1st Edition, April 2024

FUYO NEWSLETTER

FUYO KAIUN

Editor's Message

We are happy to announce commencement of our Quarterly Bulletin for all of our seafarers and office staff. We are positive that this activity shall enhance awareness and strengthen our safety culture by bringing us more closer.

Capt. Dev Bhaumik, DPA

Message from Capt. Noami, Ship Management Officer of Fuyo Kaiun

Dear fellow colleagues and onboard members,
We are pleased to announce our first quarterly News letter in Fuyo Kaiun. It is another step to bring you closer and regularly share important updates in present challenging environment. While our purpose remain same to provide you safer workplace but our method need to be revised time to time.

To this end, we are determined to continual improvement ship management service by actively adopting new technologies, enhanced systems and accumulating knowledge. As announced earlier, we have taken strong measure for adoption of digitalization by making leading ship management software "Mariapp" as our partner. Deployment and implementation of this system is ongoing and we also support your cooperation and coordination to achieve this implementation smoothly.

let us do our best as a ship management company to achieve our long term goals of:

- **Zero Injury,**
- **Zero Incident,**
- **Zero spills,**
- **Reduction in emission**s.

We firmly believe that you will like this new activity and request you to read, discuss and share with your co-workers.

Have a safe voyage & do not hesitate to share any feedback you might have. you can write to us on *hsseqgroup@fuyokkk.co.jp*

Observations from External Inspections

SIRE

VIQ	Observation	Action
10.35	It was observed that the reserve fuel oil tank for emergency generator was not filled sufficient quantity to operate 18 hours (Minimum required 1.538 M3/Indicated quantity 1.450 M3) at the time of inspection. This was rectified by ship's crew once the inspector pointed it out.	Ensure laminated poster displayed nearby & Verify Oil level on Weekly basis
10.38	The vessel not designed with a fixed arrangement to test the earth fault system.	Follow test method as per maker
3.5	As per Crew qualification matrix uploaded by operator on 05 March 2024 / Uploaded on SIRE website, following was noted., Master and Chief Engineer were not watchkeepers but in uploaded matrix they were shown as watch keepers.	Verify Matrix data before submission to company (as per OCIMF Guidance)

PSC

Code	Deficiency	Action
15	Various mandatory drills and Freeboard declaration in official logbook not maintained or incorrect.	Ensure entry in logbook after drills
15	Entry Permit for Rescue from enclosed space drill on 13 Jan not available.	Conduct drill in realistic manner
17	Oily Water Separator unit - time incorrect.	Verify during each testing and operationof OWS
18	Safety Management System onboard fails to ensure that the deck and engineer cadet training program is correctly followed, monitored, and mentored as evidenced by the incomplete entries, signed without date, some not signed since last ship in their training record books.	Ensure Cadet Training records are monitored and updated by Chief officers & Chief engineers

Lessons Learnt from Injuries

Finger Injury to AB while maintenance of Grab Bucket

What Happened?
While Underway, Bosun and AB was doing maintenance and wire replacement of No.1 Grab bucket. To take out wire pin, Bosun was hammering while AB was holding with hand. Accidently hammer slipped and hit right hand of AB causing injury to little finger. First aid was provided and later he was signed for medical treatment ashore

.

Causes and Contributing factors
Direct Cause: Body part in potential hazard zone due to restricted range of body movement
Root Cause: Lack of situation awareness and job knowledge

Lesson learnt

- Tool box meeting for planning work and identifying potential hazards. If necessary, don't hesitate to conduct On site Tool box meeting
- Carefully and sensibly check tools, positioning and working environment before starting work
- Vessel should identify Best practices where body parts do not come in close range of hazards during work. Such Best practices may include special tools modified for job

Take Care of your most valuable tool.
Your family is waiting for your safe return

Lessons Learnt from Incidents

Damage of Main Engine Cylinder Cover during Maintenance

What Happened?

After Overhauling of routine M/E cylinder (No. 4 unit),ME was started. Engineer noticed abnormal sound and informed all concerned. M/E stopped and investigation carried out. Found damaged Fire Ring , Cleaning Ring , Cylinder Cover Grooves, Cylinder Outer Liner & scratching in Piston Crown.

On office instruction, vessel immediately replaced damaged cover with new cover along with associated spare. Once completed, M/E was restored with normal operation.

