

JSU honors mariners killed in WWII

Memorial held in Kobe on August 15 in annual ceremony aimed at peace and safety on the seas

All Japan Seamen's Union (JSU) held its fiscal 2017 memorial ceremony for seafarers who died in World War II on Aug. 15, 2017, the 72nd anniversary of the end of the war. Approximately 100 people—including Mr. Yasumi Morita, president of JSU; relevant parties and victims' families—gathered in a hall on the first floor of the JSU Kansai Regional Office, which hosts a museum of vessels destroyed and seafarers killed in World War II.

The ceremony kicked off with Mr. Akito Kamogashira, director of the museum (head of the JSU Kansai Regional Office), gave the opening address. On behalf of the organizer, Mr. Morita delivered the following message:

"I am here expressing my deepest condolences to the souls of our predecessors who died in the great sorrow of World War II. And today, which is the 72nd anniversary of the end of the war, we would like to affirm together with you that seafarers make a no-war pledge before the souls of our colleagues who died in World War II.

"JSU was reorganized here in Kobe shortly after the end of World War II, or on Oct. 5, 1945. Since then, we have constantly been aspiring to the safety and peace of the seas as well as peace around the world, through various activities and campaigns. As part of these activities and campaigns, we published a book entitled *Umi Nao Fukaku* 31 years ago, or in June 1986, the 41st anniversary of the end of the war, to convey to younger generations the horrors and severity of war that our fellow colleagues experienced during the Pacific War, and to keep their war experiences from getting lost. The book is made up of 42 episodes that were edited from personal notes and other documents from 130 individuals.

"On Marine Day, which fell on July 20 this year, we released a new edition of *Umi Nao Fukaku*—originally reprinted in 2004—as a collection of stories about the tragedy of seafarers who were requisitioned. The new edition consists of two volumes, with Volume I comprising the abovementioned 42



Above: JSU President Yasumi Morita gives an address. Below: Attendees observe a moment of silence as eight bells are rung.

episodes and Volume II carrying 75 episodes that have only been released in our in-house publications.

"We would like as many people as possible to read this book and learn from the experience written in notes of the misery and bloodiness of war as well as the severe situations in which seamen were placed in those days. We would also like them to understand why we, seafarers, hope and as-

pire to world peace as well as the peace and safety of the ocean. These are the reasons why we

Conveying to future generations the horrors of war, and aspiring to peace and safety on the seas.

released the new edition of *Umi Nao Fukaku*.

"As we want many students to read *Umi Nao Fukaku* as well, we have distributed free copies

to all of the nation's 10,344 junior high schools. We have also donated copies to lawmakers who are members of Kaiji Shinko Renmei (an association of Diet members who promote maritime affairs) and staff members of relevant governmental organizations. We are receiving letters of gratitude one after another from the parties to which we have sent copies, which have been so highly

rated that some have indicated that they would like to use the book as a textbook in peace education.

"Meanwhile, it has been 17 years since we opened the museum of vessels destroyed and seafarers who died in World War II, on the second floor of this JSU Kansai Regional Office. Here, I am once again showing my greatest respect to the relevant parties for making efforts toward this end. As people of generations who have not experienced World War II now account for the majority, while the number of those that has experienced the war is on the decline, this museum is playing a more and more important role. JSU will continue to do its best to further enhance and develop the museum as a precious place not only to pay respect to the souls of our colleagues from that era, but also to reaffirm that peace and prosperity that we enjoy today are founded on ultimate sacrifices, as well as a place to convey the horrors of war to younger generations and to emphasize the importance of peace.

"The most important mission that JSU, a labor union for seafarers, fulfills is to fight to protect the lives, safety and dignity of colleagues. We are carrying out activities, keeping firmly in mind that we will never forget about World War II, and that we will not ever again go or make our colleagues go to hazardous areas through requisitions by the government or under any other similar compulsion. Today, there are various situations ongoing internationally and around Japan. As for JSU, we believe that the Central Executive Board Committee needs to take the initiative in fostering a sense of tension across the union all the time to firmly complete activities to aspire to peace and safety on the seas."

