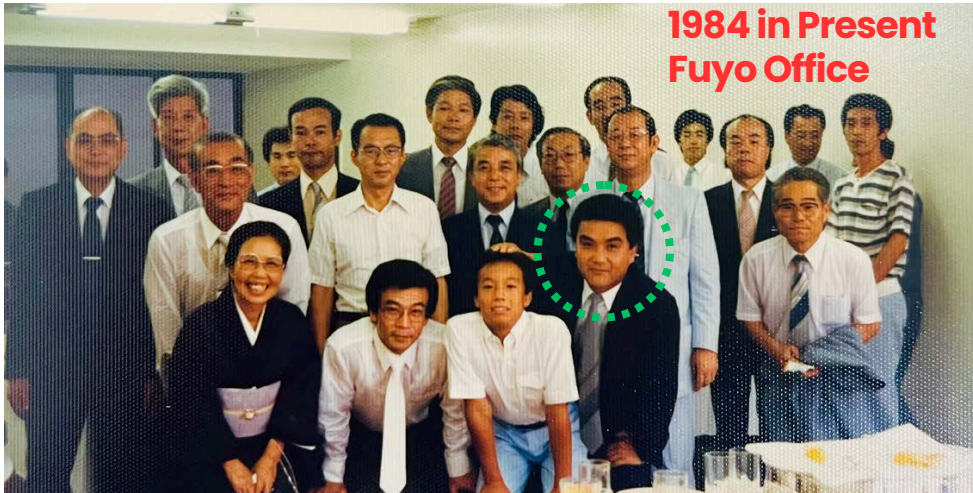


## 50 Years journey of Fuyo Kaiun (1974-2024)



Dear Sailing and shore staff of Fuyo,  
Konichiwa

2024, Fuyo is celebrating 50 years as company since establishment in 1974. In this period, company has seen many up-down. Setting Values and inspiration kept us moving forward with our tagline **"Everyone's Happiness"**.

Please keep your and your co-worker safety as top priority and we shall see many more years to come.

Have a safe voyage

### Wall of achievement – Present Fuyo Office



#### 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.

Capt. Prerit Awasthi

- FUYO KAIUN, Dojima Fuyo Building, 3-8, Dojima 2-chome, Kita-ku, Osaka (530-0003) Japan | Website : <http://www.fuyokkk.co.jp/>
- *Do not hesitate to share any feedback you might have. you can write to us on [hsseqgroup@fuyokkk.co.jp](mailto:hsseqgroup@fuyokkk.co.jp)*

## Observations from External Inspections

Observation	Action
Approved Ballast water management plan (BWMP) was not amended to include ship-specific procedures for temporary storage of treated sewage in the aft peak ballast tank as well as changeover procedures from ballast water storage to treated sewage tank and back to ballast water storage	Check BWMP and consult TSI if doubt
Pilot Card not updated with EPL data (Electronic Power Limiting device)	Check latest Pilot Card in use
No evidence was available that the foam concentrate (Alcohol Resistance) had undergone an annual small-scale fire test or chemical stability test	Confirm Foam test certificate for fire and stability test
Lot of patched of rust/rust scales were noted on the individual electrical conduits of cargo tank radar level gauging system. over the main deck, particularly on the undersides of the conduits.	Keep Conduit pipes in good condition
<b>During WBT Inspection, Responsible officer entered into space as shown in permit. Enclosed spaces are not marked at entrance with caution marking</b>	Comply with concentrated campaign on enclosed spaces
Four (4) embarkation ladders were manufactured March 2021 and there were no evidence that the tests required by ISO 5489:2008 had been done.	Check test certificate and keep record
The vessel operator had not conducted a risk assessment to identify the crane components for the single hose handling crane that may fail during operation and then to make a provision for an appropriate stock of spare parts carried	Confirm ship specific RA available
The operators policy for bunker planning did not require the plans to be approved and signed by the master prior to bunker operations.	Use latest company form for Bunker Planning



## Observations from External Inspections

Observation	Action
The dynamic navigation audit in Jul 2023 did not include brief details of assessor's qualification	Confirm Assessor qualification filed with audit reports
The standing orders also did not include BCR and minimum passing distance from navigational hazards.	Check latest poster in use on bridge
Electric conduit for overfill alarm of Slop port tank was corroded with hard rust for a length of about 4 m.	Check condition of conduit pipes & maintain
<b>Inboard mooring winch on port side poop deck brake spindle was heavily corroded.</b>	Check and confirm no major rust on mooring winches
There was no clear evidence that necessary familiarization was provided to visitors.	Use Visitor poster for using at Gangway
Safety depth was to be calculated based on UKC requirement at location of the vessel during the navigation, i.e., ocean, coastal, in port etc., as per company procedure. However, passage plan from last port to this port indicated only one value was entered as safety depth, which was calculated based on UKC requirement at departure port.	Please use the latest form for passage plan
Visitor list at this port was not available at the gangway at the time of inspection. It was reported that visitor list was not provided by agent at this port.	Must obtain visitor list from agent and company
Items relating bunkering was recorded in ORB part 1. However, ISO number of bunker was not recorded.	Must record ISO number in ORB



