2nd Edition, Aug 2025

FUYO NEWSLETTER

FUYO KAIUN

Dear all our valued seafarers,

First and foremost, I would like to express my sincere gratitude for your continued professionalism and dedication. Your efforts are the foundation of our fleet's safe and efficient operations, and of our ongoing success in the maritime industry.

Under the theme of **Workstyle Reform**, we are implementing key initiatives to enhance safety and operational efficiency. One such initiative is the **Smart FUYO Project**, supporting the rollout of **SmartPAL** and **MariApps** platforms.

We are also pursuing sustainability through the adoption of biofuels and the **13Mari Project** featuring Flowsmart hull retrofitting, which reduces drag, fuel use, and emissions.

In Finance Year 2025, vessels including **SSE, RRB, FRE, and RHV** will undergo scheduled dry-docking.

As part of our updated visual identity, we have begun unifying the fleet's hull and funnel colors to **Dark Blue**, starting with **MT SUNSHINE EXPRESS**.

We are also investing in environmental upgrades, such as:

- **Full hull blasting** and application of **hydrogel silicone antifouling paint**
- **HASYTEC DBPi system** to reduce propeller fouling
- Deployment of **Fleet Monitor** using real-time VDR data to optimize safety and performance
- Installation of **Mass Flow Meters** for accurate fuel monitoring

These innovations are supported by a cultural shift within the company - prioritizing **transparency**, **accountability**, and **integration**, while leveraging **AI tools** to enhance productivity and innovation.

Let us continue to move forward with resilience and a shared commitment to building a smarter, greener maritime future together.

With sincere thanks,
Director, Yasuki Noami

Editor's Message

Newsletter shall fulfil its goal when you can read, understand and implement it`s content in your routine life onboard. Lets contribute your best for company sustainability. By Capt. Prerit Awasthi

Formatting and Content designing by Ms. Hiromi Ishikawa (HSSEQ)

Observations from External Inspections

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SIRE

HUMAN	
Observed details	**Action Required**
Operator was unaware of the height threshold for implementing working-at-height safety measures.	• Brief safety protocols as per SMS before issuing any PTW to ensure proper understanding. • Safety Officer to verify all permits for complete entries, signatures, and date/time before filing.
No instructions were posted outside the paint locker for the fixed sprinkler fire system; the responsible operator overlooked this.	• Instruction labels must be posted for all LSA/FFA equipments and all systems on the bridge, CCR, and ECR — regardless of size. • Poster condition should be checked.
The interviewed operator was unfamiliar with procedures and duties for dipping, ullaging, and sampling flammable cargoes in non-inerted tank.	• Master to conduct brush-up training sessions for all OOWs involved in cargo operations, covering key topics through informal yet focused discussions.
The discharge plan dated 18 January 2025 was not signed by the Terminal Representative.	• Cargo plan must be checked by the Chief Officer for all entries, signatures, and date/time before filing.

Vessel can easily prevent such SIRE observations listed above & below by good preparation. Preparation & Presentation leads to good performance.

Observations from External Inspections

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HARDWARE

Observed details	Improvement Note to avoid these observations
Many engine room floor plates were unsecured and uneven, posing triphazards.	• All floor plates on deck and in the engine room must be properly secured at all times. • Crew should be encouraged to report unsecured plates immediately when noticed.
Two flood lights on the forward mast were not working.	• All lights on deck, engine room, accommodation, and stores shall be checked before port arrival and replaced promptly if faulty. • Sufficient spare lamps for all types must be maintained onboard at all times.

PSC

Observed details	Improvement Note to avoid these observations
Multiple alarms on the main engine EGRS manual cut-out list have been active since 13 February 2025; causes remain unclear.	Engine room alarm log shall be checked daily by the Chief Engineer. Any abnormal or manual override alarms must be verified each day.
Gyro compass showed at least 2° deviation from true heading, despite logbook recording only 0.2° error.	Compass error book has not been properly maintained or verified. Master shall check and verify a random entry with the actual course once a week.

Lessons Learnt from Injuries

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Finger Injury during Acetylene Bottle Handling

What Happened?

A crew member sustained a finger injury while handling an acetylene bottle inside the storage room. His left hand was unintentionally pinched between the bottle and the securing rack, resulting in fractured finger bones. The injured crew member was given medical attention and later repatriated to his home city for further treatment and rest.

