4th Edition, Jan 2025 FUYO NEWSLETTER



Wishing you a Happy New Year

First of all, I extend my New Year's greetings with wishes for the safety of all FUYO vessels, and for the health and happiness of all FUYO seafarers and their families.

And also, in view of crew family gathering Xmas party in Yangon and Manila and periodical crew safety seminar in crewing agency, I would like to emphasize "engagement" with attached photos also I want to describe that taking into account of his performance evaluation including 1. documents are valid almost all the time and they renew expired documents as soon as they disembark 2. religiously attend trainings and have submitted their requirements 3. one-take medical examination (PEME) – immediately approved by medical clinic (no follow-ups), Best Model Seaman award and special award was given to 20 crews of Philippines and Myanmar seafarers and certificate for Appreciation for outstanding participation in the company's safety initiatives and campaigns (BP/NM reporting etc) was given to 10 seafarers in this crew family gathering parties.

In my speech at crew family gathering parting in Yangon and Manila, I have highlighted about 50th anniversary year in 2024 and our ambitions for creating more successful stories as we move towards another 50 years of excellence. Furthermore, I have emphasized our commitment to safe operations, team unity, and future goals, specifically focusing on achieving "ZERO accidents, ZERO incidents, and SAFE navigation." I have also explained that in 2025, our focus will shift towards "Cleanliness, Tidiness, and

Maintenance" to ensure our continued success and commitment to high standards.

Yasuki Noami Director, Fuyo

Crew Seminar in Yangoon in Nov 2024



Fuyo Christmas Party and Safety Seminar in Manila in Dec 2024

Flora Express



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

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

Observations from External Inspections



	Observation	Action				
	The starboard side lifeboat was not probably secured in the storage position with a gap about 5cm between the forward lower cushion and laft cushions and hull of lifeboat.	Confirm securing after drill or maintenance				
SIRE 2.0	During this inspection, one cross-border work permit was identified that did not have a recorded expiration date. Upon being pointed out, the deck officer in charge immediately corrected the problem.	No Tolerance on error in work permits by Oil Major. Always double check before closing				
	The hard casing of two fluorescent lights located on the lowest floor inside engine room were found with cracks. Vessel had spares but failed to notice	Carryout monthly inspection for light casing				
	The photo provided in Photo Repository was not showing hull port side forward end.	Provide Photo as per scope by OCIMF requirement				
	The uploaded HVPQ dated had missing or incorrect information under question.	Review and share to office if error observed				
	The operator's SMS procedure did not define the familiarisation process for electrical officer.	N/A as no electrical officer in fleet				
	There was no objective evidence indicating the passage plan briefing and operator's passage planning procedures had been attended by a member of engineering department prior to commencing a voyage or prior to each significant portion of a voyage.	Comply with new Passage Plan and involve CE or 1AE in meeting & discussion				

SIRE 2.0

Observations from External Inspections



Observation	Action
It was observed that the EPIRB fitted on port side wing bridge was not provide with pictorial instructions for manual operation.	Confirm pictorial instructions available
The ship's ballast water treatment plant was installed in a dedicated store on port side main deck. There was no objective evidence to show that atmosphere checking were conducted prior to entry or that time records were kept of each crew member's entry and exit. Operator procedures did not require the issuance of a confined space permit and the above records were not maintained.	Vessel BWTS is UV type so no hazardous gases present as per maker
There was no objective evidence indicating the stop work authority was considered while conducted a toolbox meeting, risk assessment, daily work planning or safety meeting on board. The same was not defined in the operator's stop work authority procedures.	Refer to new Tool Box meeting form and remind crew each day for stop work practice
The OP was not familiar with the company procedures for the operating, setting and testing of the mooring winch brake.	Involve duty officer in testing. Complete new CBT by all officers
It was observed that portside boot top at approximately the draft mark range 12.2 meters and 13.2 meters were coating breakdown and scratches. And mid draft marks on same section (12.2 meter to 13.2 meters) were deleted.	Inspect Draft marks regularly

