

2nd Edition,
July 2024

FUYO NEWSLETTER



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Editor's Message

Difficult to start by easy
to maintain. Here we
present our 2nd edition
to our seafarers. We got
good feedback and
improvement
suggestions which we will
incorporate. Let's
improve our working
culture by bringing new
work practices.
Capt. Prerit Awasthi, MSI

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



Dear Sailing and shore staff of Fuyo,
Konichiwa

By working as a tight-knit crew, we can create an environment where safety flourishes because **our top priority is your safety**. Through sharing best practices, adopting proactive approaches, and continuously honing our skills, we empower every member of Fuyo, to prioritize safety in everything we do. We dream, wish, pray and work for safe return of crew to their beloved home and spend much deserved vacation with their family members.

Simultaneously we need to keep our standard high to survive in this challenging industry. Thus we request your utmost professional behavior to

- **Operate efficiently**
- **Maintain good condition**
- **Perform well in external inspections**
- **Support in Cost management**

Let us work together in achieving high quality ship management with regards to safety, health, Environment and performance.

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

Observation	Action
Ch. 5 As per onboard records, absentees for the Safety Meeting Minutes were not listed. Second Officer reportedly the repeated absentee in the Safety Meeting.	Rotate navigation officer each month so that no trend of same officer
Ch. 5 Pumproom entry log were kept in the Pumproom entrance, when Vetting inspector and 1 Senior Officer entered Pumproom at 1015H for inspection the entry log last record was 0340hrs ~ 0352hrs.	Ensure no entry in enclosed space without entry in log
Ch. 4 The X band and S Band Radar scanner motors were required to be renewed or overhauled every 10,000 hrs as per Maker's manual. however vessel had not carried out any overhaul or renewal of the motors since delivery. Both X & S band radar motors had clocked 23,473 hrs / 23321 hrs since delivery.	Verify Matrix data before submission to company (as per OCIMF Guidance)
Ch. 8 Remote alarm setting for offshore manifold pressure in CCR was set at 10 bars, while discharge pressure was 7 bars.	Record monitoring of off shore manifold in log book
Ch. 10 The deep well Framo pump manual required the particulate matter and water analysis test to be carried out every 03 months. The full oil analysis was recommended annually. The operator's procedures required the tests to be only carried out annually. No 03 monthly tests by shore were carried out.	SMS Revised and now analysis test <= 3 months interval
Ch. 10 According to operator procedures sample for L.O. sent for analysis every 12 months however M/E manufacturers manual stated on page 708-40 that oil sample should send ashore for analysis at least every 6 months.	Comply with maker manual and ensure landing sample before guidelines
Ch. 11 Moderate to dark green sea growth was noted below the 8-meter draft all along the port side from forward to aft.	Check hull condition periodically and inform office

Observations from External Inspections

Observation	Action
<p>The following publication(s) were not available:</p> <ul style="list-style-type: none"> - IMO Res A.1050(27) - Revised Recommendations for Entering Enclosed Spaces aboard ships - Best Practice Regarding the Use of Portable Electronic Equipment Onboard Tankers (for tankers): - Best Practice Paper Regarding Managing Electrostatic Hazards in the Collection of Liquids in Portable Containers (for tankers) 	<p>Ensure latest and newly published publications are onboard for reference</p>
<p>When doing the engine room inspections, found that the PPE including safety goggles and face shield located at the sewage treatment plant and chemical storage at the steering gear room were in poor condition. The goggles and face shields were replaced by new ones before the inspector left the ship.</p>	<p>Safety Officers to check PPE during monthly rounds</p>
<p>The enclosed space entry and rescue drills were done every two months as per drill schedule however in the last 16 months, no rescue drills in cargo tanks were done although required every 12 months as per company procedures.</p>	<p>Refer Annual Planner each time when planning drills</p>
<p>The Master had last attended a Bridge Team Management/Resource Management course in March of 2019 (i.e. > 5 years ago). The Chief Engineer, First Engineer and Second Engineer had not attended an Engine Room Simulator course.</p>	<p>Confirm validity of BRM for navigation officers and ERM for engineers within 5 Years</p>
<p>When operated, the level sight glass of the inert gas line pressure / vacuum breaker unit was stuck at zero (IG line pressure at the time was 500 mmWG). The same was made operational during the course of the inspection.</p>	<p>Check PV Breaker before arrival ports specially sight glass reading</p>
<p>The pneumatic operating controls (local) for the engine room ventilation fire dampers were not marked with IMO symbols. IMO symbols were posted during the course of the inspection.</p>	<p>Safety Officers to check markings and IMO symbol while monthly inspection</p>

Observations from External Inspections

Deficiency	Action
Ship structure access Manual found not approved by Administration (found only a seal of Class, but missing evidence that its operate on behalf of the flag). Code 17	Inform TSI for Class reference letter
In the Fire training manual missing any informations/details/instructions about two-departure way radio eq. of firemen. Code 17	Ensure details entered in manual
Lack of control during fire drill: 1) nobody closed ventilation/insulation in galley (scenario); 2) wrong evaluation of door's temperature by fireman (with glove). Code 17	Conduct drill in realistic manner
Ship has 2 Oil Record Book (Part 1 & 3). Code 17	'Renamed the record book from "ORB Part III" to "Record Book for Annex VI Part III". (Applicable only for Singapore Flag)