Caused and Contributing factors

Direct Cause : Improper hand placement and use of unsuitable cotton gloves during handling.

OS Samson moving and securing the empty Acetylene Bottle to its securing rack.

Unaware that while hugging the acetylene bottle, his left fingers were caught and pinched in the securing rack.

Root Cause : Lack of experience and job-specific safety awareness after recent promotion.

Lesson learnt :

- Use correct PPE suited for the task.
- Provide close supervision to newly promoted crew.
- Ensure task-specific training and PPE checks are in place.

Extra 5-10 mins discussion during TBM can save injury. Please consider to save your crew from experiencing such pain.

You are not cause BUT you can prevent pain to your crew

Lessons Learnt from Incidents

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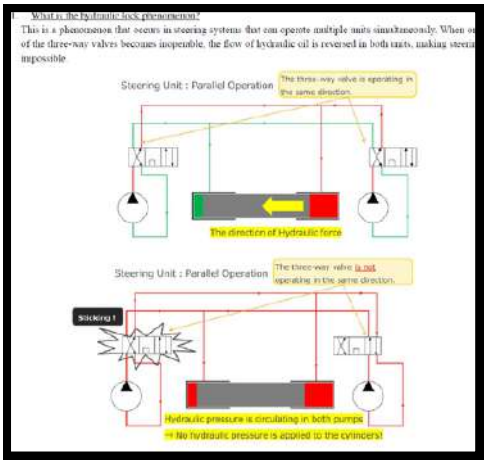
Steering Gear Trouble During Departure

What Happened?

While departing from shipyard with only one steering motor running, the vessel experienced steering trouble with pilot onboard and had to return to ship yard.

Result: 1 day off-hire (USD 20,000) and a fine imposed by China MSA (USD 35,000).



Caused and Contributing factors

Direct Cause : During Shanghai river transit, Hydraulic interlock alarm activated. It caused Loss of steering response due to operating with only one steering motor during maneuvering.

Root Cause :

- **Vessel using only ONE motor during maneuvring in river transit**
- **Misunderstanding of managing navigation in channel using ONLY ONE motor even if motor can move Rudder < 28 seconds (SOLAS Criteria)**

Lesson learnt :

- Each ship steering system different and management should understand system well
- Never violate or shortcut company procedures. If concerns, reach out to MSI or TSI

Each vessel design is different. Know your vessel first before making any judgement which can affect safety of Navigation
Incidents can be prevented by good management

