

# FUYO NEWSLETTER



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### Editor's Desk

Autumn coming so as end of 2025. It has been remarkable year for learning & challenges. Lets continue together in 2026 with 4Cs

- Commitment
- Communication
- Cooperation
- Coordination

**Capt. Prerit**

[Dear all crew members on leave](https://www.fuyokkk.co.jp/news.html)  
Please visit FUYO's official website and check out the latest newsletter!"  
<https://www.fuyokkk.co.jp/news.html>

## Message From Director

CEO. NOAMI YASUYUKI

Dear All Crew Members,

Working tirelessly at sea — your dedication and professionalism are the foundation of Fuyo Kaiun's safety, reliability, and pride.

I extend my deepest respect and heartfelt gratitude to each of you.

Crew well-being — physical, mental, and emotional — is the cornerstone of our operational excellence and safety culture.

Creating a safe and comfortable working environment is our top mission.

To support your well-being, Fuyo Kaiun has introduced various initiatives, including:

- Free Wi-Fi & STARLINK for family connection
- Mental health tools and onboard wellness activities
- Fuji Catering & DENBA system for fresher meals
- Higher provision allowance and improved uniforms
- Enhanced welfare fund & seasonal bonuses
- Crew feedback system to reflect your voices
- Recognition programs such as Top Performer & Best Model Seaman Awards

These initiatives aim to promote health, teamwork, and a sense of shared pride.

Let us continue to listen, improve, and grow together — building a workplace where compassion and resilience thrive.

Once again, thank you all for your hard work and commitment.

Warm regards,

Yasuki Noami Director, Fuyo Kaiun Co., Ltd



## CONGRATULATIONS!!

### SAFETY AWARD FOR BEST NM - \$100



**RICH Harvest**  
Thiha Oakkar / 3E

Discovered galley hot plate was left switched on with rag around the plate.



**FLORA EXPRESS**  
Myae Aung Chan/ WRP

Discovered Protective cover of the Grinding machine causing excessive vibration due to loose screw.



**CHEMWAY ARROW**  
Myo Min Aung / WRP

Discovered dryer in laundry room was clogged and dirty.

### SAFETY AWARD FOR BEST OF BEST PRACTICE - \$100

HKN made double lock for W/T doors to enhance security



### "EXCEEDED NORMAL EXPECTATION" DURING SIRE- \$50

Vessel	Name	Rank
CAR	Soe Naing Oo	Bosun
CAR	Wonhyeong Baek	C/Officer
SSE	Rizal T. Baawa	C/Cook
SSE	Johnfel O. Cedeno	2nd Officer
SSE	Ricky C. Pillora	OLR1
RRB	Arnel Ordiales	2nd Officer
FRE	Myo Myint Aung	3rd Officer



**THANK YOU FOR YOUR CONTINUED DEDICATION!!**

## Observations from External Inspections

### HUMAN OBSERVATION TREND IN SIRE 2.0

#### **Ineffective safety rounds by CE & CO**

- Emergency lights not working or found busted.
- Diesel oil drum stored in steering gear room.
- Floor plates found unsecured.

#### **Lack of attention in documentation**

- In Work permits, sections left blank or wrong information
- Joining Familiarization completed within one day.
- ER Composition not recorded in Log Book.
- Non-relevant section filled for safety officer inspection checklist

#### **Irresponsible action as per procedures**

- Defect observed by TSI or PSC not recorded in PMS defect system
- Gangway watchman did not brief visitor for cargo hazard
- Parallel Indexing not marked on ECDIS

#### **Familiarization with equipment**

- Navtex warning not plotted on ECDIS
- Navigation officer unaware for malfunction of Navtex.
- Lifting & Rigging equipment not marked

# Lessons Learnt from Injuries

## Wrist Injury during - Lifting heavy object

### What Happened?

During the overhauling job of a generator, a crew member attempted to lift and move a heavy cylinder head alone. As a result of this action and overexertion, the crew member suffered a sprain on the right wrist. The injury was later diagnosed as De Quervain's tenosynovitis, a painful condition where the tendons on the thumb side of the wrist become inflamed.