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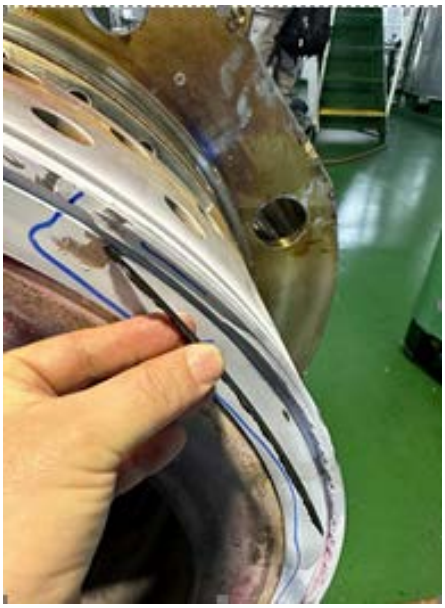


Causes and Contributing factors

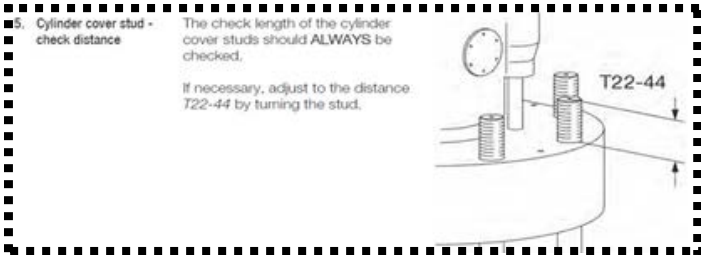
Direct Cause: Vessel did not follow repair / maintenance instruction by maker while boxing back

Root Cause: Lack of experience and skill for job

Lesson learnt

- Direct supervision by C/E during overhauling of Critical equipment such as M/E, D/G, Steering gear etc.
- Must discussion of Maker instructions and company guidance during work planning and at each critical stages such as boxing back, restoring
- Senior Officer & engineer should always mentor juniors by involving them in maintenance jobs.