When eight bells were rung at noon, all of the attendees at the ceremony observed a moment of silence. After the observation, Mr. Toshifumi Maeda, a former crewmember of *Nittetsu Maru*, gave a presentation entitled "Jyugo-sai de no Senso Taiken" (War Experiences When I was 15 Years Old).

Shipping's recovery insufficient to raise seafarers' wage costs

Despite a recovery in cargo shipping markets, ship manning costs will remain suppressed as shipowners and operators continue to be financially challenged and the officer shortfall recedes, according to the latest Manning report by Drewry Shipping Consultants.

As noted, the lack of confidence in the industry has seen wage increases almost at a standstill since 2009, and over the past year average officer rates have slid into reverse. While there remains an overall shortfall in officer numbers, this has reduced markedly over the past year

and the poor financial state of the industry has forced employers to limit labor costs to affordable levels.

Meanwhile, ratings wage levels have fared little better and it is estimated that average global rates have risen by around 1% between 2016 and 2017, which is consistent with the trend of the past few years. Both International Labor Organization (ILO) and International Transport Workers' Federation (ITF) base rates have remained unchanged in 2017. However, seafarers have been helped by a stronger U.S. dollar, as most are paid in this currency.

"Since the fall in oil prices the demand for officers in the offshore

sector has fallen and this has been a major factor in the softening of overall seafarer wage costs," said Martin Dixon, Director of Research Products and editor of the report. "While some sectors, such as LNG that require officers with particular experience, will continue to see above-average wage rises, we expect the downward pressure on manning costs to prevail with below inflation increases anticipated over the next five years."

Drewry estimates that the ongoing officer shortfall contracted by a third over the past year to 13,700, based on an assessment of the global shipping fleet encompassing all sec-

tors except non-cargo carrying ship types, such as tugs and passenger ships, and smaller coaster vessels, such as oil tankers and bulk carriers of less than 10,000 dwt. By contrast, all assessments continually show a surplus of ratings.

"However, slowing fleet growth and a healthy supply of officers is expected to eliminate the officer shortage over the next five years with a small surplus anticipated for 2021," added Mr. Dixon. "But we think that experienced officers for service on specialist vessel types such as gas carriers will continue to be in tight supply." (*Source: Safety4sea*)

Tough truths on readiness of Navy emerge at hearing

As of June this year, 37 percent of the warfare certifications for cruiser and destroyer crews based in Japan—including certifications for seamanship—had expired.

That's just one of the facts to emerge from a hearing on "Navy Readiness—Underlying Problems Associated with the USS Fitzgerald and USS John S. McCain" held yesterday by the Readiness and Seapower & Projection Forces panels of the House Armed Services Committee.

Witnesses included Rear Adm. Upper Half Ronald A. Boxall, Director, Surface Warfare (N96), Adm. Bill Moran, Vice Chief of Naval Operations, United States Navy and John H. Pendleton, Director, Defense Force Structure and Readiness Issues, U.S. Government Accountability Office.

According to Mr. Pendleton's prepared testimony, GAO's prior work shows that the Navy has increased deployment lengths, shortened training periods, and reduced or deferred maintenance to meet high operational demands, which has resulted in declining ship conditions and a worsening trend in overall readiness.

Some of the concerns that GAO has highlighted include degraded readiness of ships homeported overseas, with no dedicated training periods built into the operational schedules of the cruisers and destroyers based in Japan. The Navy has made plans to revise operational schedules to provide dedicated training time for overseas-based ships, but this schedule has not yet been implemented.

The GAO also says that crew size reductions contribute to sailor overwork and safety risks: GAO found in May 2017 that reductions to crew sizes the Navy made in the early 2000s were not analytically supported and may now be creating safety risks.

The Navy has reversed some of those changes but continues to use a work week standard that does not reflect the actual time sailors spend working and does not account for in-port workload—both of which have contributed to some sailors working over 100 hours a week.