### Caused and Contributing factors

**Direct Cause :** The crew member tried to move a heavy object (cylinder head) alone, leading to overexertion and wrist injury



Crew trying to move the heavy cylinder head alone

### Root Cause :

- Lack of safety awareness / complacency
- Lack of senior officer's supervision / lack of communication
- Improper positioning during the lifting task

### Lesson learnt :

- Specific discussion is required in toolbox meetings (TBM) if heavy lifting or moving jobs are planned.
- Periodic training for all crew members on proper lifting postures is necessary.
- Developing a "Stop Work and Help" culture requires direct involvement from senior management onboard

# Lessons Learnt from Incidents



## Machinery Incident - Windlass No. 2 Shaft Bearing Failure

### What Happened?

During routine inspection after arrival at Kandla, the deck department discovered a fragment of a brass shaft bearing on deck near Windlass No. 2. Vessel dismantled shaft & shaft bearing. Found all three locking pins broken. It seems cracked brass shaft bearing caused damage to the pins. Vessel cleaned thoroughly & regreased with the appropriate grade of lubricant. The shaft and bearing were reassembled with proper alignment.

### Caused and Contributing factors

#### Direct Cause :

- Cracked Brass shaft bearing causing damage to pins
- Grease holes & passages blocked with old & hardened grease



#### Root Cause :

- Non compliance with standard procedure of lubrication
- Responsible crew did not check for removing old grease
- Lack of supervision for work instruction