Do not be complacent and Refer Maker manual

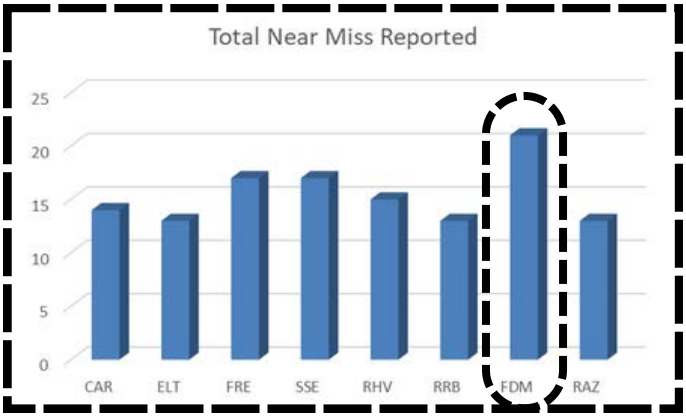


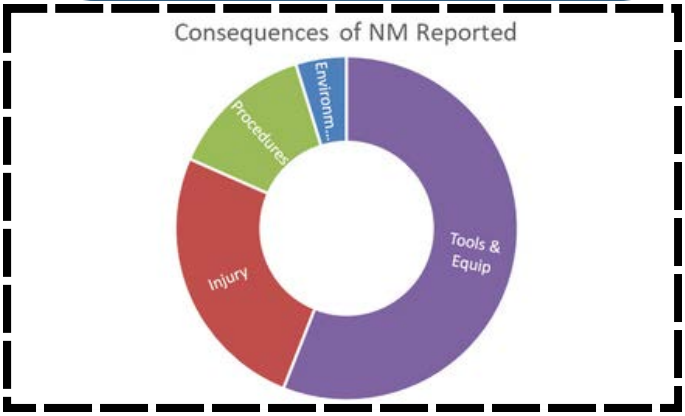
Learning from Near Miss Reports

FUYO KAIUN

Analysis of Near Miss Reports - Jan to March 2024

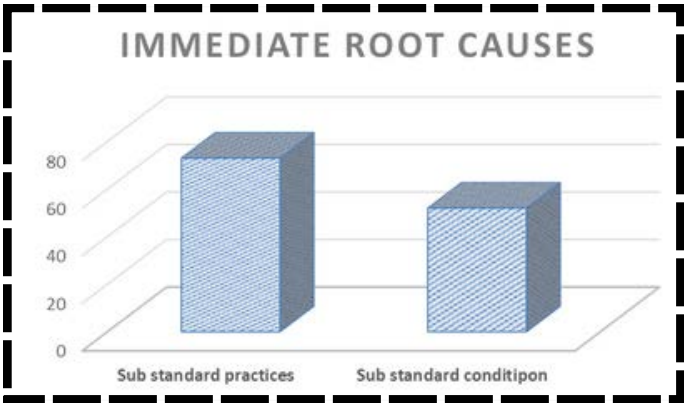
- Encourage juniors and ratings for active participation.
- Report at least 5 Near Miss per month.
- Company expect all crew to submit at least 1 Near Miss per month

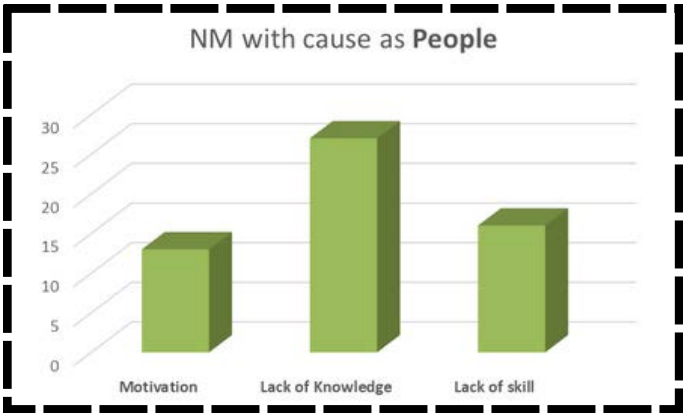


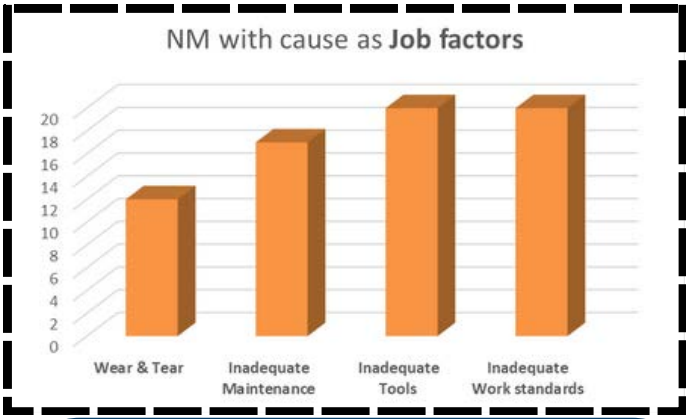


- Must report if consequence is Injury or health as it can save someone's life.
- Identify Environment related NM and report.

- Discuss such practices in Tool box meeting and Safety meeting.
- Identify barriers (PMS, Design, Best practice) to prevent such conditions







Mentoring & sharing can be good tool to enhance knowledge & skill

Effective use of PMS ensures timely maintenance. Effective Tool box can bring up work standards

Learning from Near Miss Reports - Sub Standard Conditions

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Oil residue dripping from Galley exhaust vent

Outline:
During rounds on deck, Noticed oil dripping from Galley exhaust vent. Informed to Chief officer and mesh was cleaned immediately.

What should have been done?
Regular cleaning of Galley mesh by assigned person as galley exhaust always running and air contain oil residue due to usage of cooking oil

Preventive Action:
- Assign dedicated crew for regular cleaning
- Check during weekly inspection of accommodation by seniors.

- Oil Pollution if rains
- Damage to exhaust fan motor
- Unhygienic Galley w/o ventilation

Starlink Antenna nearly drop down to floor

Outline:
OOW observed antenna nearly dropping to floor. Master immediately assigned crew to tighten using new bolt, washers, spring, rubber sheet and double nuts.

What should have been done?
Due to more vibrations on Bridge deck & Compass deck, spring washers and double nuts to be used.

Preventive Action:
- Inspection of securing by 2/O regularly
- Include in PMS or GMDSS Log book for reminders

- Damage of High cost Antenna
- Unavailability of Internet which cause communication breakdown

Lifeboat Block Hook not moving freely due to stuck up

Outline:
During drills, Crew observed Life boat block hook not moving freely. Crew removed old grease, freed and put new grease.