Another GAO finding: in fiscal years 2011 through 2016, maintenance overruns on 107 of 169 surface ships (63 percent) resulted in 6,603 lost operational days (i.e., the ships were not available for training and operations).

Funding reductions and uncertainties are also a part of the picture. (*Source: MarineLog*)

Maritime industry vulnerable to cyber attacks

Cyber attacks in the maritime industry are not reported as often as onshore attacks.

While the numbers are rising thanks to increasing use of digital platforms, there is still a reluctance in the industry to take preventative measures, leaving shipowners and operators even more vulnerable to these attacks. Here are five reasons why the maritime industry is more susceptible to cyber attacks than it might realize.

Lack of encryption

Global services firm, Marsh & McLennan Companies, believes that the lack of any inbuilt encryption or authentication code in navigation systems is an issue. It means that shipping could be seen as a soft target and this perception alone could be enough to provoke an attack.

Cyber hackers can take advantage of this open system by creating a non-existent vessel and assigning it static information such

as name, identifiers, flag, ship type, even speed and direction. This "ship spoofing" means that it appears as though a vessel is in a particular place, causing issues for automated systems that identify data and make inferences based on data collected from AIS.

Increased use of computer services

Marsh & McLennan Companies also reports that the maritime sector is relying more heavily on computerised systems that are not equipped to meet the needs of 21st Century threats. Ships and offshore units are becoming increasingly connected and are using more and more computer programs that connect to the internet and therefore increase their vulnerability. The systems like an open door waiting for hackers to walk through.

Crew are not aware or trained in cyber security

According to FutureNavics, in

2015 only 12% of crew received cyber security training and only 43% of crew were aware of cyber-safe policies or cyber hygiene guidelines provided by their companies. Additionally, 43% of crew had sailed on a vessel that had been infected with a virus or malware. Jordan Wiley, Campaign Director of Be Cyber Aware at Sea, says that human error is usually the reason cyber hacks occur.

There is also an increasing number of politically driven cyber attacks and espionage that crew members are not often aware of or understanding of the full damage potential.

It is expensive to safeguard against attacks

Companies believe that cyber security preventative measures are expensive and do not really believe it is always necessary. However, getting struck by a cyber attack is much more expensive. There is the perception that getting hit by an attack is very unlikely and

therefore spending the money to get safe guard oneself is not always worth it. There have been few examples made public of maritime cyber attacks as well, which does little to help this perception. According to Capt. Nitin Chopra, Senior Marine Risk Consultant at AGCS, cyber attacks are largely regarded as onshore issues, but their numbers have been increasing in recent years.

The industry can be complacent

Stephen Hancock, cyber security expert at PA consulting Group, says that some businesses feel they are at a low risk because they have little valuable data and therefore do not strongly prioritize cyber security. Peter Hinchliffe, Secretary General at the International Chamber of Shipping agrees and says that the issue is only starting to be understood by the industry. Ships are getting more high tech, very rapidly, and more guidelines and contingency plans are required. (*Source: FathomNews*)

Britannia P&I club sponsors Wellness at Sea app

Britannia P&I Club has agreed to sponsor the Wellness at Sea app from maritime welfare charity Sailors' Society.

The well-being of seafarers is of utmost importance to the smooth running of the world fleet and the app contains a coaching program to reflect their needs and those of their employers by promoting cultural awareness, emotional intelligence, social skills and spiritual well-being alongside more familiar skills.

Spending long periods away from family and friends, combined with the stresses of working

and living in a confined environment, has led to an increase in poor mental and physical health among seafarers with suicide rates more than tripling since 2014.

The Wellness at Sea app provides seafarers with a range of knowledge and skills, intended to have a positive impact on their lives.

Exercise is a natural stress reliever as it releases endorphins into the body, so the app has been updated to include quick and more testing workouts.

A range of healthy eating tips and recipes that cater for a vari-

ety of nationalities is also available, containing a good selection of meat and vegetable dishes.