## Observations from External Inspections

Deficiency	Action
No Electrical equipment shall be installed in any space where Flammable mixtures are liable to collect including those on board tankers. The emergent lighting for a hazardous area was not intrinsically safe <b>Code 15</b>	Please maintain IS Safe certificate for external verification
Automatic shut down of the inert gas system and components parts shall be arranged on predetermined limits being reached, 5 set points were not as per class approved manual NO. FE460L-11002 dated 8-Nov2006. <b>Code 10</b>	After testing finished, ensure to restore back to normal.
An automatic shutdown of cargo pumps shall be provided to operate on predetermined limits of low pressure in the inert gas main being reached. Class approved IG manual indicates cargo pump to shut down on IG alarm was received. Vessel is restricted from loading cargos that required inerting per IBC. <b>Code 15</b>	Please confirm auto shutdown of cargo pumps enabled for low pressure
Retro-reflective tape of lifeboat unduly fitted- distance exceed 800mm <b>Code 10</b>	Check Lifeboat and always maintain such condition



## KPI Status for Fuyo Vessels

			Q-1	Q-2	Q-3
LTIs	per month	0	1	0	2
Near Miss	No. / Vsl / month. Not less than 5	5	5	7	9
Best Practice	No. / Vsl / month. Not less than 2	2	2.8	3.0	3.6
Major Incidents	Number	0	0	0	0
Incident, Accident, High potential near miss	Number	0	1	1	2
RWC	Number	0	0	0	0
MSI / OJTI visits	No. / Vsl / year. Not less than 2 visits	2	3	1	3
NCNs per vessel	Number of NCNs/year. Not more than 10	10	0	0	0
Vessel overdue NCNs	Number of NCNs/year. Not more than 2	2	0	0	0
CEO, Manager visit	Number. At least 2 visits annually	2	0	0	0
PSC / Flag State Inspection / deficiency	No more than 4/vsl/insp.	4	1.3	1.3	1
SIRE / CDI / RightShip Inspection deficiency	No more than 4/vsl/insp.	4	1.0	3.8	7
Overdue SHEQ Audits longer than 1 month	Number	0	0	0	0
Contained Spillage	No. / month	0	0	0	0
Pollution Incidents	Number	0	0	0	0
Number of underperforming appraisals	Per vessel / year. Not more than 2	2	0.1	0.1	0.2
Crew disciplinary frequency	Per vessel / year. Not more than 3	3	0	0	0.1
Doctor's visit (not work related)	Total number of crew. Not more than 5%	5%	0.2	0.3	0.5
Sea staff retention rate	Not less than 95%	95%	97%	98%	98%
Terminal feedback less than 3	No. / Vsl / year	2	0	0	0
Cargo Contamination	Per vessel / year	0%	0	0	0
Down time	% days per year. Not more than 2%	2%	0	0	0
Off- hire	% days per year. Not more than 2%	2%	0	0	0
Certification and Class Surveys overdue	Number	0	0	0	0
Outstanding PMS Items per vessel	% outstanding. Not more than 4%	4%	1%	0%	0%
No of Critical Equipment failures and Critical Defects Overdue	Number	0	3	0	1
Overdue Technical Inspections longer than 1 month	Number	0	0	0	1
Technical Inspections	No. / Vsl / year. Not less than 2 visits	2	5	6	3
Open Conditions of Class	vessel/year	2	0	0	0.0
Technical Defect	Number / vessel / month	2	0.6	0.8	0.7

## Lessons Learnt from Injuries

### Foreign Object in Eyes causing discomfort and requiring shore medical attendance

#### What Happened?

During loading Manganese Ore in South African ports, OS was keeping cargo watch as per schedule. During rest after watch, He felt eye irritation and subsequently presence of foreign objects in eyes.

Master arranged shore doctor visit and suitable treatment provided.

On investigation, It was found that strong wind was blowing during his cargo watch and it may caused small particle to enter his eyes.



**Direct Cause:** Suspected Manganese Ore particle entered in eye due to no eye protection

**Root Cause:** Not aware of potential hazard of cargo

#### Lesson learnt

- Develop culture of wearing appropriate PPE as situation can change anytime.
- Demonstration by leadership e.g. **senior officers always wearing eye protection while working. It creates good impact on individual mindset.**
- **Must discuss Cargo specific hazard in Pre cargo meeting** which includes wearing appropriate PPE e.g. H2S Meter, Eye protection, Gas Masks etc.
- In every TBM, Remind Crew to take care of body parts and health.
- Injury related case studies, alerts and guidance Must share in TBM without delay

Except rest periods and watches in control rooms, Crew are always exposed to potential eye injury.  
Establish culture of wearing eye protection always similar to safety shoes but it starts from senior officers.