What should have been done?
Due to exposure to sea, grease can be hard causing it to stuck. Remove old grease and apply new regularly

Preventive Action:
- Check movement during weekly schedule of moving davits
- When planning greasing, instruct crew to remove old one first in Tool box meeting.

- Unable to lower life boat in emergency
- Potential detention if observed by PSC or FSC

Round Bar touching F. O. Supply pump stop button

Outline:
During regular rounds, Crew observed one tool (round bar used for cleaning) lying and touching stop button of FO supply pump. Crew removed it immediately.

What should have been done?
Crew should secure all items after maintenance work.

Preventive Action:
- Discuss consequences of poor housekeeping with crew regularly
- HOD MUST take round after job completion to confirm securing.

- If FO pump stopped, unable to start remotely
- Stopping & Unavailability of ME
- Collision & grounding in worst case

Learning from Near Miss Reports - Sub Standard Practices

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Crew lifting heavy items with improper posture

Outline:
During routine work, Bosun noticed one crew lifting heavy items with wrong posture. exercised stop work and briefed him.

What should have been done?
Crew should adopt to correct postures while lifting heavy items.

Preventive Action:
- HOD must emphasize regularly for similar procedures to enhance crew knowledge
- Post placard of manual Lifting procedures in Changing room or common areas for continuous reminder

- Suffering from Back pain
- Loss of earning due to Permanent disability to work on ships

While Mooring, Crew about to throw heaving line which is stuck in Transceivers strap on shoulder

Outline:
OOW stopped crew before throwing heaving line which is entangled with his Transceiver's strap.

What should have been done?
Before throwing, Crew should check for entanglement, landing area and obstruction.

Preventive Action:
- Discuss with concerned crew periodically and before mooring station
- Loose clothes, accessories and straps should be avoided on body while working.

- Injury due to sudden jerk
- Delay in mooring due to improper throwing of heaving line

During Bunkering, One scupper plug not tightly fitted to deck scupper

Outline:
During bunkering, Safety Officer noticed that one scupper plug is not properly tightened. He shown to concerned crew and retightened.

What should have been done?
Scupper plugs are critical items during bunkering so assigned crew must tight each plug properly.

Preventive Action:
- Discuss all critical items during Pre Bunker meeting
- Confirm each item physically of Bunker checklist before starting & periodically (as per repetitive checks).

- Overboard spill by leaking through plugs in case of emergency
- Potential detention if observed by PSC or FSC

Fire Isolation valve found to be in closed condition

Outline:
While taking rounds, Engineer noticed one of fire line isolation valve in closed condition. He informed OOW and opened immediately.

What should have been done?
After drills & trainings, all items should be restored back and kept ready for emergency.

Preventive Action:
- HOD's must confirm restoration of each items after drills & training
- HOD's should reemphasize during tool box meeting before drills & trainings.

- Fire water not available in emergency causing delay
- Creating panic during emergency
- Potential detention if observed by PSC or FSC

Sharing of Best Practices from Fleet

FUYO KAIUN

Modification of Purifier Inspection Hole Cap

Outline:

It was difficult to open inspection hole as cap was standard nut and sometimes it require spanner. Spanner also causes wear & tear to Cap. Damage to cap may also cause leakages.
Vessel modified cap with Wing nut arrangement and now it is easy to open by hands.

Installation of Test switch in 100 & 440 V Feeder Panel

Outline:

Since delivery, vessel did not have Insulation test alarm switch in ECR.
Vessel laid up cables and installed test switch so that vessel can demonstrate testing.

Have you Implemented???

Fabrication of Piston Rack for DG

Outline:

During overhauling of DG, There is high possibility of piston damage due to improper handling once dismantled.
Vessel fabricated piston rack so that pistons are properly inspected with less chance of mishandling.

Fabrication of detachable roller for Hatch Coming

Outline:

During Hold cleaning, Lowering and picking up materials is very difficult due to coaming. Also it posses hazards for personnel injury.
Vessel fabricated detachable roller which can be installed on coaming during cleaning.

Sharing of Best Practices from Fleet

FUYO KAIUN

Team Building exercise during Tool Box meeting

Outline:

During TBM, Crew is performing physical exercise by stretching together. it will:

- Boost team building
- Develop collective approach for safety
- Sudden dose of energy if feel physically or mentally tired
- Create awareness for our body parts like hands, fingers
- Enhance importance & care for self & team

Using Ratchet type strap for tightening Turbo Charger filter

Outline:

Vessel using rope to tighten filter on turbo charger filter which get loose and misaligned Instead of rope, vessel started using Racthet type strap which keeps filter aligned and secured properly. It is readily available also.