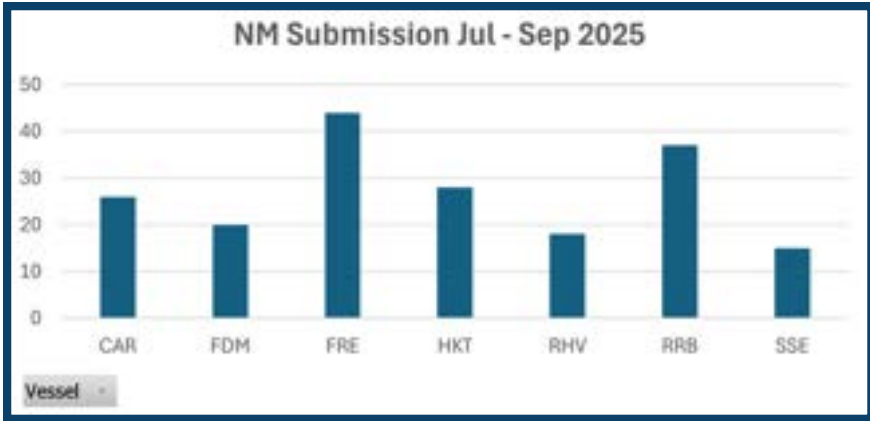


**Grease holes & passage blocked with old & hardened grease**

#### Lesson learnt :

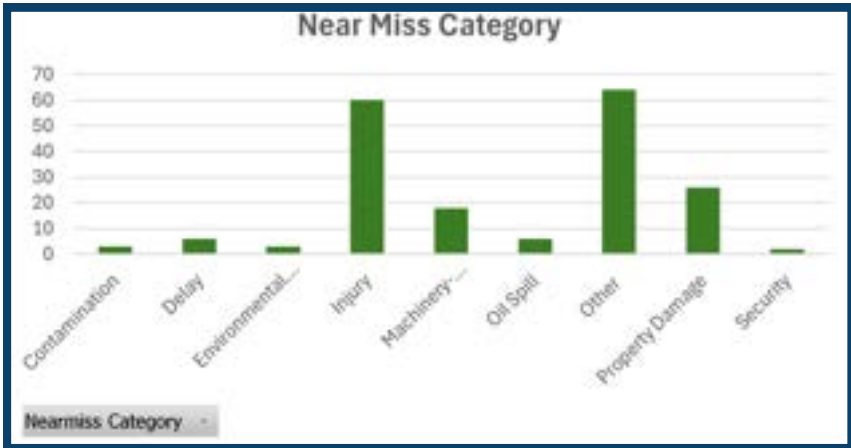
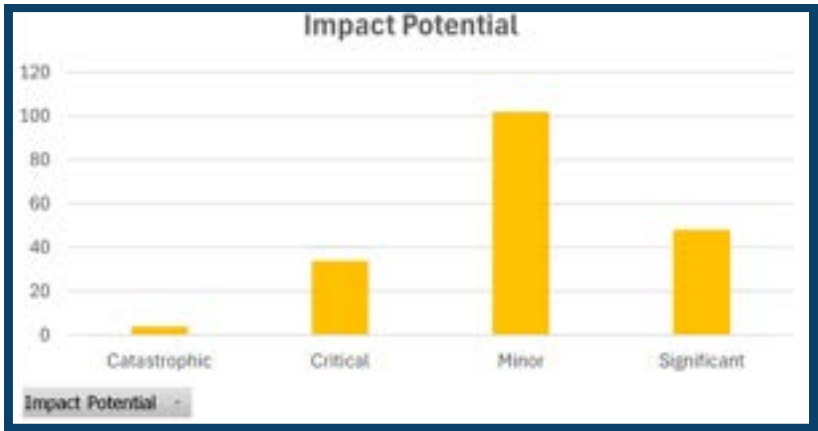
- Without removing old grease, no point of pushing new grease so Check passage before greasing invisible parts
- CE, CO or 1AE must supervise greasing of critical machineries
- for joining crew, Senior officer MUST carryout on scene work familiarization
- **DO NOT ASSUME** that people know what to do

# Learning from Near Miss Reports - Analysis



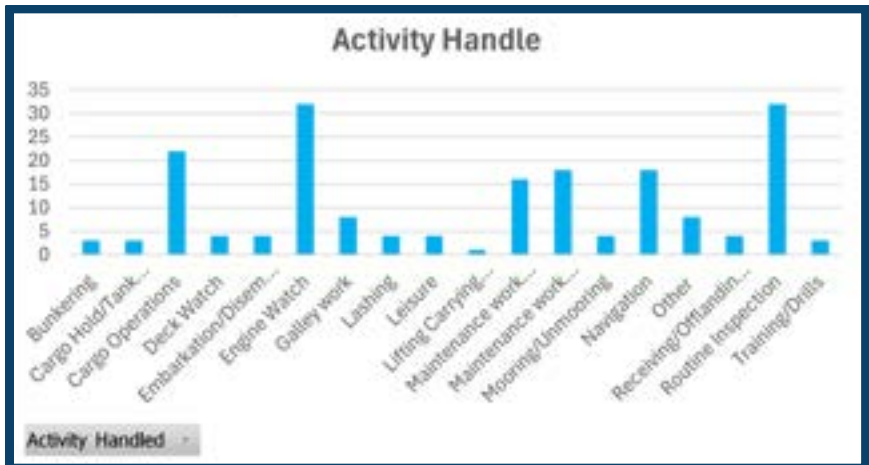
**FRE showing good submission. Other vessels also need to follow same.**

**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

## Blocked Escape Route by Stored Materials

**Outline:**

Escape route was blocked by stored materials during inspection.

**What should have been done?**

Keep escape routes clear at all times.

**Preventive Action:**

Safety briefing held; all access spaces must remain unobstructed.