Lessons Learnt from Doctor Vists

Increasing Cases of Muscular Pains around Abdomen & Chest in fleet

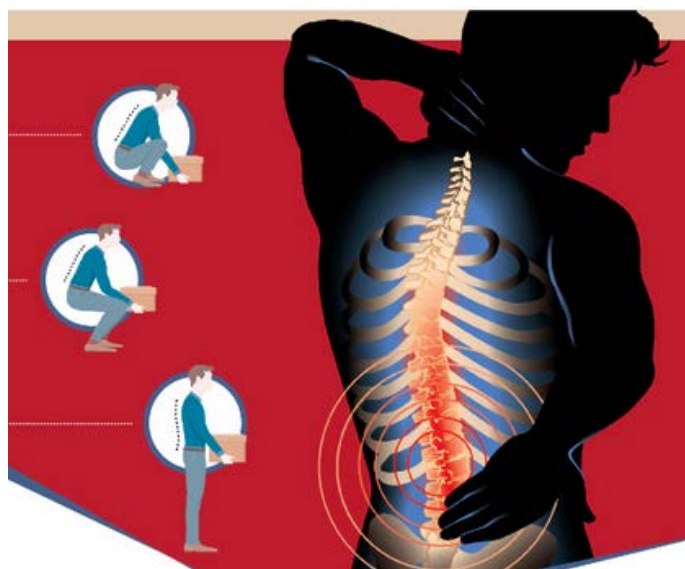
What Happened?

Recently we received two cases of Junior officers having muscular pain in lower back and Chest area as below,

- 3/O observed pain in lower chest area which got unbearable after assisting in bond store securing. Master arranged doctor visit and He is recovering well with prescribed medicines. No serious issue advised by Doctor. Presently he is continuing routine work.
- 3/E observed pain in lower back area continuing for 20 days. Master provided pain killers and pain subsided. Doctor visit could not be arranged due to inconvenient port. Presently he is continuing routine work and waiting for suitable opportunity for visiting Doctor.

Lesson learnt

- HOD's to be considerate while assigning jobs in Toolbox meeting with individual crew capabilities & experiences. Provide special guidance for young and junior crew.
- Special considerations and more discussion during Tool box meeting if Lifting work, shifting work or non routine work is planned
- Re-emphasize safe working in every Safety meeting with all crew. Special consideration for lifting postures and stop work procedures.
- In Safety Meeting, Remind all crew to raise stop work if they have any existing health conditions which can cause further discomfort.



More serious back injuries can lead to long-term disability that may affect your mobility or independence.

Lessons Learnt from Incidents

Damage of Main Engine Lube Oil Pump Motor

What Happened?

While at anchorage, Crew were notified with alarm from Engine control console No. 1 M/E Lub. oil pump motor abnormal stop. Crew noticed auto changeover of Main LO pump to no.2 standby pump and No. 1 Main LO pump, which was in service, its MCCB was tripped. Upon immediate checking at local side, noticed burnt smell & hot motor casing. Insulation test shown motor already grounded.

Crew found out that the motor bearing at the load/drive side was detached from the bearing housing cage and bearing balls were totally de-railed from inner ring bearing cage upon opening motor. The rotor winding rubbing with stator could cause the motor burn out before the breaker was tripped automatically.



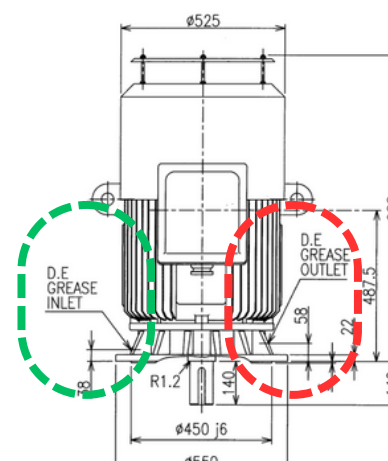
Causes and Contributing factors

Direct Cause: No grease causing running motor dry.

Root Cause: While routine greasing, crew did not open drain plug opposite to grease nipple to drive out old grease. New grease did not enter bearing.

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 engineer should always mentor juniors by involving them in maintenance jobs.



Basis Root cause, this is repetitive incident.
Old Grease must be removed by new grease

Learning from Near Miss Reports

Analysis of Near Miss Reports - Apr to June 2024

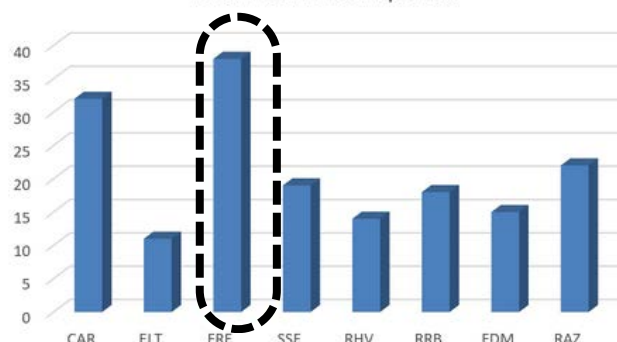
- Encourage junior and rating for participation (One from each).
- Report good quality NM for sharing
- Report from all areas such as Navigation, Mooring, Bunker, Cargo , Machinery operation