Eating a healthy balanced diet is important especially as recent health statistics among seafarers show cardiovascular conditions, obesity and diabetes are common reasons for seafarers failing their pre-departure medicals.

The app also enables users to monitor their social, emotional, physical, intellectual and spiritual wellness on a daily basis, in addition to providing information on maritime welfare organisations across the globe and AIS

tracking data.

"We felt it was important that Britannia P&I Club sponsored Sailors' Society's Wellness at Sea app as keeping crew healthy in mind and body is essential to an efficiently run vessel. Seafaring is a tough job and the industry needs to support the human element in every way it can. By following the good advice offered in this app, seafarers can find ways to relieve stress, eat healthily and seek welfare advice," said Andrew Cutler, CEO Tindall Riley (Britannia) Ltd. (*Source: Britannia P&I Club*)

VOICES *from* SEAFARERS



Capt. Alberto C. Calvero, in red shirt, and crew of MV FUGA

On behalf of the crew, I would like to extend our overwhelming thanks to the JSU officers who visited our vessel. We would like to request that our vessel be installed with internet to be used by the crew.



Capt. Edwin I. Tan (standing 3rd from left) and crew of MV BORACAY ISLAND

We really appreciate the visit of JSU staff and the assistance the Union provides. However, we wish to have internet in our voyages as we only have free email access. Thank you for your full support and God Bless All of Us.



Capt. Ferdinand S. Talahiban and some crewmembers of MV MONDIAL SUCCESS

On behalf of the officers and crew of MV Mondial Success, I say many thanks to the JSU Officer who visited us at the Port of Hakata. We're happy to see you Sir!!!



C/O Jeffrey R. Fetiluna (seated center) and some crewmembers of MV SAKURA KOBE

We hope that internet connection be provided in our ship so that we can have a convenient form of communication with our families. Thanks JSU for visiting us.



Crewmembers of MV ARCADIA HIGHWAY

We would like to thank you for your explanation on the various issues we inquired about Union policies. We are hoping that the next CBA will have a positive impact on the present wage level.



Capt. Joebert L. Patatag (seated w/ cap) and some crewmembers of MV QUEZON BRIDGE

My heartfelt thanks to the JSU for visiting our vessel and for the information you give us on maritime issues.



Capt. Ye Min Soe (in white coverall) with some crewmembers of MV GRACE ZEPHYR

We, Myanmar crew thanks the JSU for upgrading the working and living condition of seafarers. We are happy with our present conditions.



Vietnamese Capt. Nguyen Thanh Son (w/ glasses) and some crewmembers of MV SAZANKA

We thank you for visiting us. We now understand the differences between various agreements of the JSU.



C/Engr. Jose L. Samonte and some crewmembers of MV HAYAMA STAR

We are hoping that a new CBA that will be implemented next year will provide us with new benefits especially with regards to communication from/to our families. We appreciate your regular visits to the members who are in Japan ports.



Capt. Christopher G. Peronilla (seated right) and crew of MV SOUTH ISLANDER

We would like to extend our heartfelt gratitude to the staff of the JSU for enlightening us with regards to the seafarers' welfare and benefits. We hope your efforts would yield a positively synergic relationship with the members.



Capt. Armando Rea Antonio and crew of MV ROBIN WIND

Thank you very much for visiting us despite your busy schedule, and also thanks for the souvenirs you gave to all crewmembers.



Capt. Alverico G. Tuminez (w/glasses at right) and crew of MV ZEBRA WIND

We the officers and crew of MV Zebra Wind thank the JSU Officers for visiting us at the port of Kawasaki. You are always welcome to visit us.

Oz imposes long bans on ships not paying crew

All vessels operating in Australian waters must comply with relevant international standards given effect under Australian law, including the Maritime Labor Convention 2006 (MLC).

The Australian Maritime Safety Authority (AMSA) is the Australian authority responsible for regulation and implementation of the MLC's requirements. Marine Order 11 obliges AMSA to investigate any complaint alleging a breach of the MLC reported by seafarers or by any person with an interest in the living and working conditions on a vessel (e.g., professional bodies, associations and trade unions).