**Worst Scenario:**  
loss of life  
and spread of  
fire on board



## Galley Hot plate left on with Rag nearby

**Outline:**

A galley hot plate was left on with a rag nearby, creating a fire hazard on board

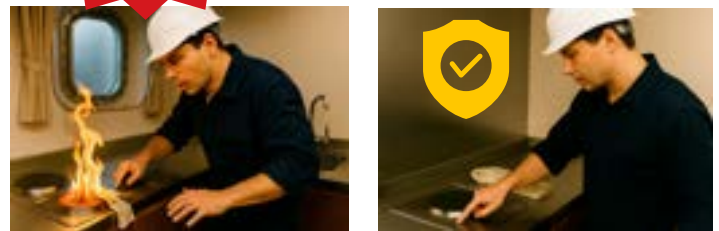
**What should have been done?**

After cooking, the hot plate should have been switched off and rags kept away from the area.

**Preventive Action:**

Always double-check that the hot plate is off after use, keep rags away, and ensure two galley staff confirm the switch-off.

**Worst Scenario:**  
Fire Accident



## Loose Eye Protection During Gypsum Cargo Operation

**Outline:**

Crew member wore eye protection incorrectly during gypsum cargo work, risking eye injury.

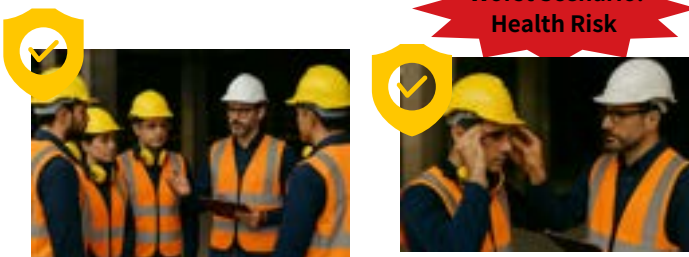
**What should have been done?**

PPE should be properly worn and checked before work; supervisors must confirm compliance.

**Preventive Action:**

Emphasize proper PPE use and dust hazard awareness, especially when handling high-risk materials like gypsum.

**Worst Scenario:**  
Health Risk



## Using portable ladder can cause falling down

**Outline:**

During major overhauling of No.3 AE, an oiler used an unsecured portable ladder in the engine room, risking a fall.

**What should have been done?**

The portable ladder should have been secured with lashing wire or rope before use.

**Preventive Action:**

Always secure portable ladders with lashing wire or rope to prevent unexpected shifting and falls.

**Worst Scenario:**  
Serious Injury







# Learning from Near Miss Reports- Sub Standard Conditions

## Lifeboat air bottle less than manufacturer specification

**Outline:**

After transiting from the tropical climate through the North Pacific, the air bottle pressure fell below the specified value due to temperature differences.

**What should have been done?**

Check and adjust air bottle pressure before entering cold regions.

**Preventive Action:**

Conduct routine LSA equipment inspections, especially after climate changes.

**Worst Scenario:**  
Serious risks to life, legal compliance, and financial aspects.



## Loose Screw Causes Vibration on Grinder Protective Cover

**Outline:**

Grinding Machine Protective Cover Found Vibrating Due to Loose Screw – Ensure Regular Inspection and Tightening.

**What should have been done?**

Work should have been stopped immediately, the loose nut tightened, and the cover checked before use.

**Preventive Action:**

Remind engine crew to inspect safety covers before use and explain associated risks.



**Worst Scenario:**  
Serious Injury

## Not wearing Mask while working with Insulation material

**Outline:**

A crew member was seen working with insulation without wearing a mask, which poses a serious health risk due to exposure to fabrics of fibre wool or rock wool

**What should have been done?**

The crew member should have worn proper PPE, specifically a mask, when handling insulation material

**Preventive Action:**

Enforce strict PPE rules for all hazardous work and inform crew.

**Worst Scenario:**  
Serious health issue



## Life raft Lashing nearly parted due to corrosion

**Outline:**

Three inflatable life rafts were inspected and found to have brittle, corroded wire lashings.