Categories of NM Reported



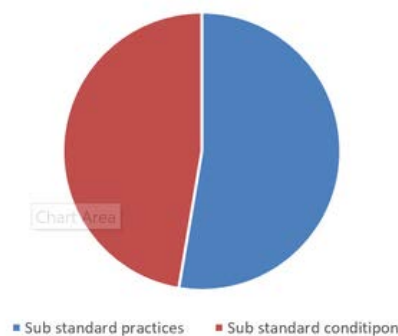
- Discuss such practices in Tool box meeting and Safety meeting.
- Identify barriers (PMS, Design, Best practice) to prevent such conditions

Total Near Miss Reported

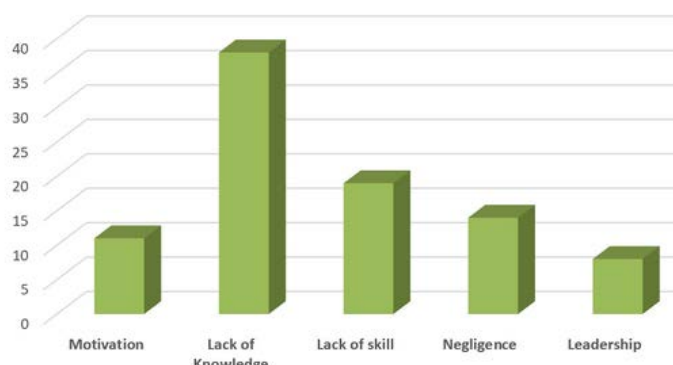


- Must report if consequence is Injury or health as it can save someone's life.
- Identify Environment related NM and report.

Immediate Root Cause

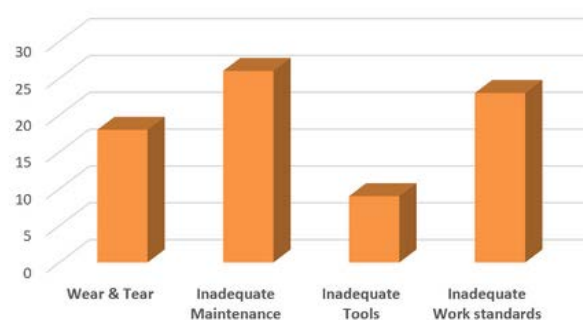


NM with cause as People



Demonstrate good leadership and mentor your juniors

NM with cause as Job factors



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

Learning from Near Miss Reports - Sub Standard Conditions



Crane Block not rotating Freely

Outline:

During testing of provision crane, crew noticed that crane block is not rotating freely.

What should have been done?

Regular greasing shall allow free movement.

Preventive Action:

- Confirm Greasing interval in PMS for all Crane blocks
- CE & CO must check and confirm during monthly safety rounds

- Damage to wire due to friction
- Damage to block due to friction
- Wire may part during lifting



Unresponsive Trackball of ECDIS

Outline:

OOW noticed trackball of ECDIS is not responding during navigation watch

What should have been done?

Regularly clean trackball as per maker manual to prevent dust and dirt accumulation.

Preventive Action:

- Check maker manual on correct procedure of cleaning trackball
- 2nd Officer must ensure that trackball cleaned at regular intervals



- Unable to use ECDIS in critical situation
- Arising of panic situation in wheel house specially during congested waters.

Plastic Bag left in Ballast tank after inspection

Outline:

After tank inspection, officer checked before closing manhole and found one plastic bag inside tank.

What should have been done?

No loose items, tools and equipment should be left inside tank. Carry only necessary items when entering ballast tank.

Preventive Action:

- Entering team must count loose items and tools before and after entry in such spaces
- In TBM during day of inspection, emphasise housekeeping and securing with in department



- Bag can damage valves and pump if get stuck during deballasting
- Unable to de-ballast or delay in cargo operation due to damage

Floor Plate cover missing in E/R Bottom platform

Outline:

During night rounds, Oiler discovered one floor plate missing in bottom platform which was opened in morning time.

What should have been done?

Once finished maintenance, crew should box back floor plate in designated location.

Preventive Action:

- Discuss securing plan during TBM and On site meeting
- HOD MUST take round after job completion to confirm securing & housekeeping.

- Crew can fall and get seriously injured
- Damage to machinery, valve or pipelines in event of some fall



Learning from Near Miss Reports - Sub Standard Practices



W/T Door not secured after opening Paint locker

Outline:

During routine work, Bosun noticed one crew opened paint locker and did not secure door by hook.

What should have been done?

Crew must secure door properly to avoid banging due to rolling.

Preventive Action:

- Keep reminding crew specially young crew to follow correct practice.
- During rounds, observe and use stop work if not securing by hook even for small job

- Severe injury due to sudden movement of door
- Damage to door or bulkhead caused by banging



Spectacle blind flange of Tank cleaning line left in Open condition

Outline:

During rounds, Master observed blind flanges leading to TC machines in open condition.

What should have been done?

Once completed TC operation, these flanges should be turned to close condition before operation.