Learning from Near Miss Reports - Analysis

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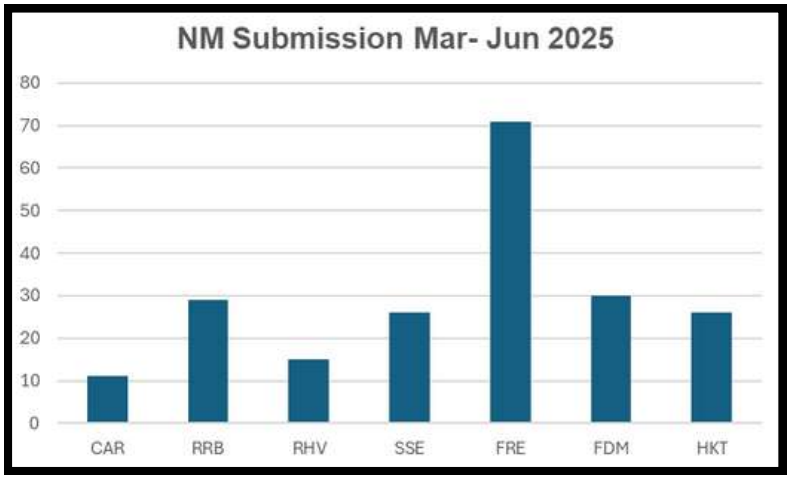
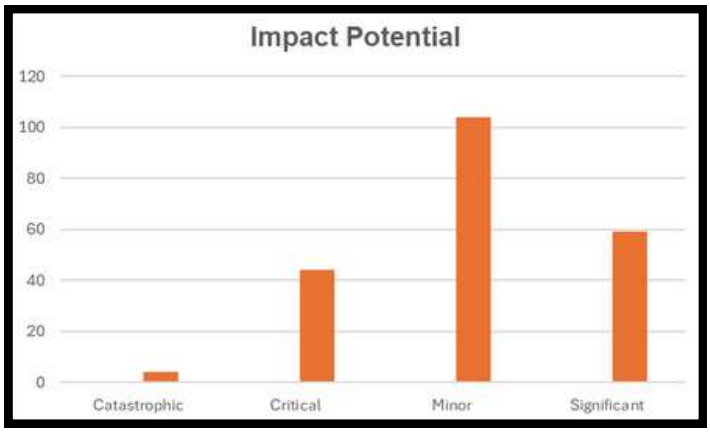
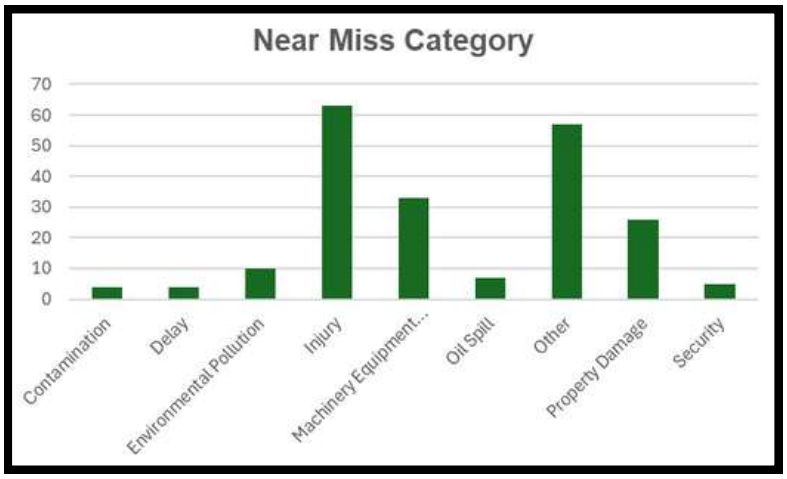


FRE showing good submission. Other vessels also need to follow same.

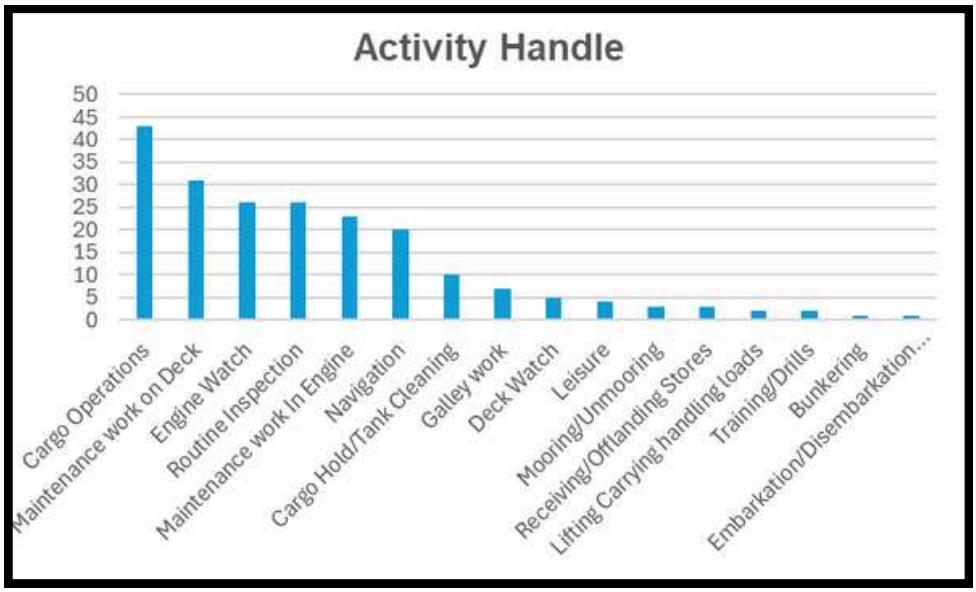
Identify more NM with Critical & Catastrophic potential.





To reduce Machinery Incident, request to identify more NM in this category

Encourage crew to report NM from other important areas too.