**What should have been done?**

A thorough inspection of life raft parts and lashings should have been conducted to detect hidden defects.

**Preventive Action:**

Provide training and coaching to officers in charge, and ensure thorough monthly and weekly inspections of all life-saving appliances (LSA).

**Worst Scenario:**  
Serious health issue



# Sharing of Best Practices from Fleet

## HKH - Double locks enhance watertight door security

**Outline:**

Double lock on watertight doors adds extra security against water ingress and unauthorized access.



## FRE - Warning Tape Installed in Galley to Prevent Injuries

**Outline:**

Applying warning tape to overhead shelves and stair areas within the galley to reduce the risk of personnel injury due to accidental head or body contact.

**BEFORE : Potential Danger for striking against the Head**



**AFTER : Visual warning indicator for the crew awareness**



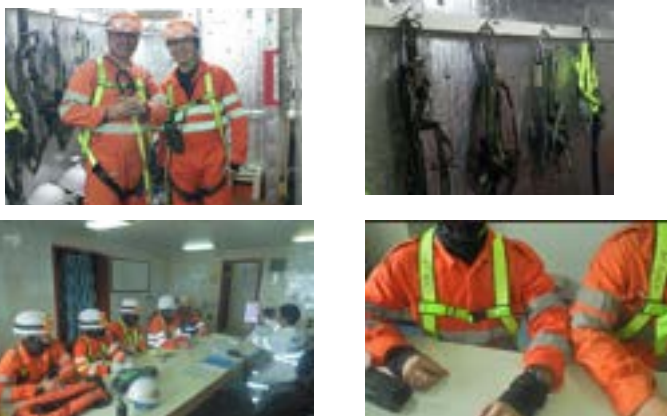
**Have you Implemented???**



## RRB - Individual Safety Harnesses Issued to Deck Crew

**Outline:**

Deck crew were issued individual safety harnesses as part of the Safety Campaign PPE awareness program. Each harness is labeled and assigned to crew members according to their rank.



## SSE - Galley Condiments Organized & Labelled for Safety

**Outline:**

Condiments well organized and labelled for maintaining good hygiene and safety as well in galley.



# Marine Crew Awareness: Safety, Alcohol, and Health

## By Capt. Devasish Bhaumik, DPA EAM/QAM

Safety at sea begins with awareness. Our Crew members face unique challenges—harsh environments, isolation, and demanding schedules—that require constant vigilance. Prioritizing safety means understanding protocols, using protective equipment, and maintaining clear communication onboard which leads to heightened safety awareness and zero accidents.



Alcohol consumption is a serious risk in maritime operations. It impairs judgment, slows reaction time, and increases the likelihood of accidents. Fuyo has restricted Alcohol policy and zero alcohol when on shore leave. Staying alcohol-free ensures a safer working environment for everyone and enhances focus towards safety.



Health is equally vital. Long voyages can affect physical and mental well-being. Crew members should maintain a balanced diet, exercise regularly, and seek medical attention when needed. Mental health support is also crucial—stress, fatigue, and loneliness are common at sea. Promoting open dialogue and access to resources helps build a resilient crew. Our BMI campaign has improved the health of many seafarers on board, and they should continue the same when ashore. Remember, from 01<sup>st</sup> Jan 2026, we shall not allow crew members above BMI 29 to join the vessel unless they reduce.



In summary, safety, sobriety, and health are the pillars of effective marine operations. Awareness and responsibility from every crew member protect lives, cargo, and the environment. A safe ship is a successful ship. We are always your support team to ensure these goals are met.



# Risks of GNSS Jamming and Spoofing in Maritime Operations

By Futoshi Seike, ADPA/ CSO

## Overview

Recently, the threat of GPS spoofing and jamming has been increasing worldwide, affecting maritime operations in regions such as the Persian Gulf, Red Sea, Mediterranean Sea, and South China Sea. These incidents can cause vessels to display incorrect positions, leading to serious accidents, especially in coastal waters where even small errors are dangerous. Despite sending safety messages and taking manual precautions, the high reliance on ECDIS means there is always a risk of incorrect vessel positioning.