## Lessons Learnt from Incidents

### Detaching and falling of Burner Cone for IGG Burner Chamber

#### What Happened?

During annual inspection of IGG Combustion chamber, vessel found burner cone fallen inside chamber.

Upon investigation, concluded that metal became brittle due to long exposure of working in high temperature. Vibration and ship movement caused cone to be detached and fall down from its place.

Company arranged spare burner cone which was replaced by ship staff.



#### Causes and Contributing factors

**Direct Cause:** Temperature exposure caused metal to become too brittle

**Root Cause:** Inspection interval too long for IGG burner which are exposed to excessive heat

#### Lesson learnt

- Always keep spare set for such critical machineries which are exposed to high temperature and vibrations
- Reduce inspection or replacement interval if machinery exposed to high temperature, vibrations or movement etc.
- CE Must identify and review maintenance intervals for such damages specially critical equipment

While Maker instructions are generic, performance of machinery are depended on specific onboard conditions. Engineers must always make best use of senses such as touch, hear, see etc..

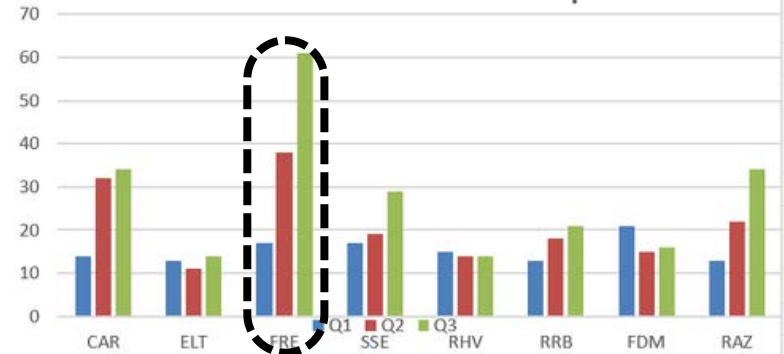


## Learning from Near Miss Reports

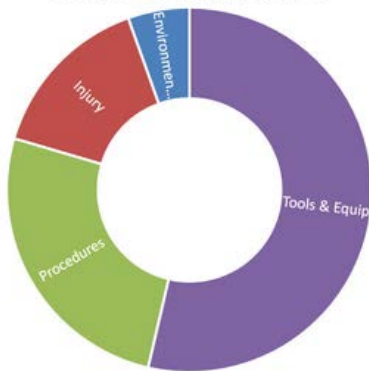
### Analysis of Near Miss Reports - Apr to June 2024

- Encourage junior and rating for participation (One from each).
- Report good quality NM
- Include areas such as Mooring, Navigation, bunker

NM Submission in each quarter



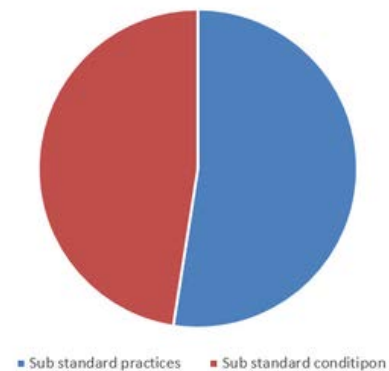
Categories of NM Reported



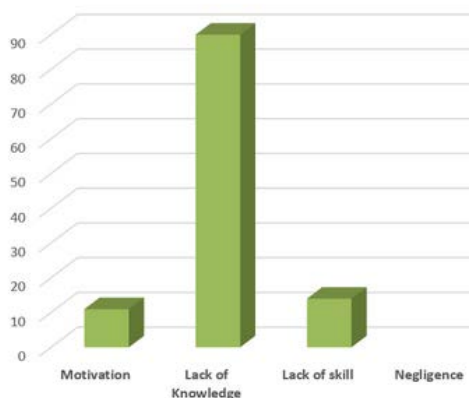
- Vessel MUST report NM if event has potential of injury or health consequences
- Identify Environment related NM and report.

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

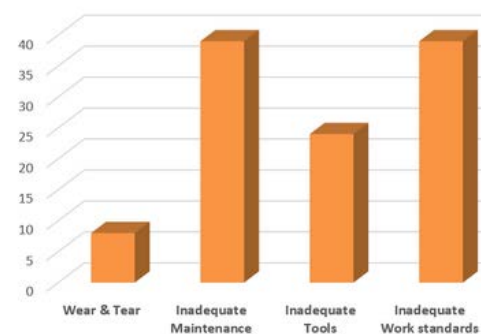
Immediate Root Cause



NM with cause as People



NM with cause as Job factors



Demonstrate good leadership and mentor your juniors

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



## Learning from Near Miss Reports - Sub Standard Conditions



### Guard Missing for Fire & Ballast Pump

#### Outline:

During round, crew noticed guard missing on pumps

#### What should have been done?

After maintenance, Must put guard in place to prevent injury to crew

#### Preventive Action:

- Check all pumps in E/R if fitted with guards
- CE & CO must check and confirm during monthly safety rounds