Preventive Action:

- in TC Plan, mention turning of flanges at appropriate stages.
- After TC operation and before loading, Reconfirm condition by responsible person



- It may cause contamination of cargo
- Leakage from machine can cause spill during operation

Carrying heavy items in pushcart without securing them

Outline:

While transferring drums from forward to aft, Crew used pushcart without lashing drums to pushcart

What should have been done?

While transferring on push cart, items must be lashed and secured properly.

Preventive Action:

- During TBM, responsible person should highlight if heavy lifting or shifting planned
- Bosun should supervise such high risk job as young crew might take shortcuts.



- Injury to crew if items loose balance and hit on finger
- Damage to equipment or item if fall on deck

Removing shaft while circlip in place on shaft bushing of BWTS Filter

Outline:

While overhauling BWTS Filter element, CE noticed that circlip was not removed before removing shaft.

What should have been done?

Circlip must be removed first then pull out backflush shaft bushing.

Preventive Action:

- In TBM, discuss and explain step by step procedure as per maker manual
- Senior engineer supervision for critical stages of overhauling

- Breaking of circlip due to forcible removal
- Unavailability of BWTS due to spare part damage



Sharing of Best Practices from Fleet

Installing Divider in Garbage store for good segregation

Outline:

Garbage segregation is critical for environment and also for hygiene management.

Quantity graduations will help for good estimation of quantity for declaring to shore reception.

FROM - RAZ



For quick donning of SCBA suits, made holding bracket in locker

Outline:

In stowage location, Vessel installed brackets so that SCBA sets can be hanged and quickly deployed by Fire man in case of emergency.

FROM - FDM



Have you Implemented???



FROM - FDM

Fabrication of detachable stand for lifting bunker hose

Outline:

For safe and smooth connection operation of bunkering hose, detachable stand fabricated by ship staff. It can be deployed easily near bunker manifold and transfer weight of flange using chain blocks and slings.

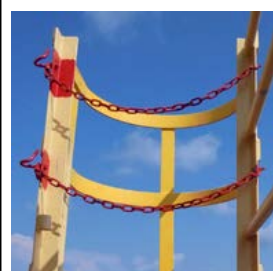


FROM - FRE

Fabrication of additional chain support in Railing

Outline:

In provision crane working area, no barrier was available even working at height. Vessel installed chain support so that crew can work with free mind ensuring fall protection is available.



Sharing of Best Practices from Fleet

Strap provided for Gas detectors to prevent fall

Outline:

Vessel faced one unfortunate event as pocketable detector was fallen from crew pocket while working on deck.

AS detector need to be carried during cargo watch or tank inspection, there is high possibility of recurrence. Vessel attached strap to detector to prevent from falling.

FROM - FRE

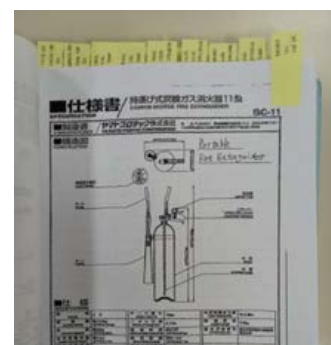


Provided index for specific equipment in LSA / FFA Manual

Outline:

Fire Safety booklet is large in size and comprises many equipment. To save time, vessel provided index and post it information for each equipment for searching and updating quickly.

FROM - RRB



Have you Implemented???



FROM - ELT

Repainting chemical rack in white to easy spotting leakage

Outline:

Sometimes chemical start leaking if stored over long period. It is dangerous to lift them without knowing leakage.

Vessel painted rack floor with white paint so that leakage will be readily apparent and crew will take extra caution while handling those.



FROM - FDM

Fabricated special tool for pushing wire end during replacement

Outline:

During replacement of hoisting wire, wire end pin to be pushed. Due to limited space, There is possibility of finger getting injured. CE fabricated special tool which can work effectively to remove wire end pin.



HSSEQ - Safety is not just important, It is paramount



By Capt. Dev Bhaumik, DPA & HSSEQ GL

Safety is crucial for several reasons:

1. **Physical Health:** Ensuring safety helps prevent accidents and injuries, protecting your physical well-being. From wearing helmets on deck to using protective gear in hazardous environments, safety measures minimize the risk of harm.
 2. **Mental Well-being:** A safe environment contributes to mental health by reducing stress and anxiety. When you know you're in a secure setting, you're more likely to feel calm and focused, which supports overall mental wellness.
 3. **Productivity and Efficiency:** In both personal and professional settings, safety measures can improve productivity. When people feel secure, they're more likely to perform well and be engaged in their tasks.
 4. **Prevention of Financial Loss:** Accidents and unsafe practices can lead to significant financial costs, from medical bills to property damage. Prioritizing safety helps mitigate these potential expenses.
 5. **Legal and Ethical Considerations:** Many safety protocols are legally mandated. Adhering to these regulations not only avoids legal consequences but also demonstrates a commitment to ethical responsibility.
 6. **Social Responsibility:** Ensuring safety in your community or workplace contributes to a culture of care and respect. It fosters a sense of trust and cooperation among individuals and groups.
 7. **Long-term Stability:** A focus on safety supports long-term well-being and stability, allowing people to plan for the future with greater confidence and security.
- Overall, safety is foundational to living a healthy, productive, and fulfilling life.



