



## CSU-JSU-IMMAJ China Dalian Seaman Integrated Training Centre opens

On April 2, ceremonies were held in Lushun, China for opening and commemorating the CSU-JSU-IMMAJ China Dalian Seaman Integrated Training Centre, a new facility aimed at raising the quality of Chinese seafarers working onboard the Japanese merchant vessels.

During the ceremonies, which were attended by approximately 120 individuals representing the Japanese and Chinese public, labor and management sectors, the joint international seafarer development project of the All Japan Seamen's Union (JSU), the National Committee of the Chinese Seamen and Construction Workers' Union (CSU) and the International Mariners Management Association of Japan (IMMAJ) was rated highly by interested parties as a historical project contributing to the development of the Japanese and Chinese economies and enhancing the friendship between Japan and China.

The JSU and the CSU have leased land and buildings from China's People's Liberation Army and Navy. The buildings have been converted into a comprehensive

training facility with full-mission shiphandling simulators, computer rooms and quarters for students.

The new training center is designed to further upgrade the quality of Chinese seafarers by providing BRM/BTM courses as well as Advanced Marine English course and Practical English & Basic Simulator Training course before they are assigned to onboard duties.

### Expectations from Dalian government

On April 1, JSU President Yoji Fujisawa and General Director Hideo Ikeda as well as CSU and IMMAJ representatives met with one of the deputy mayors of Dalian at the city's municipal office.

"I would like to pay my respects and show my appreciation to the JSU and the CSU for having absolute confidence in each other and working hard to complete the integrated training center for Chinese seafarers," said the deputy mayor.

"I am sure that CSU-JSU-IMMAJ China Dalian Seaman Integrated Training Centre will contribute to not only raising and securing seamen, but also as a bridge between China and Japan, further developing their economies.

"The city of Dalian will resolutely help it do so," he added.

### Opening ceremony for the CSU-JSU-IMMAJ China Dalian Seaman Integrated Training Centre

On April 2, an opening ceremony was held in Lushun, China for the CSU-JSU-IMMAJ China Dalian Seaman Integrated Train-



Above, the entrance of the training centre in Lushun, China. Below, the bridge simulator at the training centre, and JSU President Yoji Fujisawa speaking at the inauguration ceremony of the CSU-JSU-IMMAJ Dalian Seaman Integrated Training Centre.

ing Centre.

At the ceremony, there were 70 individuals representing Japan, from the Ministry of Land, Infrastructure, Transport and Tourism (MLIT); the Japanese Embassy in China; academia, lawyer as JSU legal adviser, local assembly member as JSU political adviser; the JSU; the IMMAJ; and mass media.

China was also well represented, including by members of the Ministry of Transport, the CSU, the Dalian government, CSU-Dalian, the the People's Liberation Army, the China Shipowners' Association (CSA); and Dalian International Maritime Service Co. (DIMSCO).

To kick off the ceremony, the MLIT and China's Ministry of

Transport, which represented Tokyo and Beijing, respectively, delivered congratulatory speeches.

JSU President Yoji Fujisawa also gave an address on behalf of the promoters of the new facility.

"In order to maintain the stability of the shipping business, which underpins nations' economic activities and people's lives, and preserve the natural environment at sea, highly capable seafarers are essential, and Chinese crewmembers are expected to play a much more important role," he said.

"I strongly believe that the CSU-JSU-IMMAJ China Dalian Seaman Integrated Training Centre, for which this ceremony is being held today thanks to the cooperation of relevant parties, will further develop both nations' economies and enhance their friendships as well as do pioneering work in improving the quality of seamen in Asia."

Fujisawa expressed his gratitude to interested parties, and solicited continued cooperation in the future.

"Raising and securing high-quality Chinese seafarers to develop the Japan - China shipping industry would enable us to stay away from a crisis in the maritime market," said CSU President Li Tieqiao.

"I hope that Chinese seafarers receiving training and education here will work for the Japanese commercial fleet, raise the academic level of Chinese seafarers in general and contribute to the

development of both China and Japan."

At the end of the ceremony, the guests visited the new training center facilities, such as JSU's office, computer and other classrooms, student quarters and the bridge simulator.

They all expressed their great expectations of developing and securing highly skilled Chinese seafarers.