### No safety Latch in Chain Block Hook

#### Outline:

During overhaul of DG turbo charger, 1AE notices chain block without safety latch

#### What should have been done?

Before using Chain block, Must check if safety latch is working as it may cause serious incident due to slippage of wire

#### Preventive Action:

- Check if onboard chain blocks have working safety latch
- In TBM, emphasize for safety latch if lifting work planned



### Floating particles in portable water heaters

#### Outline:

During Coffee break, 1AE noticed floating particles in thermos water heaters. Once disassembled, found plastic damage due to heat exposure

#### What should have been done?

Regularly check thermos for such damage and replace it with new after some time

#### Preventive Action:

- Check diligently what you are drinking or eating.
- Do not ignore telly tale Signs which directly affect your health



### False activation of Boiler Low Low level alarm causing shutdown

#### Outline:

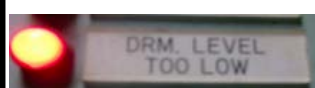
Boiler Low low alarm activated however level was adequate as per sight glass

#### What should have been done?

Conductor to be connected to complete loop and give proper alarm

#### Preventive Action:

- Immediately check wiring in case of false alarms
- Regularly check alarm wiring which are Ageing and temperature exposure



Relay showing normal once connected using cable shoe

## Learning from Near Miss Reports - Sub Standard Practices



### Uncontrolled release of Tug Line during Cast off

#### Outline:

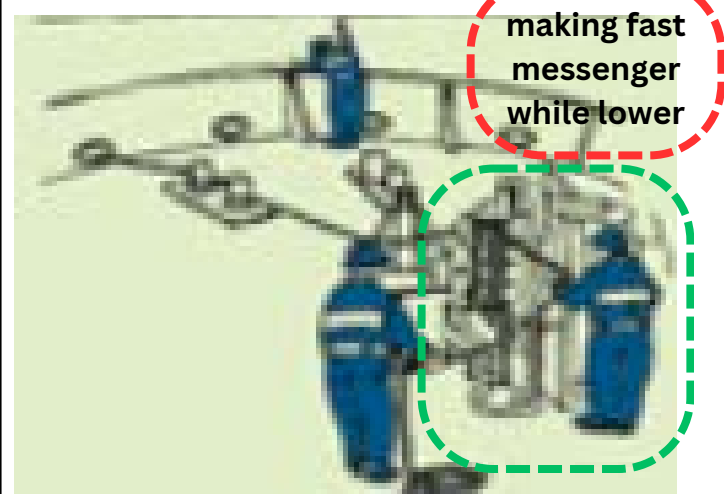
During unberthing station, Crew released tug line in uncontrolled manner after Tug cast off

#### What should have been done?

Crew must secure messenger of Tug line in bitt and lower them slowly.

#### Preventive Action:

- Keep reminding crew before mooring operation



### W/T Door hook not secured during door open condition

#### Outline:

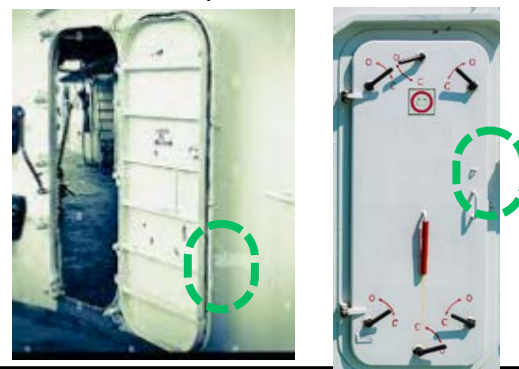
Bosun noticed crew taking paint from store however door is not secured with hook

#### What should have been done?

Always secure door hook once open door as to prevent it from banging and injury.

#### Preventive Action:

- Discuss and make it a practice for all crew to secure door once open even for short time



### Unauthorized modification of Welding Masks (PPE)

#### Outline:

CE noticed cutting welding masks near the edge for working convenience.

#### What should have been done?

Critical PPE like Welding masks can never be modified for crew convenience

#### Preventive Action:

- Check vessel PPE regularly and stop any improper modification
- Crew must always use PPE in original design



### Removal of floor gratings without marking or Cardon off area

#### Outline:

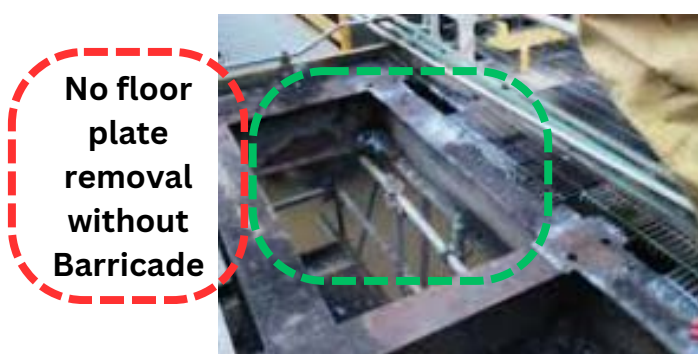
While taking round, Engineer discovered E/R floor without grating. No barricade of area