Safety is collective responsibility. NM or BP or Incident you share, can save life of someone else in your ship or in another ship !!!!!

Operation - Collecting and submitting Terminal Feedback after Cargo work



By Capt. Seike san, GL Operation Group

WHO

Master shall be responsible and collect feedback from loading master or terminal representative

WHY

To improve our operation efficiency and serve customer better, started terminal feedback activity last quarter

WHEN

At each operation (Loading or discharging) once completed cargo work

HOW

Master shall present this form to terminal for scoring and comments in various areas

	Fuyo Kaiun Co., Ltd. ^{c2}	Form No. ^{c2}	Issue Date ^{c3}	24 May 2024 ^{c4}
	Cargo and Operations Folder ^{c2}	OPS 87 ^{c2}	Revised Date ^{c3}	^{c2}
			Version No. ^{c3}	1.0 ^{c2}

Vessel Performance Feedback from terminal^{c2}

Ship's name: _____ Port.: _____ Terminal: _____
 Type of Operation: _____ Date: _____ Name of Master: _____
 Master shall present this form to terminal representative after operation for performance evaluation purpose.^{c2}

o. ^{c2}	Questions ^{c2}	Grades ^{c2}	Remark if any (Must for No or NA) ^{c2}
1 ^{c2}	Did vessel discuss all relevant information before and during cargo operation? ^{c2}	① ② ③ ④ ⑤ ^{c2}	^{c2}
2 ^{c2}	Did vessel comply with all regulations of port and terminal? ^{c2}	① ② ③ ④ ⑤ ^{c2}	^{c2}
3 ^{c2}	Did vessel staff communicate properly before, during and after operation? ^{c2}	① ② ③ ④ ⑤ ^{c2}	^{c2}
4 ^{c2}	Did vessel staff behave in professional manner for operation, gesture? ^{c2}	① ② ③ ④ ⑤ ^{c2}	^{c2}
5 ^{c2}	Did Cargo operation complete as per your expectations? ^{c2}	① ② ③ ④ ⑤ ^{c2}	^{c2}
6 ^{c2}	Did vessel machinery and equipment suitable for conducting operation safely? ^{c2}	① ② ③ ④ ⑤ ^{c2}	^{c2}
7 ^{c2}	Is there any delay or trouble observed during this stay? ^{c2}	① ② ③ ④ ⑤ ^{c2}	^{c2}
8 ^{c2}	Did vessel prepare cargo documentation before, during and after operation efficiently? ^{c2}	① ② ③ ④ ⑤ ^{c2}	^{c2}
9 ^{c2}	Would you like this vessel to return to your terminal for another operation? ^{c2}	① ② ③ ④ ⑤ ^{c2}	^{c2}
10. ^{c2}	Is there deficiency or area of improvement which require follow up with terminal after departure? ^{c2}	Yes / No ^{c2} If yes, put in additional comments ^{c2}	^{c2}

1- Unacceptable, 2- Below Satisfactory, 3- Satisfactory, 4- Good, 5- Excellent^{c2}

Any Additional Comments:^{c2}

Master Comments:^{c2}

Name:^{c2} Designation:^{c2} Signature:^{c2}

WHAT`s NEXT

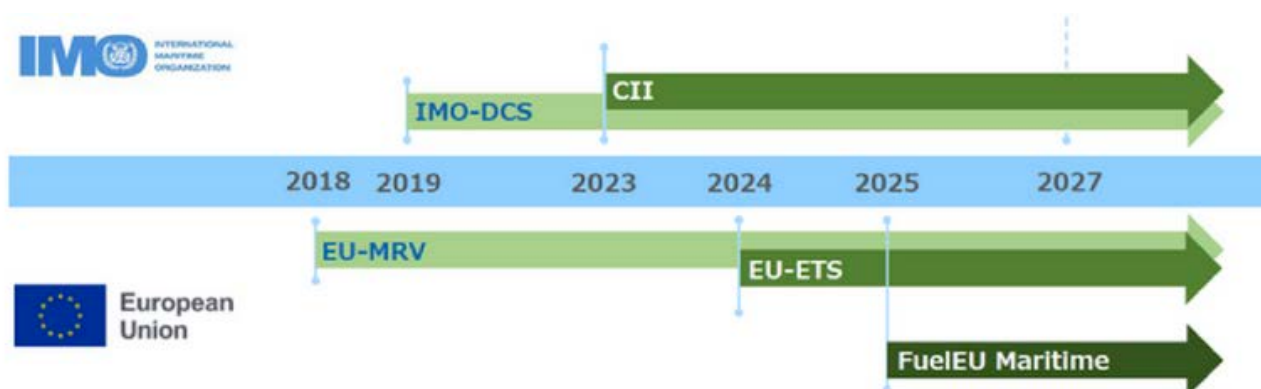
Completed feedback shall be sent to OPS team after departure. Master comment mandatory if negative feedback or deficiency

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

Environment - Importance of data reporting daily/ Monthly FO reports

By CE Subir san, GL Technical Group

The IMO DCS and EU MRV, Both the IMO and EU regulations are having an impact commercially on maritime industry. IMO DCS is based on the CII ratings system and the vessel need to attain optimum rating (C or above). EU MRV has a direct impact commercially in terms of EUA which is based on 100 Euros / Ton of CO₂. The source of both the regulations is FO consumption data, Cargo data and bunkering data. For the vessels and ship management company, it is very important to focus on the data accuracy.