Learning from Near Miss Reports- Sub Standard Practices

Not Using Handrails While on Stairs

Outline:
An engine crew held a valve with both hands while walking upstairs, not using the handrails.
What should have been done?
Crew must follow the 3-point rule in using ladder / staircase.
Preventive Action:
Recognize that unsafe behavior can cause injury, and take strict measures to prevent recurrence.

3 points of contact = 0 accidents

Wet Clothes in Engine Room

Outline:
Wet clothes were found drying in the engine room during sailing.
What should have been done?
Crew must dry wet clothes only in the drying room; no wet clothes should be left outside for safety.
Preventive Action:
Chief Engineer educated all engine crew to keep wet clothes in the dry room to prevent fire hazards.

Wet Clothes Can Be a Fire Hazard in ER!

Unsecured Cutter

Outline:
An unsecured cutter was found on the floor near the incinerator during routine rounds.
What should have been done?
The cutter must be secured to a safe area immediately
Preventive Action:
Install proper warning signs and markings to ensure tools are secured as per procedures.

Handle sharp objects carefully

Hand Near Pinch Point During Crane Operation

Outline:
Crew member's hand was nearly caught between the sheave and wire rope of the engine room overhead crane during lifting of the M/E exhaust valve.
What should have been done?
Training should be conducted as per COSWP guidelines.
Preventive Action:
Discuss safety precautions and raise awarenes

Follow COSWP guidelines
Maintain safe Positioning at all times

Learning from Near Miss Reports- Sub Standard Conditions

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Unsecured Winch Control Lever Clip

Outline:
During STS at Balboa anchorage, a winch control lever clip was found unsecured, posing a risk of accidental movement.

What should have been done?
Crew must secure the clip is properly fixed in position.

Preventive Action:
Include a check of the winch lever clip before mooring operations in toolbox meetings.

Always check and secure clips before operation

PPE Not Worn During Maintenance

Outline:
An engine crew member was found not wearing PPE (helmet, goggles, mask) during exhaust valve maintenance.

What should have been done?
Wear proper PPE as per job.

Preventive Action:
Instruct crew on the importance of proper PPE usage. Always refer to PPE matrix & comply with same. Strengthen toolbox meetings and job supervision.

Always wear your helmet, goggles, and mask. It's not optional

Crew in Snap Back Zone During STS Mooring

Outline:
Crew in Snap Back Zone During STS Mooring

What should have been done?
The crew should promptly execute a stop work attitude.

Preventive Action:

- Reminded all deck crew of the dangers of the snap back zone during the toolbox meeting.
- Conduct on-site training on snap back zones with practical demonstrations.

One Step Too Far Can Be Fatal

Incinerator Guard Not Secured Before Firing

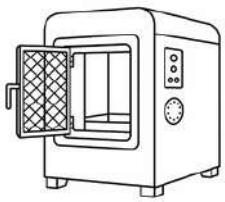
Outline:
While a crew member was preparing to fire the incinerator, the Chief Engineer noticed that the front guard at the door was not in place.

What should have been done?
A proper risk assessment should be conducted before using the incinerator, and the responsible engineera should double-check.

Preventive Action:

- Remind all crew of the correct procedures for safe incinerator use in tool box meeting.

An unsecured incinerator guard is a serious fire and injury risk.



Cover Guard at the Door of Incinerator

Sharing of Best Practices from Fleet

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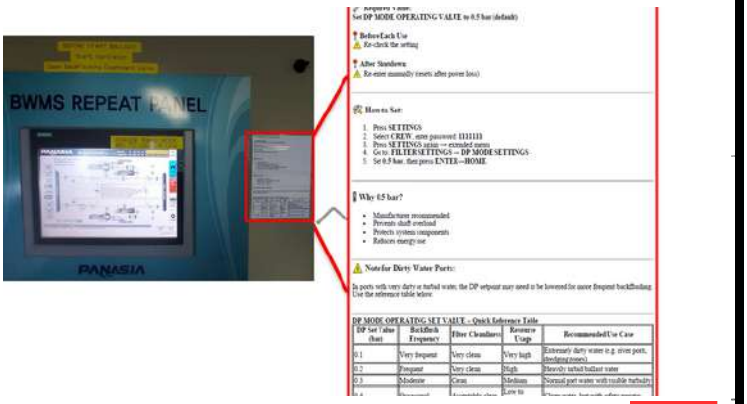
FRE - DP Mode Setting Guide Posted on BWTS Panel

Outline:

A DP setting guide and reference table were posted on the BWTS panel to assist the crew in correctly setting the DP MODE OPERATING VALUE (default 0.5 bar) during start-up and shutdown.



