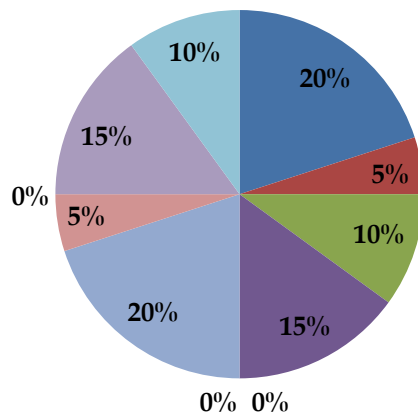
- FAC = 18 %
- MTC = 14 %
- RWC = 3 %
- No Injury = 66 %

## Near Miss Consequences



- Human Injury = 30 %
- Improper Maintenance = 16 %
- Oil Spill = 3 %
- Oil Spill and Human 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 %

**Incident description**

While on Sea passage and also while approaching Anchorage, observed abnormal sound coming from the Rudder/Rudder stock Area. After Anchoring, vessel carried out the visual Inspection of Rudder/Rudder stock Area. The findings were as follows

- Upper (Top) Pintle/ Gudgeon of Rudder outer fin has came out from its position from the rudder stock.
- "Guiding Rapson slide" got damaged and the guiding pin came out of the slide surface.

**Incident Type:** Property Damage

**Root Cause Analysis**

- Due displacement of Upper(Top) Pintle/ Gudgeon of Rudder outer fin from its of position, causing slight damage in "Guiding Rapson slide" and the guiding pin self came out of the slide surface
- Aging, wear & tear, vessel frequent movement, particularly in Monsoon area enhanced the above.
- Due inaccessibility and lack of provision for checking the condition of the pins and the bushes of the Aft blade fin, the clearances seem to have not been checked during earlier dockings.
- It is suspected that the upper pin/bush had worn out and over the period developed excessive clearance resulting the pin to fall down.
- Vessel was last docked in Aug-2015. Had the above clearances been checked during docking, the situation could have been averted. However as it was intermediate Survey, the Rudder and the propeller was not removed and just the relevant clearances were checked, which were found within prescribed limits.

**Corrective Action Planned / Taken:**

- Informed Managers and Owners immediately, as per their advice vessel to proceed towards lay off berth and to examine/inspect/ repair the concerned and to make it corrective.
- Secured the aft fin, clear of Rudder movement, to prevent any loss while going alongside at lay off berth.
- Class NK/IRS and Flag were informed by Managers.
- The vessel was brought alongside idle berth at Vizag.
- Divers were arranged for inspection at berth. During Inspection by Divers, it was found that the Rudder aft blade top pin had come out and the aft blade was supported just on the bottom pin.
- In discussion with Class, the Rudder aft fin was removed out completely.

**Lessons Learned**

Vessel to carryout maintenance/Inspection as per PMS in strict order, which is satisfactorily carrying out. With vigilant alert and sincerity from ship's staff, vessel was able to restrict the loss to minimal.

**Office Feedback:**

- The rudder aft fin was removed in discussion with Makers / Class. As per the Makers, removal of aft rudder fin would affect maneuvering characteristics. Same was checked during loaded/ballast passage and was found within the criteria of IMO MSC.137 (76).
- A collective risk assessment has been carried out by office & ship staff and due precautions being taken.
- Makers also confirmed that stresses would be reduced on the Main rudder / stock. This may impact the Rudder pintle and the bushes. Basis the clearance measurements of Rudder pintle/bushes during last docking in Aug-2015, same to be checked next docking in Jun/Jul-2017 for suitability.
- Permanent repairs to be carried out as per recommendation by Class.
- Till such time, the ship staff to report any abnormality observed with steering or performance.
- Emergency steering to be tried out locally / Bridge every arrival / departure port and same recorded.



## Near Miss

Incident Description	Corrective Action	Office Feedback
During routine safety rounds it was observed that a Fire Door on Boat Deck Accommodation Space had hooks fitted for retaining the door in open position.	The hooks for retaining the door in open position have been removed. During the next Monthly Safety Meeting, all the personnel will be briefed on the purpose of a Fire Door and the need to ensure that there are no hooks made for keeping the door in open position.	All fire doors should be kept closed at all times to prevent spread of fire. Self closing fire doors are left open as they get shut automatically when fire alarm is sounded. Discuss the same during next safety meeting.
During Bridge Watch observed vessel required to keep out of the way not following the Collision Regulations	Timely alteration of course to starboard avoided an unpleasant situation from developing. During the day with all OOWs present, the Master emphasized the correct and timely actions to be taken by the OOW in case Give Way vessel is not acting in accordance with the Regulations. Master to be called at least 15 minutes before the time of CPA. To further highlight the importance of calling the Master well in time, instruction for Calling Master were pasted on the first page of Master's Night Order Book. This would also be discussed during the next Monthly Safety Meeting.	Company standing orders and Master night orders + standing orders to be complied at all times.

## Freeze Card

Incident Description	Corrective Action	Office Feedback
While vessel at anchor, preparing to overhaul lube oil auto flush filter. Fitter was ready to overhaul the filter without closed the air valve .Duty engineer stop the fitter inform to check the air valve first. The air valve was in open position.	Advise and briefed all the crew to follow safe working practices at all time, always follow the safety guidelines and procedure	Safe working practices to be complied as per company procedures at all times.
While vessel at Port preparing to take bunkers, AB asked to close scuppers. During rechecks made by chief officer found one scupper located on port side not properly tightened	Advise and briefed all the crew to follow safe working practices at all time. Explain to all crew that they have the same responsibility and they have to carry out their role to prevent pollution and for deaf operation of the vessel.	All safety checks at port should be as per ship shore safety checklist. The OOW to ensure Repetitive checks are done at agreed intervals.