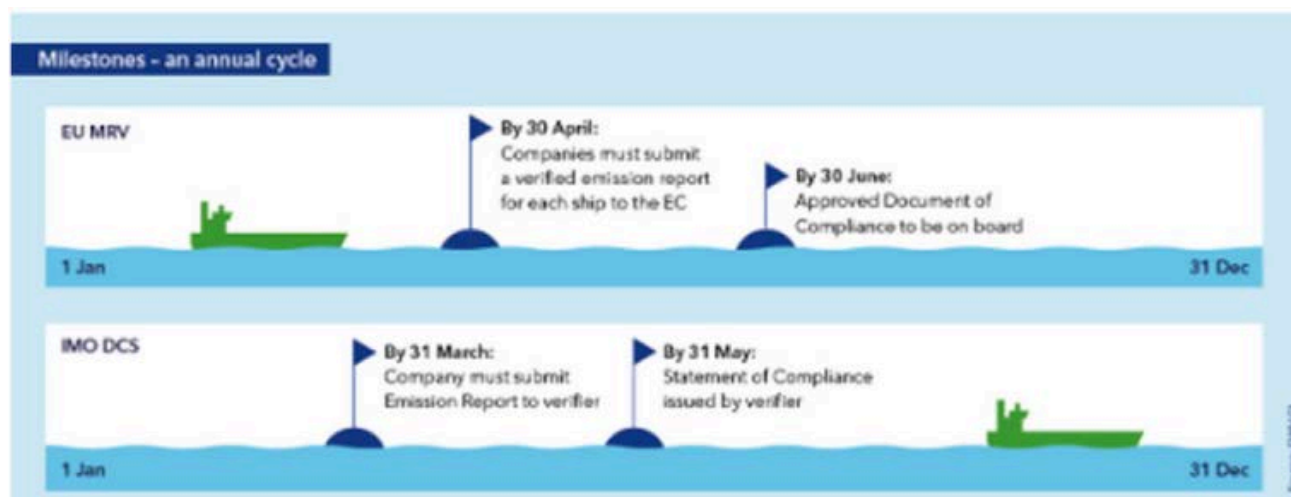


As we have completed the calendar year 2023 and there are certain changes in environment regulations especially in energy efficient sector.

Data accuracy is now very important as the Fuel oil consumption data is a source for the IMO DCS and EU MRV compliance.

So from now on, it is very important to check data accuracy of submissions related to FO consumption, bunkering, cargo details and distance travelled. It will help to smooth compliance of above mentioned regulations.

It is important to have close coordination between navigation and engineering officers. Also Master and CE shall verify the data closely for smooth compliance with energy efficiency regulations.



Security Concern - Navigation in Red Sea



By Seike san, GL Crewing Group

Regarding that the Red Sea crisis has brought forth in the past months.

The Houthi rebel group is a Yemeni political and military organization that, for the past ten months, has carried out numerous attacks in the Red Sea, which have caused significant disruption to all shipping trade passing through the Red Sea.

Until now, the Houthis have limited their attacks to ships that have some connection with either Israel or the US. However, the rebel group has since announced that in the future, they will attack any ship passing through the Suez Canal, regardless of the ship's connection with those countries.

Unfortunately, there is no end in sight. The attacks are likely to continue during the next five months and well into 2026, even after the war in Gaza has ended.

The increased hostility of the Houthi rebels has forced most shipping companies including FUYO KAIUN to avoid using the Suez Canal altogether.

Red Sea turmoil shakes up global trade routes

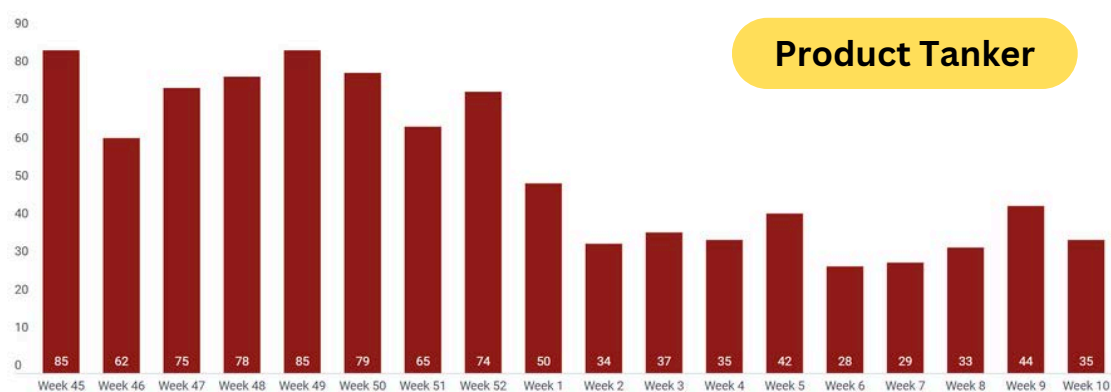
Shipping transiting the Red Sea has dropped by more than half since early December, S&P Global Commodity Insights data shows, as vessels travel via the Cape of Good Hope to avoid Houthi attacks in the strategic trade route. Container shipping has been most affected with the longer voyage boosting freight costs and displacing bunker demand.