#### What should have been done?

Always barricade and provide notice on display to warn crew

#### Preventive Action:

- In TBM, discuss and explain consequences
- 1AE must inform crew if planned work require removal of grating





## Outline:

**FROM - CAR**



## Outline:

**FROM - RRB**



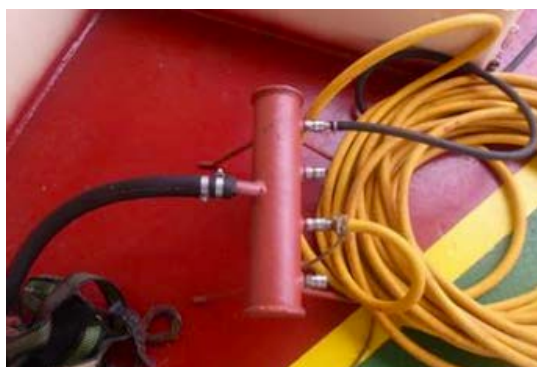
## Have you Implemented???



**FROM - FDM**

### Outline:

Vessel fabricated air cylinder octopus to manage this situation easily.



## Outline:

With increased emphasis on human factors in SIRE 2.0 regime, vessel made inspection reviewer guidance for key ranks onboard. It is to prevent any potential ground for negative observation on Human tool.

**FROM - RRB**

- ISIRE 2.0 CREW NOTES
- IRRB Sire 2.0 Reviewer - CE
- IRRB Sire 2.0 Reviewer - CO
- IRRB Sire 2.0 Reviewer - Mstr
- IRRB Sire 2.0 Reviewer - Officer
- IRRB Sire 2.0 Reviewer - Rating

[illegible]



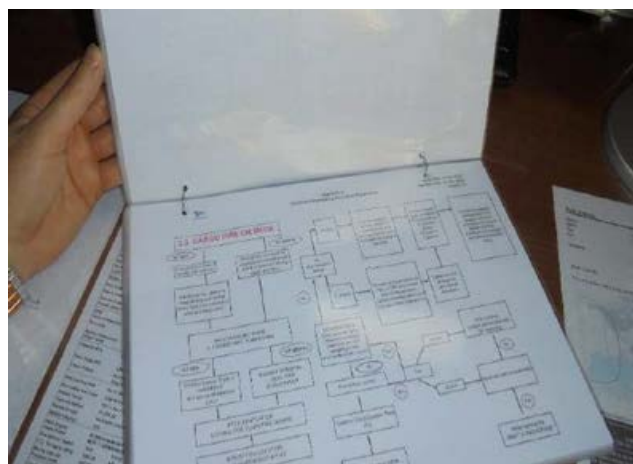
## Sharing of Best Practices from Fleet

### Handy and Ready to use Emergency Flow charts

#### Outline:

SMS Emergency flow charts were vertical orientation and not handy for printouts. Vessel adjusted size of text windows and placed on bridge for case of emergency

FROM - FRE



### Provided rubber cushioning for O2 and acetylene cylinders bracket

#### Outline:

No bracket can be full tight and prevent all movement. Providing rubber cushioning will prevent sudden movement and avoid any damages.

FROM - RAZ



*Have you Implemented???*



FROM - RAZ

### Plastic covers on generator panel board to prevent accidental

#### Outline:

Human error may cause unintentional start / stop of generators. To prevent this, vessel provided cover on panel display. It require engineer to verify one more time and press desired button.



FROM - FRE

### Marking for Hose Boxes

#### Outline:

Due to design and pipe line layout, difficult to find hose boxes. Vessel had put labels on main deck so that it is easy to find hose boxes in emergency.