In the last three months two ships have been banned from re-

turning to Australian ports for 12 and 6 months, respectively, following AMSA investigations triggered by complaints reported by the International Transport Workers Federation.

DL Carnation

On September 14, 2017 the Panamanian flagged bulk carrier *DL Carnation* was detained for 7 days while an investigation into crew wage discrepancies was conducted by AMSA, which ultimately showed that the crew were being underpaid by more than US\$17,000 per month for a period of at least 6 months.

AMSA identified that the vessel had two sets of wage accounts: one set showed what pay the crew were actually receiving and the other

the pay the crew should have been receiving under their Seafarer Employment Agreements.

AMSA regarded the existence of fake accounts and the intent to deceive authorities as particularly concerning and issued an immediate 12 month ban on the vessel returning to Australia after release from detention. AMSA also indicated that there would be increased inspections for all other vessels belonging to the owners.

Rena

In July 2017 the Bahamas-flagged bulk carrier *Rena* was detained for a second time, having been detained on a previous visit to South Australia. On this occasion for failing to pay wages and other breaches. AMSA, working with

the flag state detained the vessel in Queensland for 29 days until the crew's unpaid wages had been paid in full.

In addition to unpaid wages the owners were also in breach of the obligation to provide a safe workplace for the crew. A number of material deficiencies were identified with the emergency generator, lifeboat and safety management system deficiencies, each being a clear risk to the safety of the crew, the vessel and Australia's marine environment.

AMSA's approach

AMSA has been consistently clear that all vessel owners must ensure that their vessels are operated and maintained to meet or exceed mechanical and safety standards and

that their crews are treated in line with their obligations under the MLC. AMSA has also indicated that substandard ships are not welcome in Australian ports and waters and that AMSA operates a zero tolerance approach to the mistreatment of crew.

Rena demonstrates that a second breach will carry serious consequences. *DL Carnation* ban should be seen as a clear message that a first or single breach will not be tolerated if the conduct is indicative of a systematic approach to breaching the MLC or otherwise sufficiently serious. In such circumstances AMSA will depart from their usual approach for a first breach of detaining a vessel until the specific issue is rectified. (Source: HFW)

ReCAAP reports lowest piracy incidents in January-August period

A total of four incidents of armed robbery against ships were reported in Asia in August 2017, according to ReCAAP ISC's monthly report. Of these, three were actual incidents and one was an attempted incident.

Compared to August 2016, the total number of incidents reported in August 2017 has increased by one incident. A total of three incidents (comprising two actual incidents and one attempted incident) were reported in August 2016.

A total of 43 incidents were reported during January-August 2017, of which 36 were actual incidents and 7 were attempted incidents. In particular:

- The number of incidents reported during January-August 2017 was the lowest among the 10-year reporting period.

- Compared to January-August 2016, there was a 20% decrease in the total number of incidents reported and a 72% decrease compared to the same period in 2015. A total of 54 incidents were reported during January-August 2016, and 151 incidents reported during January-August 2015.

- The improvement during January-August 2017 was attributed to, amongst other contributing factors, the improvement of the situation in the Straits of Malacca and Singapore (since 2016), and at

certain ports and anchorages in India, Indonesia and Vietnam.

Conclusions

1. The number of incidents of piracy and armed robbery against ships in Asia in August 2017 had increased slightly compared to the same period in 2016.

2. However, the total number of incidents during January-August 2017 was the lowest among the 10-year reporting period of January-August 2008-2017.

3. There was no report of incident involving the abduction of crew from ships in the Sulu-Celebes Sea since the last actual incident that occurred in March 2017. Nevertheless, the ReCAAP

ISC together with ReCAAP Focal Points, particularly the Focal Point for Philippines (Philippine Coast Guard), and the regional authorities will continue to monitor the situation closely, and update on advisories and proactive measures initiated by the Philippine authorities in addressing the situation.