Timeline of events

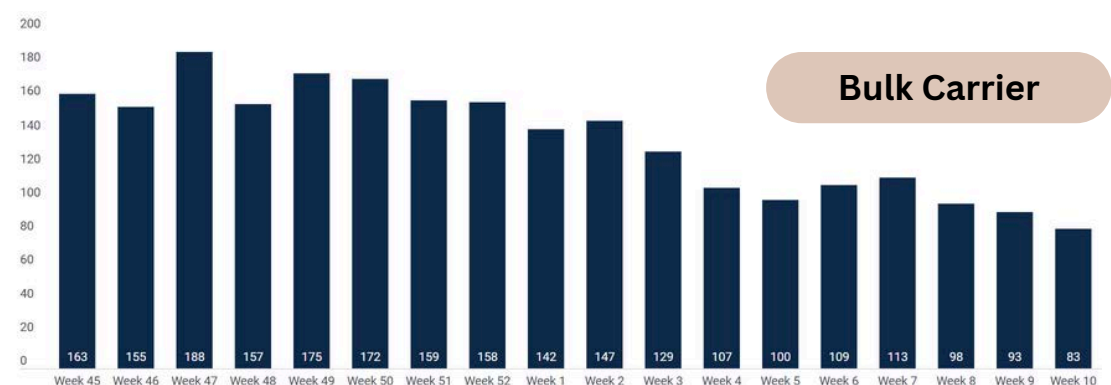
- 2023
- 10-Oct Houthi warn of missiles, drone attacks if the US intervenes in the Israel war on Gaza
- 19-Oct USS Carney shoots down missiles and drones fired toward Israel by the Houthis
- 31-Oct Houthi announce official entry into the war to support Palestinians
- 19-Nov Houthi forces seize Galaxy Leader container ship
- 12-Dec Missile hits Norwegian vessel Strinda off Yemen
- 15-Dec A.P. Moller-Maersk Hapag-Lloyd become first major shippers to avoid Red Sea
- 24-Dec Maersk resumes Red Sea shipping under US-led naval protection
- 31-Dec US sinks three Houthi vessels off Yemen after attempted attack on Maersk Hanguzhou
- 2024
- 02-Jan Maersk suspends Red Sea transits indefinitely



Weekly Bab el Mandeb transits by vessel type (2023/2024)



Product Tanker



Bulk Carrier

IT - Launching of “SmartOps Basic” in MariApp software



By Kuroda san, GL IT Group

smartOps Basic (i.e. Voyage) provides reporting system such as Noon report, Arrival report and Departure report.

There are two(2) categories those are Activities and Reports.

- In Activities, there are reporting menu, First Time Inventory, Inventory Adjustment, Voyage Logs and Add Voyage.
- In Reports, you can see report based on data the office and/or the vessel enter.

Voyage/Leg Num...	Port & Country	Leg Status	Call Purpose	ETA	ETB	ETS/ETD	Time Zone	Activities Planned	Charterer's Agent	Owner's Agent
20/01	Balboa (PABLS) , Panama	Inprogress	Canal Transit	01-Apr-2024 13:00		06-Apr-2024 00:00	-05:00	Bunker Operations,	NOT APPLICABLE	NOT APPLICABLE
20/02	Houston (USHOU) , UNITED S...	New	Loading	12-Apr-2024 00:00	17-Apr-2024 00:00	19-Apr-2024 00:00	-05:00	Spares and stores supply,	NOT APPLICABLE	NOT APPLICABLE
20/03	Cristobal (PACTB) , Panama	New	Canal Transit	24-Apr-2024 00:00		30-Apr-2024 00:00	-05:00	Crew Change,	NOT APPLICABLE	NOT APPLICABLE
20/04	Chiba (JCHB) , Japan	New	Discharge	25-May-2024 00:00	27-May-2024 00:00	28-May-2024 00:00	+09:00	Bunker Operations,Crew Cha...	NOT APPLICABLE	NOT APPLICABLE
20/05	Mizushima (JMBZ) , Japan	New	Discharge	30-May-2024 00:00	30-May-2024 12:00	31-May-2024 00:00	+09:00	Crew Change Emergency/Rep...	NOT APPLICABLE	NOT APPLICABLE

- Daily Log is the reporting for Noon report, Arrival report and Departure report. Daily Log is opened based on Leg in Voyage that is divided in multiple sections.
- Each Log includes Main category and Sub categories. Main category ask the vessel to enter basic data such as Log Type, Date/Time, Time Zone, Performance Code and Loading Condition. Sub categories are grouped by Position, Weather, Consumptions, Operations, Machinery, CP Data, Stock, KPI and Log Events (Red color group is for the vessel to enter data).