# HSSEQ - New Inspection process in SIRE 2.0

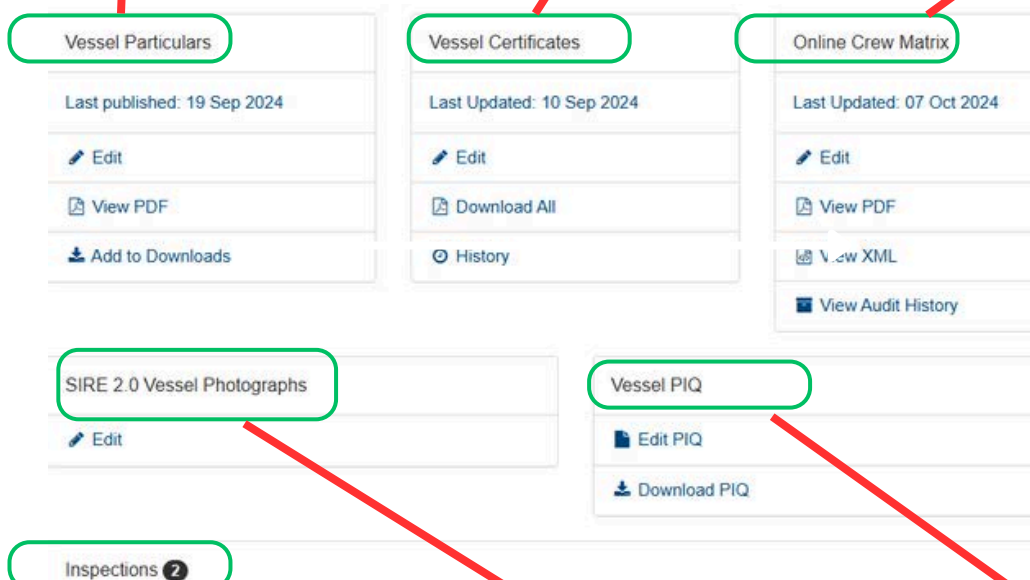


*By Capt. Dev Bhaumik, DPA & HSSEQ GL*

- Update monthly
- Finalize 1W before SIRE
- Vessel must verify
- Error can cause obs.

- Update 1 M before SIRE
- Finalize 1W before SIRE
- Office uploads so no vessel verification
- Error can cause obs.

- Update monthly or when crew change
- Vessel must verify
- Error can cause obs.



- By Inspector
- Owner comments within 14 days
- Specific corrective and preventive actions

- Update 1 M before SIRE
- Vessel take and send to office as per template
- office review & upload
- Error can cause obs.

- Update 1 M before SIRE
- Finalize 1W before SIRE
- Vessel familiarize before SIRE
- Error can cause obs.

# Operation - Rest Hours Management using ISF



*By Mr. Seike, GL Operation Group*

## Planning by HOD & Master

- Required only for cargo operations, Bunker, TC or special operations when crew routine schedule is changed
- HOD shall use planner section in ISF for their respective department crew at least 4-5 days before operation
- Inform Master for any potential NC during upcoming operations
- Master shall adjust watch allocation or request company assistance if NC can not be avoided

## Implementation (Recording) by each crew

- Once completed all operations, ask each crew to update ISF by them.
- Each crew shall put remark for special working hours by themselves
- HOD shall confirm all entry by respective dept crew & verify with actual schedule
- Inform Master if any NC and how to prevent in future

## Monitoring by Master

- Once verified by HOD, check for NC
- Export NC summary each month for filing and send to office
- File company reply in ISF file along with NC summary and rest hour

Non-Conformities Detailed			Name of ship:	Chemway Arrow
ISF Watchkeeper			IMO Number:	9367528
IMO STCW 2010 + OPA90 + Manila			Flag of ship:	PANAMA
Date	Name / Rank	Non-conformity description	Comment	
22/08	02. KOO JOONHEE / CHIEF OFFICER	No minimum 6 hour consecutive rest period Less than 10 hours total rest in 24 hour period	Other Routine Operation (Cargo). Review with management, Cargo Ops, USCG Insp.	

## Monitoring by Shore

- OPE PIC shall get alert if NC on vessel
- OPE PIC shall review NC summary monthly for in-charge vessels
- Management shall monitor and take action for repetitive NCs

### ISF Watchkeeper Online

# Environment - Efficient Handling of BWTS



*By CE Subir , GL Technical Group*

## ***Vessel MUST take following actions soonest to prevent troubles:***

- *Identify Critical spares in BWTS and maintain inventory which include instrumentation parts, chemical ROB etc*
- *Refer Maker manual and make list of small maintenance, cleaning and inspection as per*
  1. *Prior Operation Ballast or deballast (Filter cleaning etc.)*
  2. *During Operation (Back flush, TRO sensor etc.)*
  3. *After Operation (Rinsing, Filter cleaning etc.)*
- *Keep necessary tools standby during operation for prompt action*
- *Make list of frequent troubles along with actions. Post it near equipment for next crew prompt action*



Contingency measures	Details
Repair BWMS at the ballast at port or sea	<ul style="list-style-type: none"> <li>• CE must investigate immediately and rectify</li> <li>• Inform TSI and request for shore support (Engineer, spare)</li> <li>• TSI must arrange necessary support soonest</li> </ul>
Ballast water exchange (BWE) options (Without BWMS / With BWMS)	<ul style="list-style-type: none"> <li>• Conduct BWE after informing Port and flag states</li> <li>• BWE must fulfil criteria of D-1 standard (Sequence or Flow)</li> <li>• If BWMS repaired, Replace with treated water</li> <li>• The IMO lists states and their BWE areas on website <a href="https://gis.imo.org/Public/BWM/ExchangeAreas.aspx">https://gis.imo.org/Public/BWM/ExchangeAreas.aspx</a></li> </ul>
Retain ballast water onboard	If situation allows (more than one load or discharge ports), Retain ballast to get more time to resolve trouble
Shore Facility Options	<ul style="list-style-type: none"> <li>• Mobile Treatment system for Ballast disch. (Not easy to find)</li> <li>• Discharge to shore facility ( Feasible for small quantity)</li> <li>• Take ballast from Public water supply ( for small quantity)</li> </ul>

# Crewing - Importance of Maintaining Duty Order and Mutual Consideration Onboard



*By Capt. Song, GL Crewing Group*

## 1. The Significance of Maintaining Duty Order

When duty order is maintained, it prevents misunderstandings and inefficiencies, which are crucial in environments like a ship where safety and timing are critical. Adherence to a well-structured duty system allows all personnel to fulfill their roles without disruption, minimizing errors that can arise from a lack of clarity or miscommunication.