## What are the threats?

- GPS Spoofing: Malicious actors transmit false GPS signals, causing ships to show incorrect position and time data.
- GPS Jamming: High-powered noise is emitted on GPS frequencies, resulting in signal loss and navigation blind spots.
- These threats have increased in recent years, with incidents reported in high-risk areas like the Baltic Sea, Eastern Mediterranean, and East Asia.



Figure 1 Jamming



Figure 2 Spoofing

## Current Equipment

Most Fuyo-managed vessels use GPS receivers from FURUNO and JRC, supporting multiple GNSS systems (GPS, GLONASS, Galileo, BeiDou, SBAS, QZSS). While these receivers are robust, they do not inherently protect against spoofing or jamming.

## Advanced Protection Solutions

To address these risks, we are considering advanced systems such as the JRC JLR-41, which is type-approved for Heading, ROT, and GNSS, and can detect and alert users to spoofing or jamming attempts. We plan to install these anti-spoofing technologies on our vessels to enhance safety and reliability.



# Smart Fuyo: Simply Better- A New e-Passage Plan

By Delo Edgardo, HSSEQ Group

NavStation introduces a new era of e-navigation, transforming how voyage plans are created and managed. E-Passage plan by Navtor shall be sole method of passage planning soon



## Key Benefits

· **Reduced Administrative Burden:**

Auto data from publications, auto UKC & height calculations, Route plan from ECDIS, Drop down for SMS procedures

· **Enhanced Efficiency and Accuracy:**

Streamlined processes and fewer manual steps reduce the potential for human error, leading to more accurate plans and optimized voyages.

· **Real-Time Updates and Flexibility:**

Allows for easy revision and updating of plans in response to voyage deviations or changes, rather than creating new ones, ensuring plans are always current.



Minimal impact on day to day operations  
Generate hours of administrative workload



## Data-driven Teamwork

· **Data-Driven Decision Making**

· Incorporates data from various sources, allowing for better data utilization and insights for route planning, leading to more efficient and potentially greener voyages.

· **Fleet-Wide Collaboration**

· Enables managers to share and assess routes across the entire fleet, fostering better operational consistency and learning.

## Safety and Compliance

**Improved Safety and Compliance:**

Integrates digital charts, weather, and tidal information with automatic checks for potential human errors, ensuring plans meet the latest industry standards and compliance requirements.



· Digital safety check of all waypoints  
· Fully secured from berth to berth



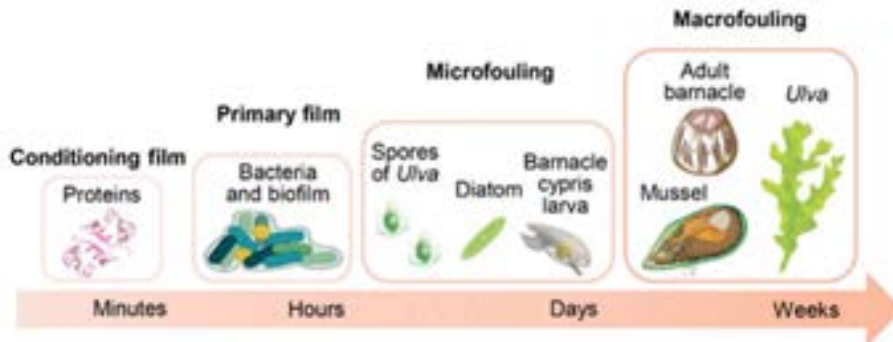
· Always compliant and ready for inspection  
· Cleared for departure

**NavStation makes voyage planning faster, safer, and more collaborative—helping teams reach success together.**

# Understanding Hull Fouling - Why It Matters

By Mr. Ogawa, GL Operation Group

**Hull fouling** refers to a condition when marine organisms such as barnacles, algae, and mussels attach themselves to a ship's underwater hull surface area.