HKT - Enhanced Monitoring of Rotating Components

Outline:

Tiger stripes were painted on hatch cover wheels to visually confirm rotation during operation and help monitor rotating components to prevent machinery stress.

Before

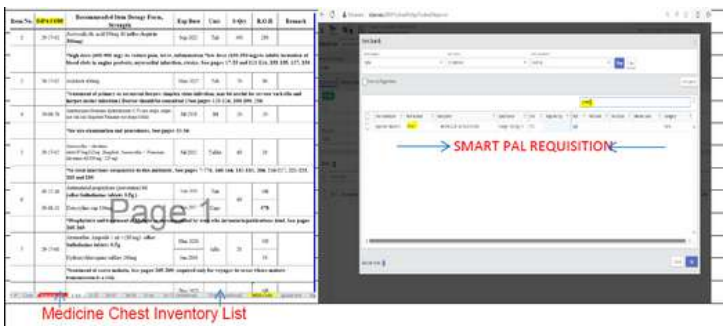
After

Have you Implemented???

RRB - SMARTPAL Integration and Medicine Chest List Update

Outline:

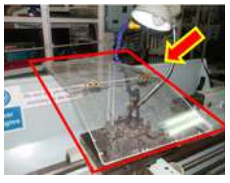
The office adopted the SMARTPAL system, successfully submitting the first quarter supply request. The Medicine Chest list was updated with revised IMPA codes, fully aligned with SMARTPAL, streamlining requisitions and reducing manual checks.



RRB - Lathe Machine Safety Cover Installation

Outline:

Fabricated G/E F.O pump working bench for easy maintenance to hold it tight and to prevent from accidental falling of heavy object that may cause injury during maintenance.



Accountability

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By Capt. Devasish Bhaumik, DPA EAM/QAM

1 TRUST & CREDIBILITY

When people take responsibility for their actions, it builds trust among colleagues (ship and shore), and leadership. Trust is essential for collaboration and long-term success.

2 EFFICIENCY & PRODUCTIVITY

When everyone owns their tasks and decisions, workflows become smoother, deadlines are met, and goals are achieved more effectively.

3 GROWTH & IMPROVEMENT

A culture of accountability encourages learning from mistakes rather than shifting blame. It fosters continuous improvement and professional development.

4 WORKPLACE MORALE

When accountability is upheld fairly, all parties feel valued and motivated, knowing that effort and integrity are recognized.

5 STRONGER LEADERSHIP

Leaders who are accountable set an example, inspiring their teams to do the same. It creates a culture of responsibility rather than micromanagement.

6 ETHICAL STANDARDS:

In any industry, especially Maritime, accountability helps maintain ethical practices, ensuring that decisions align with organizational values and societal expectations.

A workplace where accountability is embraced tends to be more productive, respectful, and forward-thinking. We have a ***no blame culture*** *in Fuyo, but taking accountability shows true characteristics of a Leader and improves the trust among the team.*

Remember, we are all here to support our sailing team, but they also need to show us their courage by taking responsibility of their actions.

Project Smart Fuyo - Digitalization onboard

FUYO KAIUN

By Capt. Prerit Awasthi, Project Leader

As part of our ongoing digitalization initiative, smart devices such as smartphones, tablets, and large-screen TVs have been deployed on all vessels. In this issue, we feature examples from the Flora Express, showcasing how these devices are being used onboard.

Portable IT devices for documentation

Using for Office to ship meeting

Ship shore convenient communications routine basis

Using during routine working

Large screen visualization during ship board meeting or during external inspections

The primary goals are to enhance operational efficiency, strengthen communication with shore staff, and improve the onboard training environment.

The Importance of Manifold Sampling in Cargo Operations

FUYO KAIUN

By Mr. Ogawa, GL Operation Group

In liquid cargo operations, manifold sampling plays a critical role in ensuring cargo quality and compliance. As the cargo passes through the ship's manifold—the connection point between shore and ship—careful monitoring is essential to detect any signs of contamination or quality deterioration.