### Commemorative ceremony for the CSU-JSU-IMMAJ China Dalian Seaman Integrated Training Centre

On the evening of April 2, a ceremony was held in Dalian to commemorate the opening of the CSU-JSU-IMMAJ China Dalian Seaman Integrated Training Centre.

In addition to more than 100 heavyweights from the Japanese and Chinese shipping industries, Eduardo Manese, president of Philippine-Japan Manning Consultative Council (PJMCC), was present at the event.

Manese said that he was grateful to the Japanese public, labor and management sectors for playing a leading role in the Asia Maritime Center initiative, which is being promoted in accordance with the minister-level agreement reached by the governments of ASEAN nations and Japan.

The PJMCC president said he was sincerely happy about the opening of the new training facility.





# New cadets join M/V 'Seiun Maru'

By JSU U/O Bayani A. Jaboli

**T**hirty-nine Filipino Cadets from the Maritime Academy of Asia and the Pacific (MAAP) arrived in Tokyo on April 1 and boarded the training ship M/V Seiun Maru. They joined 129 Japanese cadets for a two-month training onboard this dedicated training vessel owned by the National Institute for Sea Training (NIST) of Japan.

After training onboard Seiun Maru, the cadets are expected to go back to their school for further studies before continuing their training onboard Japanese-owned vessels. Onboard Seiun Maru, these cadets of both countries are expected to learn not only techniques in navigation and engineering but also to study each other's culture since they will probably work in mixed-crew when they become seafarers.

The embarkation ceremony was attended by Mr. Keiji Watanabe, director of Oceangoing Seafarers Department (JSU); MAAP president, Vice Adm. Eduardo Ma. Santos, AFP (Ret.); Mr. Akiyoshi Inayoshi of IMMAJ; and officers of the NIST.

On behalf of JSU President Yoji Fujisawa, Mr. Watanabe delivered the president's message that emphasized the importance of

training and securing Filipino seafarers for the Japanese merchant fleet. The message stated that the Japanese merchant fleet relies heavily on foreign seafarers for its operation where 70 percent or more than 35,000 are Filipinos.

Previously, a 'Memorandum of Cooperation on Development of Asian Seafarers' was signed between Japan's Minister of Land, Infrastructure, Transport and Tourism and the Philippine Secretary of the Department of Labor and Employment in order to promote technical assistance and partnership between the two countries.

The message further said that the JSU, as a union representing the interests of seafarers, has its share of responsibilities and is committed to make every effort in training and securing Filipino seafarers. And because of this, the JSU president hopes that the cadets recognize that under such vision, the onboard training on Seiun Maru has been realized, and to make the best use of this opportunity to develop knowledge and skills for their future seafaring careers.

This training scheme is a joint effort of the JSU and IMMAJ, and this group of trainees from MAAP is the fourth batch to train onboard Seiun Maru.

The president's message also disclosed that on March 25 of this



MAAP cadets from the Philippines boarding 'Seiun Maru', above, and the director of the JSU's Oceangoing Seafarers Department, International Affairs Bureau, Mr. Keiji Watanabe, presents a speech to Japanese and Filipino cadets onboard the vessel.

year, the JSU, IMMAJ, AMOSUP and MUA (Maritime Union of Australia) held the first meeting in Manila to discuss management of the new 'Seafarers Promotion Fund,' and it was agreed that there

will be 10 new projects in the Philippines including building a new Mariners Center at the MAAP campus that will offer training opportunities for senior level seafarers.

## ITF repatriates stranded DPRK crew

The crew called for ITF's help when thrown out of the hotel when the agent cut off support to the crew, according to ITF inspector Rodrigo Aguinaldo.

Aguinaldo said the ITF immediately stepped in and arranged board

and lodging at the AOS Stella Maris at U.N. Avenue, Manila. Meals, medicines, mobile call cards were also provided while the ITF made arrangements for the crew's repatriation to North Korea.

Additional transportation sup-

port was provided by AOS.