Have you Implemented???

Usage of Paper bag in place of Plastic bag in Waste Bin

Outline:

Often Plastic bags are used in waste bins, which need to be changed before incineration. Vessel started using paper bags instead of plastic bag for environmental concern.

Posting of List of Valves in Hydraulic Room Panel box

Outline:

During Cargo operation, sometimes trouble occurs with remote control of hydraulic valve and emergency handpump usage is required. For immediate action in case of trouble, vessel posted list of valves in each panel box to provide easy identification

Operation - Delay in Loading Port due to Manifold Height Restriction

FUYO KAIUN

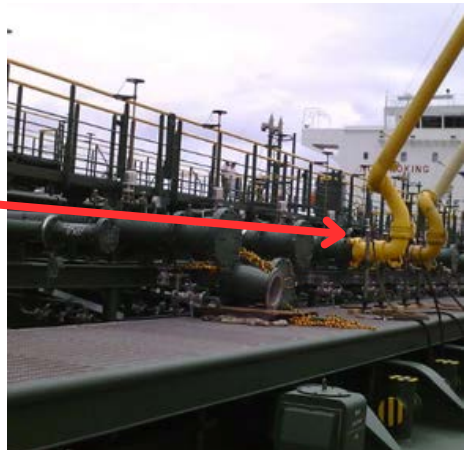
By Capt. Sachin san, GL Operation Group

What Happened –

One of our chemical carriers was scheduled to load at Onsan and Ulsan. Initially, charterers had planned to load at KPIC terminal followed by S-Oil at Onsan, however due to change in stowage, Terminal rotation was changed.

When vessel berthed at the S-Oil terminal, manifold height restriction was recognized during the manifold connection and hence, immediately arranged pilot to minimize berth stay and shifted the vessel back to anchorage. Charterers were informed about the same. Charterers changed the port rotation and vessel came alongside to another available berth to meet manifold restrictions, thereafter, shifted back KPIC terminal and completed loading operation. (S- Oil G1 terminal – KPIC #1 terminal)

Every shore loading arm have restriction to vessel manifold height which is dependent on vessel freeboard.
If height not in range, loading arm can not be connected and vessel can not start cargo operation



Causes and Contributing factors

Direct Cause: While change in port rotation, Crew did not check manifold height restrictions

Root Cause: Lack of recognition of key parameters for cargo operation while sending revised stowage plan

Lesson learnt

1. Before sending revised stowage plan**,** double-check by Master and Chief officer
2. For Close monitoring & clear communication, Master Must coordinate with agent to obtain terminal information well in advance
3. If any changes in plan, critical parameters should be reviewed again before sending plan to external parties.
4. Master is final barrier for external communications and he must verify at once.
5. Discussion in Pre cargo meeting with terminal should not be limited to cargo plan only and should also include terminal information available

Our good planning and communication can prevent Unwanted delays and achieve our goal of "Zero Off Hires"!!!!!!

Environment - Boosting CII ratings with Best Practices onboard

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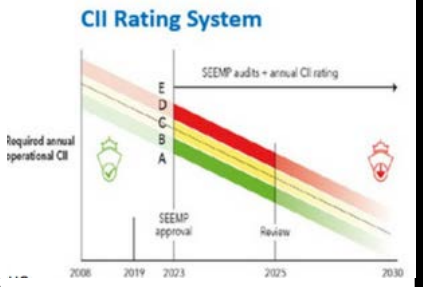
By CE Subir san, GL Technical Group

The CII (Carbon Intensity Indicator) is a measure for a ship's energy efficiency and is given in grams of CO2 emitted per cargo-carrying capacity and nautical mile.



The first year of the attained annual operational CII verification will be 2024 for the operation in calendar year 2023.

The CII rating system and enhanced SEEMP are the "Operational measures" to achieve IMO's short-term GHG measures.

Since the targets will be more challenging year by year, the ships which are maintaining rating "C" this year also needs to continuously work on energy efficiency measures to maintain "Rating C" for upcoming years.