Congratulations.... There are no PSC Observations in this quarter

KPI Status for Fuyo Vessels



Category	Reporting Resp.	Metric	Units	Target	Q1 (Jan- Mar)	Q2 (Apr-Jun)	Q3 (Jul-Sep)	Q4
	Resp.	LTIs	per month	0	1		2	0
		Near Miss	No. / Vsl / month. Not less than 5	5	5	7	9	10
Health & Safety Management &	HSSEQ	Best Practice	No. / Vsl / month. Not less than 2	2	2.8	3.0	3.6	3.3
Performance	HIJJEQ	Major Incidents	Number	0	0	0	0	0
		Incident, Accident, High potential near miss	Number	0	1	1	2	0
		RWC	Number	0	0	0	0	0
		MSI / OJTI visits	No. / Vsl / year. Not less than 2 visits	2	3	1	4	3
		NCNs per vessel	Number of NCNs/year. Not more than 10	10	0	0	0	0
		Vessel overdue NCNs	Number of NCNs/year. Not more than 2	2	0	0	0	0
Quality Assurance	HSSEQ	CEO, Manager visit	Number. At least 2 visits annually	2	0	0	0	2
		PSC / Flag State Inspection / deficiency	No more than 4/vsl/insp.	4	1.3	1.3	1	0
		SIRE / CDI / RightShip Inspection deficiency	No more than 4/vsl/insp.	4	1.0	6.3	7	10
		Overdue SHEQ Audits longer than 1 month	Number	0	0	0	0	0
Environmental	HSSEQ	Contained Spillage	No. / month	0	0	0	0	0
Performance	noord	Pollution Incidents	Number	0	0	0	0	0
\bigcirc		Number of underperforming appraisals	Per vessel / year. Not more than 2	2	0.4	0.3	0.5	0.3
Crew	Crewing	Crew disciplinary frequency	Per vessel / year. Not more than 3	3	0	0	0.4	0.0
Management Performance		Doctor's visit (not work related)	Total number of crew. Not more than 5%	5%	0.9%	1.2%	2.0%	0.7%
		Sea staff retention rate	Not less than 95%	95%	97%	98%	98%	97%
		Terminal feedback less than 3	No. / Vsl / year	2	0	0	0	0
		Cargo Contamination	Per vessel / year	0%	0	0	0	0
Operational Performance	Operations /HSSEQ	Down time	% days per year. Not more than 2%	2%	0	0	0	0
		Off- hire	% days per year. Not more than 2%	2%	0	0	0	0
		Certification and Class Surveys overdue	Number	0	0	0	0	0
		Outstanding PMS Items per vessel	% outstanding. Not more than 4%	4%	1%	0%	0%	1%
Technical		No of Critical Equipment failures and Critical Defects Overdue	Number	0	3	0	1	1
Performance		Overdue Technical Inspections longer than 1 month	Number	0	0	0	1	0
		Technical Inspections	No. / Vsl / year. Not less than 2 visits	2	5	6	6	4
		Open Conditions of Class	vessel/year	2	0	0	0.0	0.0
		Technical Defect	Number / vessel / month	2	0.6	0.8	0.9	0.5

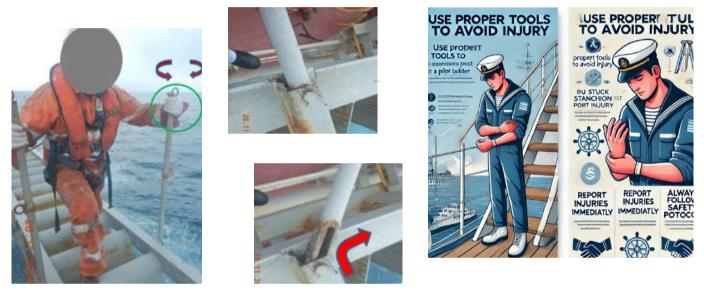
Lessons Learnt from Injuries



Bosun left wrist injury during securing of combination ladder (Port side)

What happened?

During the preparation of port side combination pilot ladder, OS was pulling one of the jammed stanchion using all of his force to remove it. Unfortunately, during pulling, his left wrist accidentally twisted which caused pain in his wrist.



Direct cause:

Twisting of wrist while putting excessive force when attempting to remove a jammed stanchion post

Rootcause:

• Rushing for the job to remove jammed stanchions

Lesson learnt

- Lubricate movable parts in working condition to avoid panic
- Inspect Gangway and Pilot ladder 1 day prior arrival
- Call for assistance when job is not going as planned
- Never rush for job completion. Things may not go as planned

If you think Safety causes delay or inconvenience, Try accidents. Always remember that It is better to be late then Never

Lessons Learnt from Incidents

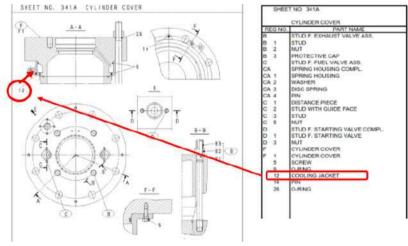


Cooling Jacket Crack and Water Leakage

What happened?