Aguinaldo said that although there are no diplomatic ties between the Philippines and North Korea, coordination and cooperation between the ITF and the Philippine Department of Foreign Affairs, the Maritime Industry Authority and the Bureau of Immigration resulted in the repatriation of the entire crew. (Source: MB)

The International Transport Workers Federation (ITF), through its affiliate, the Associated Marine Officers and Seamen's Union of the Philippines (AMOSUP) and the Apostleship of the Seas (AOS), have made possible the repatriation of North Korean crew who was stranded in the Philippines after their vessel ran aground in Pagudpud Island, Ilocos Norte.

## Idle fleet slides as peak season nears

The number of idle container-ships continued its slide recently to 1 million TEU, or 7.5 percent of the existing cellular fleet, as of April 10, according to Alphaliner's fortnightly survey.

This was the lowest level recorded since February 2009 and even lower than the 1.22 million TEU recorded on March 15.

The number of idle ships of over 5,000 TEU has fallen to its lowest level in over 14 months and is forecast to fall even further in the next two months as demand for these ships rises with the introduction of new linehaul services for the peak season.

The number of unemployed large containerhips is expected to fall to below 20 units by June, down from a peak of 82 idle units in March 2009, according to Alphaliner.

The stronger demand, which is expected for this year's summer peak season has led to the intro-

duction of several services. The majority of these are revived loops which had been withdrawn in the aftermath of the global financial crisis. Six Far East to Europe services have been reintroduced, which will require 58 ships ranging from 3,400 to 7,500 TEU. Five services are being introduced on the Far East to U.S. route, adding 28 vessels of between 1,500 to 6,500 TEU to the trade. These new East-West services, which are being implemented over the March-May period, will phase in 86 ships with a total capacity of over

400,000 TEU. The majority of these ships are units between 5,000 and 7,000 TEU reactivated from laid-up. Others are new-buildings.

These moves have cut the level of idling for large containerhips of above 5,000 TEU to only 4.2 percent, down from a peak of 11.6 percent last year. (Source: Alphaliner)

## Indian legislation could take lead in prosecuting pirates

India could lead the way for the rest of the world in incorporating laws that would then help make the intent to commit piracy actually prosecutable. Despite tremendous advances in today's information and communication technology, the age-old menace of maritime piracy has spread its tentacles in recent years.

Governments are spending enormous amounts but seem to be fighting a losing battle against piracy in the Gulf of Aden, Indian Ocean and beyond.

The military approach has not been effective. Is there a way out?

Many are aware that under the U.N. Convention on the Law of the Sea, for example, a pirate ship is defined as a vessel operated with the intent to commit piracy and a pirate as one who crews such a ship. But not many are actually aware that a prosecutable definition of intent is not in the treaty and has never been formally expressed.

That renders the crime very difficult if not impossible to prosecute, and forces navies to employ a "catch and release" policy sustaining the low-risk incentive structure that makes piracy attractive. Changing this incentive structure requires eliminating the economic incentives that make piracy attractive, according to the U.S.-based One Earth Future Foundation.

Recognizing that in order to suppress maritime piracy, there is need to explore options in international law, top international law experts have now called for a prosecutable definition of intent to commit piracy and updating of modern maritime equipment laws.

In a brainstorming meeting held recently in Denver, Colo., a landlocked state in the heart of the American Rocky mountains, 15 of the world's leading international law and governance professors, legal experts and judges considered various aspects of the problem and

## ITF changes stance on armed guards

The ITF has stopped opposing "armed military personnel" on commercial ships, its spokesman Sam Dawson has told Fairplay. But the International Transport Workers' Federation continues to oppose arming seafarers and using armed private guards to protect merchant vessels, he added.

A key factor is that the ITF backs the ship's master remaining in command – even during an attack by pirates, Dawson said.

That command model would not present a problem with military personnel, he said, but might if private security companies used poorly trained personnel too eager to pull triggers.

Dawson also suggested that major legal complications could arise when various jurisdictions become involved: for example, when delivering arms seized at sea by a private security company.

ITF delegates meeting in Berlin this week reiterated their view that seafarers should not be armed. But they agreed "to support the inclusion, where appropriate, of armed military personnel on ships in addition to the commitment by flag states of naval vessels."

This contrasted with the policy outlined by the ITF in a statement last November: "The unions' and industry's firm position is that seafarers should not be armed, and that there should be no arms onboard, not only because they introduce massive legal and liability issues but also because they can potentially raise the level of violence used by pirates and further endanger seafarers."