Why Manifold Sampling Matters

The manifold is the ship's final control point before cargo enters storage tanks or is discharged ashore. Sampling at this location allows for early detection of problems and protects the cargo's integrity.

KEY SAMPLING STAGES –

- Start of Loading
  - Take a "first flow" sample from the manifold.
  - Load at a reduced rate to allow for visual checks.
  - Be ready to stop if contamination is suspected.
- During Loading
  - Sample at regular intervals.
  - Always sample after stoppages or tank changes.
  - Check the first flow of each cargo grade.
- Start of Discharge
  - Sample from the manifold at discharge start.

Confirm cargo quality before it enters shore system.

WHAT TO CHECK IN A SAMPLE

- Use clean, clear 500 ml bottles.
- Look for:
  - Cloudiness/haze
  - Suspended particles
  - Rust
  - Unusual color
  - Water or free water

→ If any issue is found, stop orations and inform owners/charterers immediately.

SAME POINT, DIFFERENT TIME

INITIAL SAMPLE YELLOWISH

CLEARER SAMPLES AFTER 10 MINUTES FLUSHING

AFTER DYEING

TOO LIGHT

AGREED COLOUR

TOO DARK

AFTER DOPING

BEFORE DOPING

AFTER DOPING

Proper manifold sampling is not just a procedural step—it is a safeguard for cargo quality, operational reliability, and contractual compliance.

Our Environmental and Emission Reduction Goals

By CE Subir , GL Technical

CII Ratings	Current (2025)	Target 2026	Target 2027	Target 2028	Target 2029	Target 2030
Sunshine Express	C	B	B	B	C	C
Rich Rainbow	C	B	B	B	C	C
Flora Express	A	A	A	B	B	B
Rich Harvest	C	A	A	A	B	B
Chemway Arrow	B	B	B	B	B	B
Federal Masamune	A	A	A	A	A	A
HSL Kensington	A	A	A	A	A	A

Measure for IMO 2030 Compliance :

- Boss cap on Propeller (PBCF)
- Mewis Duct on hull stern
- Replace onboard lightings with LED lightings
- Apply efficient hull anti-fouling paint such as GIT coatings, Hempel X7, SEAFLO NEO from CMP or similar
- Installation of hardware/software to monitor and optimize real time fuel oil consumption.

Life at Sea, Hidden in the Numbers

By Capt. Song , GL Crewing Group

"Behind every number lies the face of a seafarer and the story of their family." According to recent reports from the international P&I industry, there are meaningful statistics about the health and safety of seafarers that give us all something to reflect on.

1. Frequent, but Preventable Issues in 2024, about 60% of crew-related claims were due to illness, 37% to injuries, and 4% to fatalities. Injuries were most common to fingers, ankles, and backs, while illnesses mainly involved gastrointestinal issues, cardiovascular conditions, and musculoskeletal pain.

🤚 **“Fingers don’t need to be a badge of honor—gloves are your best mates!”**

2. A Healthy Seafarer Makes a Safer Ship Even minor illnesses can serious risks at sea. Conditions like heart attacks or kidney stones—easily treated ashore—can require emergency evacuation when onboard. Many of these issues are lifestyle-related and can be prevented through better habits, regular checkups, and awareness.

🥗 **“Go easy on the salt. Your heart will thank you later.”**

3. Stress – the Silent Danger About 6 of the top 10 illnesses were directly or indirectly linked to stress. Notably, suicide cases outnumbered fatal accidents, and most occurred within the first 3 months of contract.

🫂 **“Are you okay?” — that one question might be a lifeline for someone.**

4. Staying Connected Is Welfare The top methods seafarers used to cope with stress were: 1. Contact with family 2. Talking with crewmates Meanwhile, counseling services and mental health helplines were much less utilized.

📱 **Wi-Fi onboard isn’t just a convenience, it’s a mental health necessity.**

Fuyo Kaiun is always working behind the scenes so that your safety, health, and dignity are protected.