While en route, the main engine's No. 1 cylinder cover cooling jacket developed a crack, causing water leakage. The vessel was stopped for repairs, during which the damaged jacket was welded and temporarily restored.





Direct Cause:The crack in the main engine's No. 1 cylinder cover cooling jacket caused water leakage, requiring immediate repair to restore engine functionality.

Root Causes:

- Low Nitrite level in Cooling water due to Inadequate Chemical dosing
- Lack of supervision for onboard chemical testing

Lesson Learnt

- Timely Detection and Action: Regular monitoring and prompt repairs are critical to minimizing downtime and preventing further damage.
- Preventive Maintenance: Maintaining proper nitrite levels and conducting routine inspections are essential to avoid similar issues.
- Preparedness: Ensuring critical spare parts are available onboard reduces delays and enhances operational reliability.

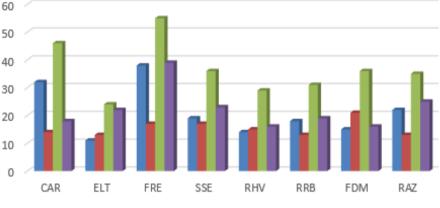
In Fuyo Fleet, Lack of supervision is becoming common cause in all machinery related incidents. Are you having good maintenance supervision onboard your vessel??????

Learning from Near Miss Reports -Analysis



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

Vessel Submissions in 2025



 Discuss such practices in Tool box meeting and Safety meeting.

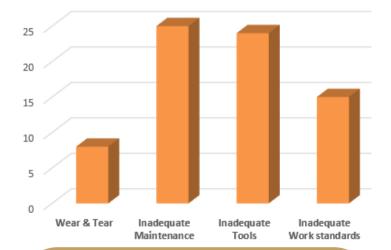
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• Identify barriers (PMS, Design, Best practice) to prevent such conditions

Categoriers of NM Reported

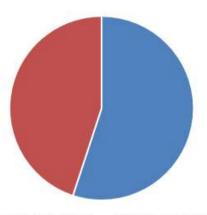


NM with cause as Job factors



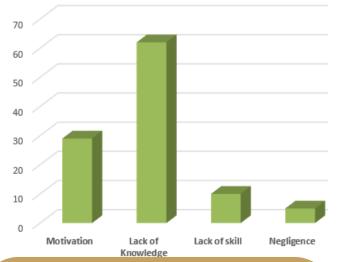
Follow company campaign for good maintenance onboard

Immediate Root Cause



Sub standard practices
 Sub standard condition

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



NM with cause as People

Train and mentor crew and juniors at all opportunity e.g. drill, TBM, Meeting

Learning from Near Miss Reports-Sub Standard Practices



Dangerous standing position during making fast Tug

Outline:

While taking stopper during making fast tug, crew posture was crossing leg over Tug LIne

What should have been done?

Crew must stand clear of Line to prevent injury in case of accidental parting

Preventive Action:

- Mooring station in-charge should stop such action immediately
- Discuss with crew in TBM before station

Always check your position during mooring



Hands not free while climbing down from ladder in Tank

Outline:

During tank cleaning, Crew climbing down on stairs in tank with Mop in one hand.

What should have been done?

Crew in-charge can lower all tools using bucket or line and use both hands for climbing on ladder

Preventive Action:

- Do not take shortcut.
- Both hands free on ladder





No PPE (Safety Goggles) while using Grinder on deck

Outline:

During deck maintenance, Crew forgot to put safety googles while using Grinder

What should have been done?

Always Carry Goggles and put in eyes before staring grinding work

Preventive Action:

• HOD should instruct crew for No tolerance on PPE violation in TBM.

No Tolerance for PPE non usage



Improper Garbage segregation as metal and glass disposed together

Outline:

During preparing garbage for landing, Crew noticed Metal and glass bottles in same drum **What should have been done?**

Crew must follow GMP and segregate garbage at source.

Preventive Action:

• In Safety Meeting, Remind crew for Garbage segregation



Learning from Near Miss Reports-Sub Standard Conditions



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Signs of damage in Crane Hoisting Wire

Outline:

During greasing of crane hoisting wire, crew noticed damage signs and informed HOD

What should have been done?

HOD Must follow inspection routine to check wire condition regularly.

Preventive Action:

- Discuss with crew and explain
- consequences.





Securing Gangway without removing Grab chain of Gangway

Outline:

During securing Gangway, Grab chain found in position which can damage stanchions.

What should have been done?

Crew must remove grab chain before securing and out it back once secured

Preventive Action:

• Keep reminding crew before gangway operation & TBM

Handle deck machinery carefully to avoid any damage



Accidental release of Mooring ropes from shore Hooks

Outline:

Vessel was moored however crew noticed rope came out of hook during rounds

What should have been done?