It added: "However, the decision on whether or not to carry armed personnel is the prerogative of the flag state and the owner." (Source: Fairplay)

reached conclusions that are contained in a report released recently by One Earth Future Foundation, the Academic Council on the United Nations System and the American Society of International Law.

The experts highlight three main steps.

One, create areas of the ocean wherein the presence of certain equipment (grappling hooks, boarding ladders, excessive power, heavy weapons) gives rise to dispositive evidence that a vessel intends to commit piracy; second, determine a strong venue to prosecute detainees in a country affected by piracy and ensure that these local courts have the authority (national legislation) and resolve to prosecute on "intent" as defined by equipment laws; and lastly, naval task fleets sweep the seas to detain suspected pirate vessels and crews that meet the equipment standard specified in law. (Source: Shiptalk)



# Fighting off diabetes with exercise and diet

Diabetes is a disease that strikes more and more people every year, and the increase seems to only continue. This disease can lead to severe complications such as heart problems, kidney trouble, blindness, and the amputation of limbs.

There is some thought that diabetes is genetic and that we may be born with a tendency for this disease. It is well known that it runs in families and women who have had gestational diabetes during pregnancy are at risk as well. Can we

prevent or delay the onset of diabetes? Yes, and here are some simple ways to allow you to avoid or delay this disease.

Eat healthy and wisely. Eating smaller portions is a great way to lose weight. You can make it look like more by using a smaller plate or a salad plate. Avoid snacking while you are cooking. Don't be tempted to eat the unfinished food to keep from throwing it away or storing it in the refrigerator. Eat breakfast every day, and make your meal and snack times regular by having them at the same time each day.

Limit your meat, poultry, and fish intake to no more than three ounces a day. In size, this is equal to about the size of a pack of cards.

Another good tip is to listen to music instead of watching TV while you are eating. If you are watching TV while you are eating, you are not aware of how much you are eating and will almost always overeat.

Skip desserts and refined sugars. When eating out, have a good-sized vegetable salad to take the edge off your appetite. When you

receive your entrée, share it with your dinner companion, or ask for a take-home box immediately after receiving your meal. Have meals that have been stir-fried or baked.

Use low-salt broth instead of oil and butter.

Drinking a full glass of water before eating will also help reduce your appetite.

If you are eating at a fast-food restaurant, choose the healthier foods, such as grilled chicken, salads and fruits.

Increase your exercise. Next to diet, exercise is vital to a healthy

body especially for diabetics. If nothing else, try taking a walk every day or swimming at your local club. Taking walks is a nice way to keep up with your friends and an enjoyable, healthy way to take a break from work related stress.

If possible, avoid the elevator and take the stairs as much as you can. You can try to march in place if you cannot get outside for some reason.

All of these activities can help you prevent the onset of diabetes and all can improve your overall health levels. Try them!

## VOICES from SEAFARERS



CREW of  
**M/V CHIJI**

We are happy that the JSU is helping fund seafarers' training and building various facilities in the Philippines.

C/O NESTOR T. MONTINEZ of  
**M/V MATSUSHIRO**

I thank the JSU for its strong support of its members. We senior officers expect an increase in our wages; however, we do agree that if not an increase, it should at least not fall. A decrease in wages would be a serious concern for us. We are happy that the JSU is strongly opposed to a decrease and we are hoping that in the future an increase will come.



C/ENGR. P.K. NANDY of  
**M/V DORADO**  
**LEADER**

At most Japanese ports, JSU staff visit the vessels. I find this very helpful and informative for all of us onboard. On behalf of the Indian officers and Filipino crew, thank you very much.

CREW of  
**M/V PRINCESS**

We hope that you negotiate for equal wages aboard vessels trading on the Far East and those trading worldwide, because we all work equally hard on these Japanese-owned vessels.



CREW of  
**M/V LOWLANDS BRABO**

We thank you for your continuous support of the members!



C/ENGR. ART R. LAGMAY  
of **M/V KOHO**

On behalf of my crewmates, I would like to thank the JSU staff for their timely visits. I finally met Union Officer Eduardo Galang, my long time friend and buddy from our apprentice years.