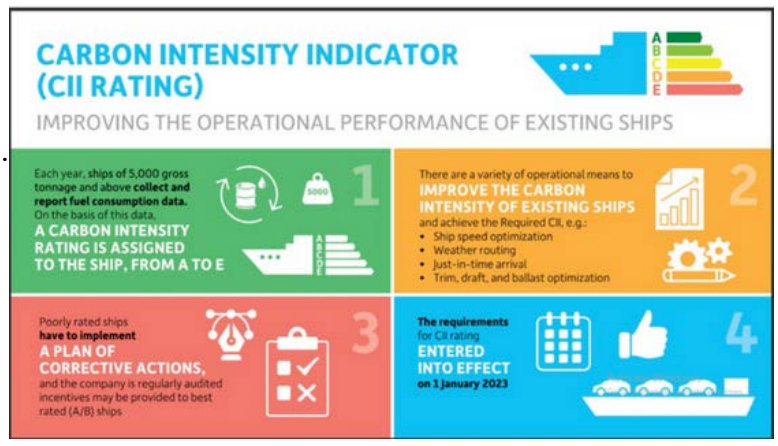
Operational efficiency is critical to reducing carbon emissions and improving your vessel's CII rating. This can include measures such as..

1. ***Weather routing & Voyage Planning:*** Weather routing has a high potential for efficiency savings on specific routes. By utilizing advanced weather forecasting and routing technologies, vessels can avoid adverse weather conditions, strong currents, and unfavorable winds
2. ***Just in Time:*** Good early communication with the next port should be an aim in order give notice of berth availability and facilitate the use of optimum speed where port operational procedures support this approach.
3. ***Optimum Trim:*** Loaded or unloaded, trim has a significant influence on the resistance of the ship through the water and optimizing trim can deliver significant fuel savings. For any given draft there is trim conditions that gives minimum resistance. Trim optimization and efficient cargo loading are key factors in reducing fuel consumption. By optimizing the distribution of cargo and maintaining proper trim, ships can achieve better stability and hydrodynamic performance.
4. ***Optimum Ballast:*** Adjust Ballast taking into consideration the requirements to meet optimum trim and steering conditions. Optimum ballast conditions achieved through good cargo planning.
5. ***Optimum use of Generators:*** Optimum use of generators as per the load requirements have a impact on the energy efficiency improvements
6. ***Propulsion system Maintenance:*** Maintenance in accordance with manufacturer's instructions in the company PMS schedule will also maintain efficiency. The use of engine condition monitoring can be useful tool to maintain high efficiency. Additional means to improve engine efficiency might include use of fuel additives, adjustment of cylinder lubrication oil to optimum value.
7. ***Accuracy of F.O. Flowmeter:*** Confirm the accuracy of functioning of F.O flow meter periodically and always ensure accurate data to avoid error in the CII calculations.
8. ***Training & Education:*** Investing in training and education for ship crews plays a vital role in improvement in energy efficiency.

Crew members need to be knowledgeable about energy-efficient practices, such as optimal engine loading, maintenance procedures, and voyage planning techniques.

More strict targets in coming years

Year	Reduction from 2019 ref. (mid-point of C-rating band)
2023	5 %
2024	7 %
2025	9 %
2026	11 %
2027-2030	To be decided

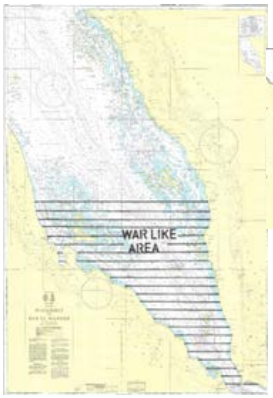


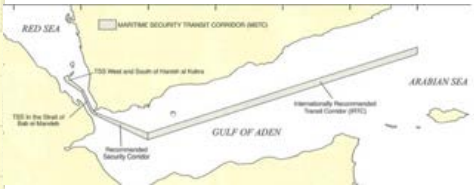
Crewing - Applicable benefits for Crew while transiting IBF High risk areas

By Seike san, GL Crewing Group

1.IBF Warlike Operations Area – 12 nm. off the mainland Yemeni Coast, including all ports and excluding the Maritime Security Transit Corridor (MSTC) in its entirety – Charts 1 and 2. *(Standard Bonus applies)*

2.IBF Warlike Operations Area – Southern Section of the Red Sea and the Gulf of Aden, boundary commencing from the Yemeni coast border, stretching across to the Eritrea coast. Area encompassing the Bab El Mandeb Strait including the Maritime Security Transit Corridor (MSTC) in its entirety and the Gulf of Aden– Charts 1 and 2 *(Standard Bonus applies)*