**Tropical waters** (between 23.5°N and 23.5°S) promote hull fouling, which increases fuel use and emissions, risking IMO non-compliance and causing disputes over cleaning responsibility.



## LEGAL CONSIDERATIONS

Hull fouling may occur, despite proactive prevention efforts, leading to disputes between shipowners and charterers, particularly regarding who bears the cost of hull cleaning.

## KEEP YOUR HULL CLEAN, KEEP YOUR SPEED !

### RECORD

Enter weather and sea conditions in the logbook and Noon Report.

Example: "Heavy weather BF 5-7 and adverse current 1.0 kn, resulting in a 1 kn speed reduction."



### CHECK

Take photos of the hull before departure or during delays.



### PREVENT

- Keep records of hull cleaning and coating.
- Clearly define hull cleaning clauses in charter agreements.
- Avoid long anchorage in tropical areas whenever possible.
- If unavoidable, arrange hull cleaning with charterers in advance.



# Zero North Introduction

By CE Subir , GL Technical



Operational Parameter dashboard

Hull Performance monitoring



Charter Party Compliance



Emission (EEXI, CII) compliance Monitoring





# Crewing Group Health Campaign - Manage your BMI

## By Capt. Song , GL Crewing Group

To promote healthy lifestyles among our seafarers and prevent health risks associated with being Obese, the Crewing Group has been conducting a **“Manage your BMI” campaign**. A healthy body is the foundation of safe ship operation — and the greatest gift for yourself and your family.

### ★ Highlighted Achievers of the Month ★



VALENZUELA,  
JOHN MICHAEL C./ OSB

Height : 168 cm  
Weight 72 kg → 70Kg  
BMI 25.51 → 24.80



KAUNG HTET PAING / OLR

Height 175 cm  
Weight 78 Kg → 76Kg  
BMI 25.47 → 24.82



CHAN MYAE AUNG / WPR

Height 172 cm  
Weight 82Kg → 76Kg  
BMI 27.72 → 25.69



### New BMI Standard from January 2026

Seafarers with **a BMI over 29 will not be allowed to join vessels until improved.**

This is a mandatory safety requirement.

Let's take this as a chance to get healthier — together for fitter crews and safer ships!

### How You can Participate

- Engage in regular aerobic exercise (walking, jogging, jump rope, etc. at least 30 mins/day)
- Reduce high-calorie, high-fat food intake and increase protein and fiber
- Monitor your weight and BMI at least once a week
- Share your health goals and encourage your colleagues

**LET'S JOIN  
CAMPAIGN**

Healthy seafarers are the key to safe ship operations.

Let's work together to build a culture of health, safety, and vitality onboard.

Join the “Manage your BMI” campaign and start your healthy journey today!

**Crewing Group**

**Supporting your health — for you, your team, and your family**



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

**DPA Dev , TSI Zhang & MSI Praveen at Crew Seminar in Yangon**



**OJTI Kim in FDM**



**DPA Dev , Capt. Song & MSI Delo at Crew Seminar in Philippines**



**OJTI Mykola in RHV**



**Capt. Prerit in FRE**



**Mr. Oka & Mr. Iuchi (OPS) in SSE**



**Mr. Naomi in RRB**





# Seafarer Page - Contribution from FDM

## SAR Operation Conducted Upon USCG Request but NO – No Distress Found

At 0229 UTC on July 26, 2025, FDM received an EPIRB distress alert from USCG Sector San Juan. The vessel promptly diverted from her route and proceeded to the reported position approximately 19NM away.

A thorough search and repeated VHF calls were conducted, but no signs of distress were found.

After confirmation from USCG, the vessel resumed her voyage safely.

All actions and communications were carried out efficiently, demonstrating the crew’s readiness and commitment to safety.