CREW of **M/V NAVIOS TITAN**

Your ship visits are the best means of disseminating maritime news and updates. Thanks for the clear explanation about our retirement fund, union dues and the various benefits we can avail ourselves of in the Philippines, such as the AMOSUP hospitals and Mariners' Home.

## JOKE CORNER

### A GHOST STORY

An Able Seaman was on the side of the road hitchhiking, going back to port, on a very dark night and in the midst of a big storm.

The night was rolling on and no car went by. The storm was so strong he could hardly see a few feet ahead of him.

Suddenly, he saw a car slowly coming towards him and stopped. The AB, desperate for shelter and without thinking about it, got into the car and closed the door...only to realize there was nobody behind the wheel and the engine wasn't on.

The car started moving slowly. He looked at the road ahead and saw a curve approaching. Scared, he started to pray, begging for his life.

Then, just before the car hit the curve, a hand appeared out of nowhere through the window, and turned the wheel. The AB, paralyzed with terror, watched as the hand came through the window, but never touched or harmed him.

Shortly thereafter, He saw the lights of a pub appear down the road, so, gathering strength, he jumped out of the car and ran to it.

Wet and out of breath, he rushed inside and started telling everybody about the horrible experience he had just had. A silence enveloped the pub when everybody realized he was crying...and wasn't drunk.

Suddenly, the door opened, and two other people walked in from the dark and stormy night. They, like the AB, were also soaked and out of breath. Looking around, and seeing the AB sobbing at the bar, one said to the other:

"Look my friend, there's that idiot that got in the car while we were pushing it!"

Submitted by: Hero



## U.S. warns of al-Qaida threat to ships off Yemen

The United States is warning of possible al-Qaida attacks against ships off the coast of Yemen, where an offshoot of the terrorist network has established a significant base of operations over the past year.

Yemen became a focus of deep international concern in December when al-Qaida in the Arabian Peninsula claimed responsibility for the failed attempt to blow up a Detroit-bound airliner, showing

the group based in an impoverished and unstable corner of the Middle East had global reach.

"Information suggests that al-Qaida remains interested in maritime attacks in the Bab al-Mandeb Strait, Red Sea and the Gulf of Aden along the coast of Yemen," said an advisory from the U.S. Department of Transportation, which was posted on the U.S. Office of Naval Intelligence Web site.

The warning said such attacks

could be similar to the strike in 2000 against the Navy destroyer USS Cole in Yemen's Aden harbor that killed 17 American sailors. The attackers used a small boat laden with explosives to blow a hole in the side of the ship.

"Other more sophisticated methods of attack could include missiles or projectiles," said the advisory, which was dated March 10. In particular, ships are at greatest risk while in or near ports or at anchor, it said.

The statement advised vessels in the waterway leading to and from the Suez Canal to maintain 24-hour visual and radar watches, and regularly report their position, course and speed to maritime authorities.

Besides an al-Qaida threat, ships transiting the area have been beset by Somali pirates who have seized control of vessels ranging from fishing trawlers to oil supertankers in search of ransoms in the millions of dollars. (Source: AP)

## No watch on collision vessel

An inquiry has found that a fishing boat that sunk in a collision with a bulker off northern Australia had no lookout – and its radar had been switched off.

The 11.5-meter commercial fishing vessel Jolly Roger hit the port side of the Japanese-owned Handysize bulker F & K between hatches four and five in April last year. Both vessels were at sea speed in waters off Groote Eylandt, Northern Territory.

The Australian Transport Safety Bureau's inquiry found that the boat's master and crew were unaware of F & K until moments before the collision, despite clear conditions and appropriate lighting on the 32,942-dwt bulker.

But the ship's bridge team had been watching the boat for 20 minutes, the panel found. The F & K circled back to the point of the collision, but the Jolly Roger's three crew had safely made their way to shore.

The ATSB found the Jolly Roger's skipper had failed to keep an effective and proper lookout, while the F & K officers had not properly assessed the risk of collision. (Source: Fairplay)

## Alcohol poisoning linked to deaths of Russian seafarers

Mystery over the death of three Russian seafarers on a product tanker in the Channel deepened after an autopsy revealed that a fatal dose of methanol was the cause of their demise.