3.IBF Extended Risk Zone – Gulf of Guinea, from the Liberia/Ivory Coast border to 00°N 005°E, to the Angola/Namibia border – Chart 3 *(Standard Bonus applies with exception on Bonus)*

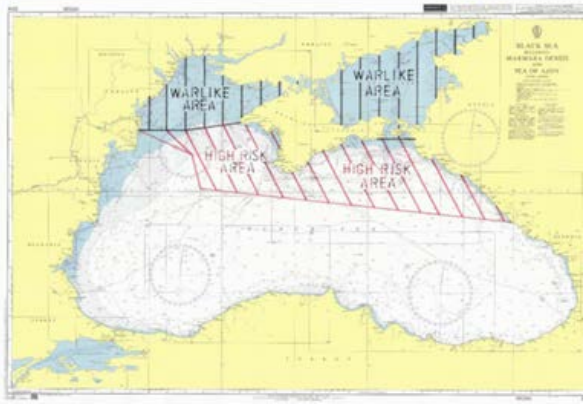
4.IBF Warlike Operations Area – Sea of Azov and the Strait of Kerch, north of latitude 45° 03' 00'N *(Standard Bonus applies)*

5.IBF Warlike Operations Area – Northern Black Sea Region- Chart 4 *(Standard Bonus applies)*

6.IBF Warlike Operations Area – all ports in Ukraine *(Standard Bonus applies)*

7.IBF High Risk Area – Black Sea
(Standard Bonus applies with exception of bonus)

- **IBF Warlike Operations Area –** *Sea of Azov and the Strait of Kerch;*
- **IBF Warlike Operations Area –** *Northern Black Sea Region;*
- IBF High Risk Area – *Black Sea*



Standard Bonus

- **Bonus equal to basic wage, payable for 5 days minimum + per day if longer**
  ***Except Area 3 (Only for the day when vessel is attacked due to piracy)**
  **** Except Area 7 (Payable to the actual duration of stay /Transit)**
- **Doubled compensation for death and disability;**
- **Right to refuse sailing, with repatriation at company's cost and compensation equal to 2month's basic wage**
- **Mandatory requirement to increase security arrangements equivalent to ISPS-3**

IT - Introduction of new Software "MariApps Smart PAL4"

FUYO KAIUN

By Kuroda san, GL IT Group

What is MariApps – MariApps Marine Solutions, a Schulte group company, is a pioneer in providing digital solutions to the marine industry.
MariApps' flagship product smartPAL is a complete marine ERP suite which is fully web-based, cloud supported and mobile compliant, targeting ship owners and operators. smartPAL covers all functions including Crewing, Payroll, Planned Maintenance, Purchasing, Accounts, Catering, Voyage, Dry Dock, QDMS, Chartering, and Insurance in a single, fully integrated solution and can be easily integrated with leading banking and vendor interfaces.

Why MariApps –

- To expedite the implementation of digitalization of ship management services.
- To make the automation work process for the company all departments to easy process and evaluation/analysis and to comply the modern requirement in the industry.
- To continue digitalization journey with a software provider with established track records and reputed client history. The stability of the digitalization journey is assured.

3.How it will affect ship / Office staff–

- The new system of MariApps Smart PAL 4 will provide a full range of digitalization of services. It will improve efficiency and reduce the cost of ship management.
- Paperless works in the office and the vessel.

1.	Accounts	11.	Ship Certification
2.	Crewing	12.	Livefleet
3.	New Applicant	13.	smartOps Basic
4.	Payroll	14.	Sea Roster
5.	Maintenance	15.	Mobile Platforms
6.	Purchase	16.	Admin
7.	Data Library	17.	MDM
8.	Drydock	18.	Replication
9.	LPSQ	19.	Training
10.	QDMS Wiki		

4.What is expected from you? –

- *Keep learner mind set to welcome changes*
- *Adopt to new system to achieve new work culture*
- *Bear some inconvenience due to system transition*
- *Encourage your colleague and juniors to utilize system to fullest*
- *Share Best Practices, suggestions & complaints with company to develop system as per our needs*

Join us in Newsletter

We are planning to add "Seafarer Contribution" from next edition. If you want to see your name and photo, Do send us Article related to shipboard working or Health or safety by 15th June. Max 1000 characters with 1 or 2 Photos.
>>>hsseqgroup@fuyokkk.co.jp<<<