## 2. Mutual Consideration: A Key to a Harmonious Working Environment

In addition to maintaining duty order, mutual respect and consideration for others' work and rest is essential. Life on board can be demanding, and it is important for crew members to be mindful of each other's needs. This includes minimizing noise during resting hours, keeping communal spaces clean and organized, and showing understanding for the physical and mental well-being of fellow crew members.



## 3. Create Culture of Respect and Cooperation

Mutual consideration goes beyond simple courtesy—it fosters an environment where teamwork thrives. By respecting each other's time, space, and responsibilities, crew members can work more efficiently and comfortably. This culture of cooperation also leads to better morale and reduces the stress that often accompanies life at sea.

A ship operates as a unit, with each crew member's role being critical to the success of the voyage. Supporting one another, through both effective duty management and mutual respect, strengthens the overall performance of the crew and contributes to a more pleasant and productive working environment.

## Conclusion

Maintaining duty order and fostering mutual consideration among crew members are essential for the successful operation of a ship. By working together harmoniously, respecting each other's tasks, and being mindful of personal space and rest, we can create an environment where everyone thrives. This is not only beneficial for the well-being of the crew but also for the smooth and safe running of the ship. Let's all commit to upholding these principles, ensuring that our time on board is both efficient and enjoyable.

### What is expected from you? –

- *Be concerned about others work and rest onboard (Everyone need good sleep)*
- *Respect others opinion and behavior unless it is affecting direct safety*
- *Be Mindful for others religion, food habits, restrictions and culture*