The public prosecutor at Le Havre in northern France, Francis Nachbar, on March 12 announced the results of an autopsy on the seafarers, aged 30, 34 and 47.

The fatal substance was in alcohol they were drinking on March 9, said Nachbar, who added that a bottle found on *Arionas* smelled similar to burning alcohol.

No explanation has been issued as to why nobody called in the incident until the early hours of March 10, even though one victim died about 1745 the previous evening, and the other two became increasingly ill by 1945.

"There is no other cause," Nachbar told reporters. "A first death was registered around 1745 [on March 9]. Some hours later, two other seafarers fell ill. The captain alerted French authorities."

The Marshall Island-flagged *Arionas* had been transiting the



'Arionas' was sailing from Cyprus with a crew of 20 Russian and Filipino seafarers.

Channel, transporting 27,850 tons of fuel with a crew of 20 Russian and Filipino seafarers.

It had sailed from Cyprus, Le

Havre's maritime authority said. Capital Ship Management of Piraeus is the shipmanagement company, and its owner is listed

as Carnation Shipping.

*Arionas* left Le Havre on March 12 after the autopsy's results were announced. (Source: Fairplay)

## Danger! Too much information

Mariners are grappling with too many different chart and information manufacturers and too many onboard pieces of kit, an industry specialist said.

Another problem with high-tech devices like ECDIS is a lack of training, said Capt. Richard Coates, president of the Nautical Institute, at a London book launch.

"There is little information written for the mariner concerning the proper use of these technologies. Many are grappling with the problems of using electronic charts and ECDIS," Coates said.

Poor training means there is too much reliance on GPS for positioning information, he added.

The book "ECDIS and Positioning" by Andy Norris, a leading U.K. navigation consultant, is the second in a series from the institute on integrated bridge systems. It's a "jargon-buster" and a timely introduction to ECDIS, which is compulsory for some vessels from mid-2012, Coates said. (Source: Fairplay)

## ITF asks seafarers to respect the dockers' clause

The following is a message to seafarers covered by the ITF by ITF General Secretary David Cockcroft:

As seafarers working on vessels covered by ITF approved agreements we hope that you are proud of your work and enjoying the benefits of being members of a union affiliated to the ITF.

We are convinced that the ITF's FOC campaign has successfully resulted in significantly improved wages and conditions of employment for seafarers around the world, and that's our goal.

Over the years there have been many changes in the industry and more and more we are trying to build on positive relationships with good shipowners while fighting

those whose practices are unfair.

In addition, we are campaigning for your rights on a wide range of issues including criminalization, piracy and the right to shore leave.

The fight for your rights depends on international solidarity between seafarers' and dockers' unions. The support of dockers around the world has made it possible for us to work on your behalf. Together we are strong!

You are covered by an ITF approved agreement, which has a provision concerning "non-seafarer work/cargo handling." Under the terms of this agreement ship's crew must not undertake "cargo handling and other work traditionally or historically

done by dock workers" without the prior agreement of the ITF dockers' union concerned. This includes lashing/unlashing and loading/unloading.

It is vital for the ongoing success of the ITF's campaign to protect your rights and improve your conditions that this clause in your agreement is respected at all times. The dockers have supported you, now is the time to support them!

Please ensure that you do not undertake any cargo handling or related work that should be done by dockers.

Please also advise your union or the ITF inspector of any experience or knowledge of this practice.

Thank you for your understanding.

NATO has agreed to extend its anti-piracy mission off the coast of Somalia until the end of 2012, the alliance's spokesman said.

NATO maintains one of the main naval screens in the Gulf of Aden as part of international efforts to crack down on piracy

## NATO extends anti-piracy mission until end-2012

in the key shipping route, and sees the mission as a symbol of its ability to provide security away from its traditional bases in Europe.

The mission's current mandate

had been set to end in August this year. However, NATO "decided to extend [its] anti-piracy mission through (to the end of) 2012," after assessing its success in reducing piracy, NATO spokesman

James Appathurai said.

As part of the mission, a fleet of five warships – one each from Britain, the United States, Italy, Turkey and Greece – arrived in the area of operations to replace the flotilla currently in the area for a four-month stint. (Source: Shiptalk)

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