The ReCAAP ISC reiterates the need for port authorities to maintain enhanced port security measures, particularly during hours of darkness; and ship masters to exercise vigilance and make timely reporting of all incidents to the relevant authorities. (Source: *Safety4sea*)

Cargo vessels causing lightning?

In a study published in *Geophysical Research Letters*, researchers calculated average yearly rates of lightning in the northeastern Indian Ocean and the South China Sea for the years 2005 through 2016. They found that two major shipping lanes (one between Sri Lanka and the northern tip of Sumatra, and another stretching northeastward from Singapore past southern Vietnam) experienced nearly twice the number of lightning strikes as similar strips of ocean a few hundred kilometers away.

The increase in lightning rates doesn't seem to be triggered by changes in weather. Instead, the team proposes, soot and other particles in the ships' exhaust create large numbers of cloud droplets that are, on average, smaller than those forming around natural dust particles in the air elsewhere over the ocean. Because those smaller droplets tend to rise higher into the atmosphere, they ultimately create a larger number of ice particles—which, in turn, rub against each other to generate lightning. (Source: *Science AAAS*)

ClassNK releases latest rules on ballast water mgmt

Leading classification society ClassNK released its new set of technical rules, Rules and Guidance for Ballast Water Management Installations, in accordance with the entry into force of The International Convention for The Control and Management of Ships' Ballast Water and Sediments, 2004 (hereinafter referred to as the "BWM Convention"), and amendments to Regulations for the Classification and Registry of Ships on September 8, 2017.

The BWM Convention was adopted for the purpose of preventing the transfer of aquatic organisms and pathogens harmful to the environment, human health and economic activity, emitted from vessels carrying ballast water engaged in international voyages.

The convention also requires all ships carrying ballast water which are engaged in international voyages to gradually phase in the installation of Ballast Water Management Systems (BWMS) which

satisfy relevant ballast water exchange standards, carry approved ballast water management plans, and appropriately maintain ballast water record books.

In addition to meeting requirements of the BWM Convention, the newly established Rules and Guidance for Ballast Water Management Installations stands as a regulation requirement that incorporates expertise gained through IACS Unified Requirements, domestic law and ClassNK related affairs.

Furthermore, ships subject to the provisions of the BWM Convention with an international gross tonnage of 400 gross tons and above are now required to be surveyed and issued an International Ballast Water Management Certificate to verify their compliance.

ClassNK also made amendments to Regulations for the Classification and Registry of Ships regarding requirements of the Installations Characters (BWM) which gives authorization to vessels which meet

this installation regulation.

Further details about the above is provided free of charge to ClassNK "MyPage" users under "Rule Amendments for Technical Rules". Information on how to become a "MyPage" user can be found on ClassNK's official website under "MyPage Login".

ClassNK e-certificate approved

ClassNK has expanded the scope the world's first comprehensive electronic-certificate service for classification and statutory certificates to include the flag states of Panama, Singapore, and the Marshall Islands from September 15, 2017. The service, ClassNK e-Certificate, currently available to Liberian-flagged vessels, will be available to ClassNK-registered vessels from a total of four flag states, accounting for approximately 60% of vessels on the ClassNK register.

ClassNK e-Certificate is the result of an innovative project aimed at reducing the workload on board and

at shore by minimizing potential clerical errors and time-loss associated with paper burden. Based on the standards stipulated in IMO's Guidelines for the use of Electronic Certificates (FAL.5/Circ.39/Rev.2) released in April 2016, the system enables secure transmission of certificates from ship to shore and vice versa. Most importantly, the system includes an online function to determine the validity of certificates and that they have not been falsified or tampered with.

ClassNK has been authorized as the first Recognized Organization to issue e-certificates to Liberian-flagged vessels on its behalf. Furthermore, the use of ClassNK e-Certificate was approved by the flag states of Panama, Singapore, and the Marshall Islands, and may also be issued for vessels registered with the flag states of Norway, the Netherlands, and Vanuatu as part of ClassNK's Recognized Organisation status in those jurisdictions. (Source: *ClassNK*)

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