Voyage / Leg number	Log Number	Date	Activity	Loading Condition	Status
20/01	20/01/006	26-Mar-2024 12:00	Noon at sea	Ballast	Submitted
20/01	20/01/005	25-Mar-2024 12:00	Noon at sea	Ballast	Submitted
20/01	20/01/004	24-Mar-2024 12:00	Noon at sea	Ballast	Submitted
20/01	20/01/003	23-Mar-2024 12:00	Noon at sea	Ballast	Submitted
20/01	20/01/002	22-Mar-2024 12:00	Noon at sea	Ballast	Submitted

Most of data is the same as NAV 31. The vessel might understand what data for each data input box.

Voyage / Leg number		Port of call	Log Number	Log Type	Date/Time entry	Date/Time (UTC)
20/01	Balboa	20/01/01	Noon at sea	21-Mar-2024 12:00	21-Mar-2024 15:00	
0100	0	0	0	0	0	
<div> <div>Consumption</div> <div>1 Constant ME Used</div> </div>						
<div> <div>Position</div> <div>Distance Over Ground: 95.0 nm</div> <div>Distance Through Water: 92.0 nm</div> <div>Distance To Go: 0 nm</div> <div>ETA: 01-Apr-2024 14:00</div> <div>ETB: 01-Apr-2024 14:00</div> <div>ETS/ETD: 01-Apr-2024 14:00</div> <div>Port of call: Balboa</div> <div>Time Zone: -05:00</div> <div>Best Port: Balboa</div> <div>Weather: 21-Mar-2024 15:00</div> <div>Wind: 19-Apr-2024 00:00</div> </div>						
<div> <div>Latitude: 40° 10' N</div> <div>Longitude: 118.87° W</div> <div>Speed: 14.00 knots</div> <div>ETA: 01-Apr-2024 14:00</div> <div>ETB: 01-Apr-2024 14:00</div> <div>ETS/ETD: 01-Apr-2024 14:00</div> <div>Port of call: Balboa</div> <div>Time Zone: -05:00</div> <div>Best Port: Balboa</div> <div>Weather: 21-Mar-2024 15:00</div> <div>Wind: 19-Apr-2024 00:00</div> </div>						

What is expected from you? –

- Please see manuals and watch video available in PAL4.
- We will be starting from September 2024

Seafarer Page - Celebration of Philippine Independence day



By Crew of Rich Rainbow



We may come from different backgrounds, ethnicity and religions, but we are one with all the Filipinos on this very special day. Celebrating the 126th Philippine Independence Day with honor and pride from MT Rich Rainbow. Mabuhay, Pilipinas!



Join us in Newsletter

. 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<<<

Seafarer Page - Initiatives for Keeping Good Harmony Onboard



By Crew of Elettra

Working on ships is a "team work". A "one-man-show" cannot run the whole ship. In order to perform operations smoothly and safety on board ships, good interpersonal relationship among seafarers is a must. As the number of people onboard ships is limited, there are high chances of ego clashes and dissatisfaction among crew members. As important it is to avoid politics on ships, equally important it is to enhance interpersonal relationship between people onboard to ensure that all jobs are done smoothly and safety. One thing is for sure, building positive relationships with others is important for our wellbeing. However, for seafarers working away from home for long periods, it can be difficult to remain in close contact with family and friends, so the opportunity to connect with other seafarer can be a major benefit. From the moment of leaving the hometown the seafarer lives in a closed society with behavioral norms and social values different from those of the outside world. In fact, the social environment of the seafarers has two major components. One component deal with working and living conditions on ships and the other relates to his family away in their hometown. Although long working hours, smaller crews, and cultural differences can be barriers to socializing with shipmates. Specifically, increasingly heavy workloads and fatigue are the biggest barriers to social interaction on board. Evidence has shown that many obstacles to social interaction are seen to impact each other. For example, smaller crew sizes and increased workloads can lead to fatigue and isolation with seafarers simply not enough energy to mix socially during their down time. According to a study, social interaction results in higher productivity. While negative influence leads to decreased productivity and increases the risk of accidents and sicknesses. As the number of people working on board is limited, everyone should try to know each other in order to understand the values, knowledge and skills each one has. This is the first step towards developing interpersonal relationship on board ships. However, officers should take additional steps to ensure that all team members are comfortable with each other both on and off work. They must conduct morning meeting like toolbox meeting. It is where assigning of job for every team member is conducted and it is also the best time to get all the crew members together for them to talk and discuss about their views and opinions Each member should be given a chance to provide suggestion to help improving the working process and how work make easier and safer. This activity gives member a sense of responsibility and importance and also works a great deal in enhancing their performance and interpersonal relationship. Have tea-breaks to efficiently discuss the work progress and other important things that they feel are necessary. Conduct also some training sessions which where the perfect opportunity to every crew members for impact working knowledge. Spend free time together by getting together at the crew or officer's lounge to watch movies, singing in karaoke and playing games because this helps build great relationships both on and off work. Have a party or get-together celebration because everyone likes party for unwinding. This help to bond people together and improve scarred relationships on board ships.

In summary, social interaction can improve the mental and physical health and well-being of seafarers by developing trust and better working relations with other crew members, developing team cohesion and improve resilience that can increase motivation and productivity, and combating isolation and providing a release from the daily work environment.

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