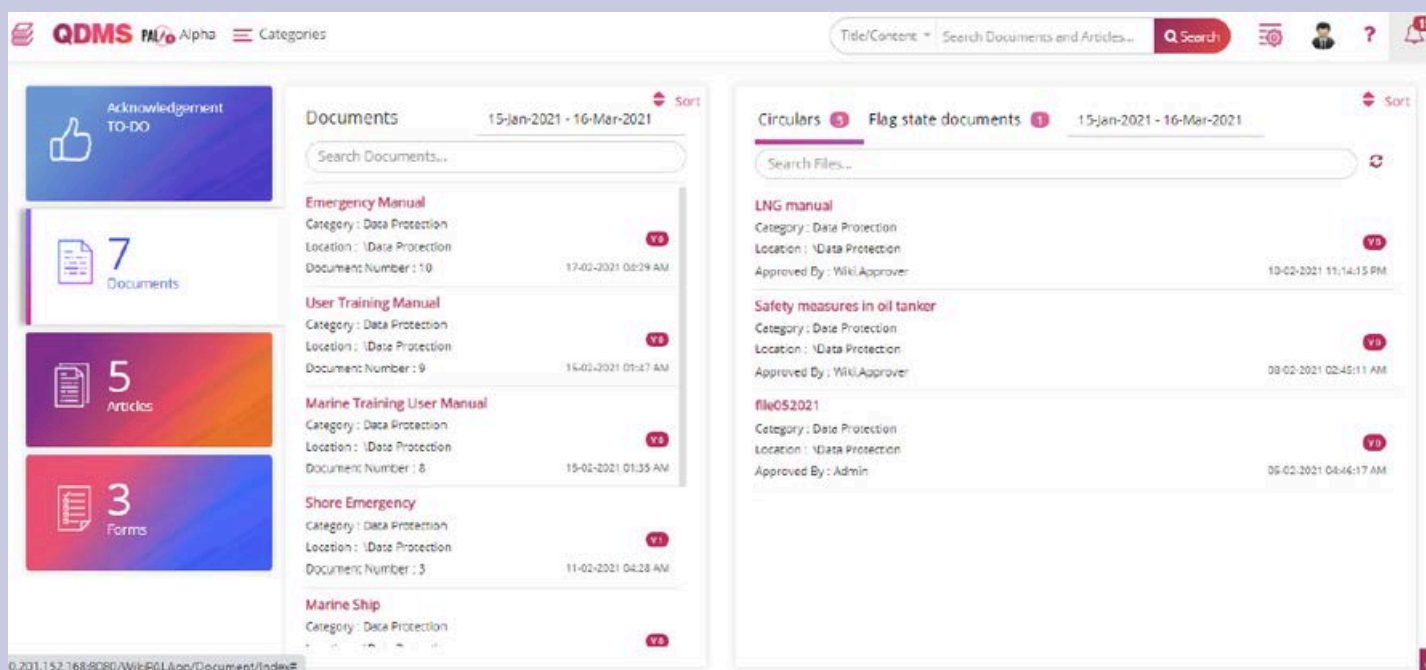


# IT - Launching of QDMS in MariApp software



By Mr. Kuroda, GL IT Group

- QDMS is one of module in MariApp for SMS and procedure management
- Shall be launched in November 2024
- Shall provide unrestricted access to all Officers and ratings onboard
- QDMS shall run together with present system for 1-2 months (Transition)
- Once end transition period, QDMS shall be only system for SMS and checklists
- Master shall be responsible for familiarization and awareness for all officers and crew
- Company shall provide Training materials (Documents & video)



## Advantages of QDMS over present system –

- **Single repository** : All procedures, forms and checklists available at one place
- **Dashboard**: Simple and smart layout for screen
- **Searching**: Quick and easy search option which can provide search results from all procedures in seconds
- **Updated**: Always latest document available so no confusion of old or outdated procedures
- **Support during inspections**: Proved to be handy tool during inspections as easily find information and show to inspector
- **Acknowledgement function**: User can acknowledge documents after reading within system so may remove mail and paper acknowledgements
- **User history**: crew shall view from own login id so user wise read history available which can assist determining document efficiency.
- **Change Request**: User can submit change request or revision proposal by single click within system

# Opportunities of engagement between ship & shore staff - Ship visit, Seminar etc



**Mr. Noami in RRB**



**TSI Jhang in RRB**



**MSI Prerit in SSE**



**MSI Delo in RRB**



**Filipino crew Seminar in Manila**



**Myanmar Crew Seminar in Yangon**



## Seafarer Page - Practices of Team Building onboard



*By Crew of Rich Harvest*



In order to build a strong team, fire drills, abandon ship drills and emergency drills are conducted at suitable times and every crew participated actively, creating trust in each other for the particular tasks in drills. **Training sessions promote crew skills and abilities to resolve conflicts between team members.**

Also, in the morning times, **Tool Box meetings are carried out in each department, creating time for crew members to talk to each other**, to discuss their views and opinions. During the meeting, performance goals are set and crews try to achieve it. Head of the department always explains the ultimate purpose of the jobs thereby enabling the crews to focus on what it needs to improve and achieve true end results. In the evening times, Senior officers and engineers in Deck and engine departments also conduct daily work plan meetings for the next day to ensure one department's actions will not affect another and to assist each other if needed.

One crew stated that he became stress-reduced and satisfactory with his jobs whenever **he received acknowledgement from officers.**

Last but not least, **Cultural festivals are celebrated onboard so as to strengthen bonds** between crews with different nationalities.

every crew onboard now takes part in **"Rich Harvest Team"** and our team is always trying to be on the track of cohesion in every way we can do for a harmonious and effective work environment.



### **Recognition for M.V. Elettra**

***We appreciate vessel submission however we could not put them in this edition. Please continue submitting and you will find place in next edition.***

You replied to this message on 10/11/2024 2:22 PM.



## Seafarer Page - Importance of physical and mental well-being for seafarer



**By Graig M. Balagtas (E/CDT of RAZ)**

Embarking on my first international voyage as a cadet, I have gained a deeper understanding of both the harsh realities and rewarding experiences of life at sea. While the seafaring life is often romanticized for it comes with a demanding schedule, isolation, and stresses that take a toll on both physical and mental health.

Seafarer faces numerous challenges from long periods away from home to the rigor of maritime duties. Physical health is crucial, but maintaining a fitness routine aboard is not easy. I've observed my fellow crew members cope in different ways; some jog on deck, others are using gym equipment, and few prefer the solitude of their cabins. Diet also plays a role with some crews finding comfort and camaraderie in shared meals.

Mental Health, often overlooked in discussions about seafaring, is equally vital. The isolation of being at sea can lead to loneliness and anxiety. I've seen experienced crew members actively support each other, creating a camaraderie that fosters resilience. Simple acts like sharing stories during meal, having karaoke nights and simple parties during holidays can play a significant role in boosting morale and mitigating stress.

Through working with people from diverse cultures, I've come to realize that each person copes with stress differently. Some find solace in conversation and companionship, while others seek comfort in solitude, watching movies or calling their loved ones when they can. Each of us finds our own way to manage the demands of life at sea.



### How I am managing??

For me, balancing mental readiness with time spent staying connected to our family has been essential to maintaining my well-being. I believe that a positive mindset is key to sustaining both physical and mental health, and this outlook keeps me motivated to improve every day.

Thankfully, awareness of mental health is growing in the maritime industry. Companies like Fuyo Kaiun and other maritime organizations have started implementing programs that prioritize the psychological well-being of their crew.

As I navigate the challenges of my career, I am learning that prioritizing both physical and mental health is not just beneficial but essential to thrive as a seafarer.

### Join us in Newsletter

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