### Article from C/O EMEIL

#### ANTHONY I. LIMPIN **Winter Onboard: Not Just a Season, It's an Adventure!**



Imagine the ship wrapped in a blanket of frost, the sea shimmering with icy crystals, and the wind howling like a wild beast. It's a scene straight out of a maritime legend! But while the view is breathtaking, winter onboard demands respect and readiness. The cold can sneak up on you, making every task a little tougher and every step a little slipperier.

<p><b>Thermal Base Layers</b> Your first line of defense against the cold. Think of them as your personal heat generators.</p>	<p><b>Thermal Socks &amp; Waterproof Boots</b> Keep those toes toasty and dry — happy feet mean happy sailors!</p>	<p><b>Balaclavas and Neck Gaiters</b> Protect your face from the biting cold and windburn.</p>	<p><b>Anti-slip Footwear</b> Because winter decks can be as slippery as an eel.</p>
<p><b>Insulated Waterproof Gloves</b> Because frostbite is no friend of a seafarer.</p>	<p><b>Windproof &amp; Waterproof Outerwear</b> Jackets and pants that laugh in the face of icy winds and sleet.</p>	<p><b>Safety Helmets with Liners</b> Stay safe and warm — double duty!</p>	<p><b>High-Visibility Clothing</b> Winter days are short; make sure you're seen when the fog rolls in.</p>

### Tips to Stay Shipshape in Winter

<p><b>Keep moving!</b> A little exercise helps keep the blood flowing and the chill at bay.</p>	<p><b>Buddy up for deck duties</b> watch out for each other and share a laugh or two.</p>	<p><b>Hydrate</b> es, even in winter! Warm drinks are your friends.</p>	<p><b>Check your PPE regularly</b> a stitch in time saves frostbite!</p>
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Winter may bite, but the warmth we share onboard—tea after watch, stories under deck lights, and the bond of a crew weathering storms together—is what truly keeps the cold at bay. Stay strong, stay united. 🌊

# Seafarer Page - Practices of Team Building onboard

## TEAMWORK MAKES EXCELLENCE!



### HSL KENSINGTON



“Operational Efficiency: Clear communication, fewer errors”



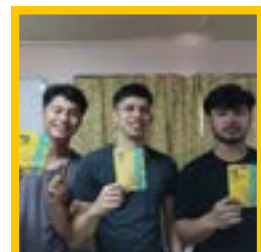
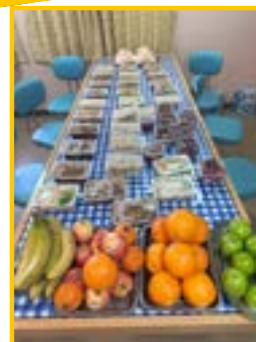
“Safer Operations: Strong teams handle crises better, cutting accident risks”



“Cultural Harmony: Fosters respect across cultures, in line with IMO seafarer welfare guidelines”

**"Strong partnerships are built not only on contracts, but on compassion and respect."**

The crew enjoys freshly prepared meals at every port and receives SIM cards to stay connected with their families, creating a cheerful and lively atmosphere onboard.



## Cross Culture among Seafares

### Breakfast Around The world



A typical Ukrainian breakfast includes Сирники (cottage cheese pancake), borscht (bet and buckwheat)



Traditional Japanese breakfast includes grilled salmon, rice, tamagoyaki (Japanese omelette), and miso soup.



Traditional Filipino breakfast often consists of silog, such as tapa (marinated beef), garlic rice, and egg.



Traditional Myanmar breakfast features dishes such as mohinga (rice noodle soup), E kya kway (fried dough sticks) + milk tea.



Traditional Korean breakfast includes a soft rice porridge, often served as a light and nourishing breakfast.

**Different breakfasts,  
one crew-  
sharing the world from the same ship.**

#### Join us in Newsletter

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

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

#### 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)