Terminal should also keep check on hook condition and monitor it is working.

Preventive Action:

• Good mooring rounds are essential for safe discharging operation

Manifold watch must keep overview of all ropes periodically



Improper Shore gangway setup in Tidal port

Outline:

Few hours after securing Gangway, Crew found gangway is not positioned properly due to change in Tide

What should have been done?

Inform Tidal range to crew in Pre cargo meeting and provide tidal chart to deck crew **Preventive Action:**

• Crew should keep Tide movement for good monitoring of Gangway and mooring

Damage to Gangway can cause cargo stoppage



Sharing of Best Practices from Fleet



RRB- Installing Lifting Handle at E/R Floor plates

Outline:

Due to frequent working in this area, Crew has to remove floor plate above cooling water pump frequently. Without lifting handles, it is dangerous as finger may get caught.

To protect injury, Crew installed lifting handles and now it is convenient to work.



RAZ - Installation for Life line box near Life Bouy

Outline:

Life line on exposed area of deck frequently get entangled. Crew had to make it correct or it could result in serious external observations. Most important is not ready for deployment in case of emergency.

Crew came with good idea to put lifeline in box which will prevent any such issue.



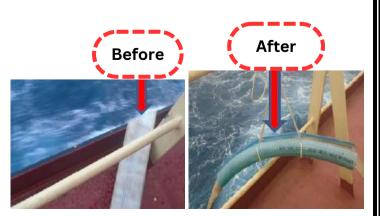
Have you Implemented??

RHV - Bent Free arrangement for Gas Free Fan discharge Hose

Outline:

While using Gas free fan, Water discharge hose has to be put over sea however due to bent, flow get restricted which affect fan performance.

Crew used small section of plastic hose to provide curve so that good flow maintained.



FDM - Fabrication of Grab Maintenance Tool

Outline:

Last year, One of our crew had finger injury during Grab Maintenance.

For this regular job, crew prepared special tool which can minimize possibility of injury and assist ship staff for convenient work style.





Safety Culture's Impact on Seafarers' Health



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By Capt. Devasish Bhaumik, DPA EAM/QAM Setting Sail Towards Safety

The maritime industry thrives on the dedication and resilience of seafarers who face challenging environments daily. To protect their physical and mental health, a robust safety culture is not just important—it's essential.

Why Safety Culture Matters

- **Reduces Risks:** Training, protocols, and proper equipment prevent accidents.
- **Builds Confidence:** Drills and communication prepare seafarers for emergencies.
- Promotes Resilience: A safe environment supports mental well-being.

The Cost of Neglect

A weak safety culture can lead to:

- Increased accidents and unsafe working conditions.
- Stress, anxiety, and depression from prolonged exposure to uncertainty.
- Hesitation in reporting risks, creating a cycle of danger.

Prioritizing safety helps seafarers not just survive but thrive physically, mentally, and professionally.

Project Smart Fuyo - Convenience to Compliance

By Capt. Prerit Awasthi, Project Leader

Smart Engineers







Visualization: How Ship & office staff will be working??

Simplification: How we will be implementing??

Convenience: Does staff can follow easily??

Work Culture: Does everyone need to be changed?

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From sailing Staff

- We need your good cooperation for adapting onboard
- Develop learner mindset for training and sharing within your ship staff
- Never hesitate to share concern with project team (smartfuyo@fuyokkk.co.jp)
- It is possible only when we do it together. We require very strong team work



Smart Information

Management

How Vessel Performance Feedback Helps Fuyo Kaiun Grow



By Mr. Seike, GL Operation Group

Why Customer Feedback Matters

- Effective feedback management is essential fordelivering stellar customer experiences.
- Feedback systems help measure satisfaction, build loyalty, and achieve digital transformation.
- In challenging times, listening to customer voices is more crucial than ever.

Benefits of Vessel Performance Feedback from Terminals

- Understand Customer Perception Gain insights into the strengths and weaknesses of the FUYO KAIUN fleet from the terminal's (customer's) perspective.
- Data-Driven Improvement Use feedback data to enhance vessel performance and optimize future operations.
- Strengthen Customer Relationships
 Foster trust and loyalty by addressing customer concerns and meeting expectations.

How the Feedback Benefits the Entire FUYO Team

• Company-Wide Understanding

Feedback bridges the gap from vessel crews to office teams, ensuring everyone understands customer needs.

• Proactive Adjustments

Quickly identify areas for improvement and act to deliver exceptional service.