New Onboard IT System – Server-Client Virtualization

FUYO KAIUN

By Kuroda , GL IT Group

OVER VIEW

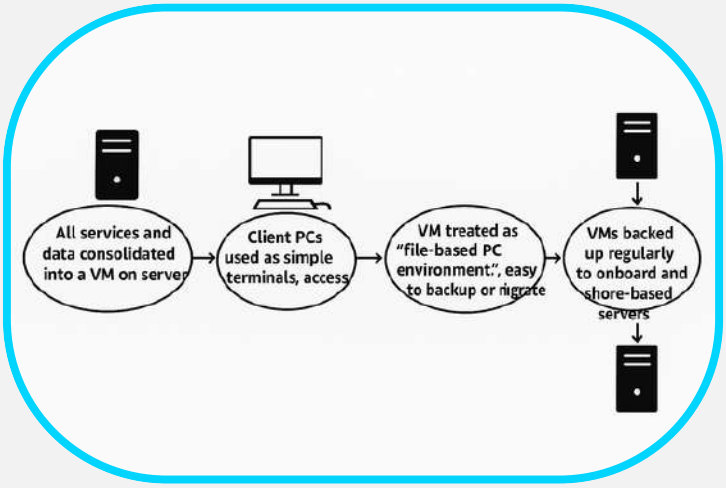
We're shifting to a server-client model with virtualization onboard.
All services and data will be managed from a central onboard server, improving system reliability, security, and recovery speed (Presently managed by PC server

Current Challenges

- Services and data are installed on individual PCs.
- When a PC or NAS fails, recovery takes time.
- Data loss risk is high without proper backups.

New Approach

- Services and data run on virtual machines (VMs) hosted on the server.
- Client PCs simply access these VMs.
- VMs are regularly backed up onboard and ashore.
- Each VM contains the full system for quick, easy recovery.



Recovery Process

If the server fails:

- Replace or use a spare client PC.
- Access backup from shore.
- Resume work by logging into your virtual machine.

→ No need to reinstall apps or restore individual files.

Benefit

- Fast recovery from failures.
- Centralized management and easier updates.
- Improved data protection and security.

Cyber security is our target to achieve.
It is not only anti-virus protection but data and service protection from any causes. Quick recovery is one of our big challenges, and Office is working to implement it to vessels in 2025/2026.

Opportunities of engagement between ship & shore staff - Ship visit

DPA Dev & MSI Prerit at
Crew Seminar in Philippine

OJTI Kim in RHV

Capt. Noami in SSE

TSI Zhang san in FDM

OJTI Mykola
in FRE

Seafarer Page -
Practices of Team Building onboard

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Meet The Team

Harmony

Bond

Together

Unity

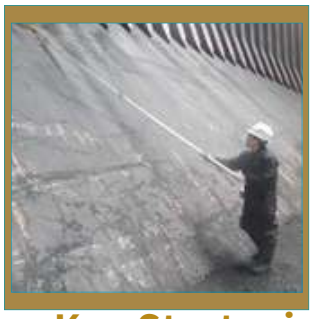
Seafarer Page

FEDERAL MASAMUNE

Resilient Cargo Hold Cleaning During Short Voyages

By: C/O Emeil Anthony I. Limpin

Short voyages leave little room for error, especially when it comes to cargo hold cleaning. Crews face tight schedules and limited resources—but with safety, teamwork, and preparation, success is achievable.

Key Strategies for Success:

- Follow Safety Protocols: Stick to procedures to minimize risks.
- Communicate Clearly: Smooth coordination keeps tasks on track.
- Assess Risks Early: Spot hazards before starting.
- Keep Equipment Ready: Well-maintained tools prevent delays.
- Train Regularly: Ongoing training keeps crews sharp.

“Stay alert and work as a team to clean cargo holds safely and efficiently during short voyages.”

Charting a Better Life at See - By: 3rd Engineer Paul Marco Casipe

Onboard, we’re quick to notice when machinery needs adjustment— but far less aware when something is off within ourselves.

Yet to keep your own ship on course, you need more than just technical skill.

Your mind, body, emotions, relationships, and future stability - all form part of your personal navigation chart.

This illustration highlights seven key areas to help you stay on course in daily life.

You don’t have to be perfect.

Just start with what you can, one step at a time.

That’s how your own meaningful journey begins.

Join us in Newsletter

If you want to see your name and photo, Do send us Article related to shipboard working orHealth. Max 1000 characters with 1 or 2 Photos.

>>>hsseqgroup@fuyokkk.co.jp<<<