• Growth & Innovation

Use feedback to drive continuous improvement and stay ahead in the maritime industry.

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Environmental Compliance -Fuel EU Maritime

By CE Subir , GL Technical

FuelEU Maritime: Steering Toward a Greener Future

Starting January 1, 2025, the EU will implement the FuelEU Maritime regulation to promote the use of renewable and low-carbon fuels in shipping, aiming to reduce greenhouse gas emissions and enhance sustainability in the industry.

GHG Intensity Baseline:

In 2020, the average maritime energy GHG intensity was 91.16 gCO2e/MJ.

The regulation requires:

- 2% reduction by 2025
- 6% by 2030, accelerating to 80% by 2050

Scope:

- 100% energy used in EU/EEA voyages and port calls
- 50% of energy for voyages entering/leaving EU/EEA

Onshore Power:

Passenger and container ships must use onshore power at relevant ports starting 2030.

2024	 Submission of a FuelEU Monitoring Plan to an accredited verifier (Class NK). Monitoring Plans to be shared with EU-calling vessels by August 31, 2024. 						
2025	 FuelEU monitoring begins on January 1, 2025, tracking fuel consumption, carbon emissions, and distance traveled. 						
2026	 Annual FuelEU reports for each ship must be submitted by January 31, 2026. Compliance balance approvals are required by April 30, 2026. Document of Compliance issued to vessels by June 30, 2026. 						

Together, we can navigate toward a greener horizon!

- Transition to renewable energy sources
- Implementation of the FuelEU Maritime regulation from 2025
- Setting ambitious GHG reduction targets—80% by 2050





Opportunities of engagement between ship & shore staff - Ship visit



DPA Devasish in CAR



Capt. Song in RRB



OJTI Mykola in RHV

RICH HARVEST

TSI Zhang in RAZ



OJTI Mykola in FDM



Seafarers' Wage increasement in 2025



By Capt. Song , GL Crewing Group

Salary Increase for All Seafarers

- starting in 2025, salaries for all Fuyo Kaiun seafares will be increased.
- This decision reflects our appreciation for your dedication and professionalism.
- Your hard work is the foundation of our success, and this adjustment is a recognition of your contributions.

Investing in Our Shared Future

- A Partnership Approach: This is more than a financial adjustment—it's an investment in our mutual growth.
- Empowering You: We aim to create an environment where you feel valued and equipped to perform at your best.
- Support & Resources: We are committed to providing the training and opportunities you need to succeed.



Striving for Excellence Together

- Commitment to Excellence: This step forward reminds us of the need for continuous improvement.
- Facing Industry Challenges: Collaboration, innovation, and resilience are key to tackling new challenges.
- Our Goals: Focus on operational efficiency, safety, and environmental sustainability as hallmarks of success.

Salary Increase for All Seafarers

- Gratitude & Recognition: This increase is a testament to our appreciation for your dedication.
- Looking Ahead: Together, we aim for greater achievements and a brighter future.
- A Commitment to Success: Let's continue sailing toward shared growth and prosperity

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Seafarer Page -Practices of Team Building onbord





Seafarer Page - Embracing Family and Camaraderie Abroad



By: Emeil Anthony I. Limpin(C/O of RAZ)



End of a Journey : Rich Azure

As my contract comes to an end, I reflect on how life on a ship is much like being part of a big, diverse family. Each crew member brings their own unique personality, quirks, and challenges, yet what truly binds us together is our shared commitment to a common goal—working safely and ensuring everyone returns to their loved ones in one piece.

Just like in any family, we experience moments of joy, laughter, and sometimes tension, but it is the collective support and camaraderie that make the journey worthwhile. As I prepare to leave Rich Azure in good hands, I take comfort in knowing that my family will continue to care for her, just as we have all cared for one another. The shared experiences and sense of belonging we've built together will always hold a special place in my heart.

As I close this chapter aboard Rich Azure, I carry with me the warmth of our shared experiences and the bonds we've forged. Though my journey here is ending, the spirit of our ship family will remain in my heart, guiding me as I embrace new adventures. Here's to the memories we've created and the lasting connections that will always be a part of me. Life at sea teaches us that we are not just a crew, but a family bound by shared goals and unwavering support. As we navigate the waves together, it is the joy, laughter, and camaraderie that make every journey worthwhile, reminding us that we are never alone in our voyage.

Join us in Newsletter

If you want to see your name and photo, Do send us Article related to shipboard working orHealth or safety by 15th Jan. Max 1000 characters with 1 or 2 Photos. >>hsseqgroup@fuyokkk.co.jp<<<