

# JSU meets in Okinawa for 1st time

*78th annual national assembly join forces to implement action plans*

All Japan Seamen's Union (JSU) convened its 78th annual national assembly on Nov. 6-8 at Okinawa Convention Center in Ginowan City, Okinawa Prefecture.

On Day 1 of the three-day meeting, the union unveiled activity and accounting reports for its 72nd year, while discussions were held on a package of action policies, or Bill 1. On Day 2, meetings were held by the Ocean Going Seafarers, Domestic Seafarers and Fisheries departments. Views were exchanged on Day 3 on Bill 5, leading to a final decision on action policies for the 73rd year.

At 9:30 a.m. on Nov. 6, Mr. Toshiaki Kimura, secretary-general for the national assembly, declared the opening of the event, which was followed by the singing of the JSU song.

Mr. Hiroyuki Tachikawa, a member of the Central Executive Board Committee, delivered the opening speech, and Mr. Junzou Suzuki, another member of the committee, explained the preparatory work that JSU had completed to hold the meeting.

Mr. Daisaku Kanna, head of the Kyushu-Kanmon Regional Office, was elected to preside the an-

nual assembly, while Mr. Hisashi Otaki, acting head of the Kanto Regional Office, and Mr. Koki Tsuda, acting head of the Tohoku Regional Office and head of the Hachinohe Branch, were chosen to report to Mr. Kanna as vice-chairmen. Mr. Kanna came up on the stage to give an address, at which time he advised that meaningful discussions be held.

Then, JSU confirmed members of its in-house organizations and designated new members of its committees. On behalf of the union, Mr. Yasumi Morita, president, delivered an address, stressing that he was very happy for JSU to hold its annual national assembly in Okinawa, a familiar place for seafarers. He asked attendees at the meeting to hold discussions earnestly and passionately to come up with firm action policies that would live up to the mandates of local labor unions. Following the presidential message, guests gave congratulatory speeches to celebrate the convening of the annual assembly.

On Day 1, the meeting deliberated the activity report for the 72nd year and approved it by an absolute majority. The next item on the agenda was the accounting report, which was also approved



At the end of the three-day 78th annual national assembly, members affirm their commitment to achieving the union's goals with a triple-shot of "gambaro!" chants.

by an absolute majority. After the package of action policies for the 73rd year, or Bill 1 was proposed, the assembly exchanged opinions on related subjects that had been submitted along with Bill 1. Many attendees deepened their understanding through a question-and-answer period. Then, JSU presented its view, deciding to have the dedicated committee for Bill 1 to make partial alterations on the bill, which was then unanimously approved.

On Day 2, the Ocean Going Seafarers, Fisheries and Domestic

Seafarers departments convened their meetings, working on Bills 2, 3 and 4, respectively. The discussions held during the meetings were reported at the general meeting summoned on Day 3.

On the final day of the national assembly, discussions held on the previous day by the Ocean Going Seafarers, Fisheries and Domestic Seafarers departments were reported on and approved. Opinions were exchanged on Bill 5, or a package of a budget and a capital investment plan for the 73rd year. A vote was taken on

the bill, which was approved by an absolute majority. An election was conducted then to fill vacant accounting auditors and other executives.

The customary chant of three "gambaro!" (Let's work hard!) was made at the end of the meeting. This year, however, the chant was repeated once again, stressing JSU's commitment to work hard in solidarity until 11 members from Kyowa Shipping return to work at Shin Kyowa Shipping and until its action policies have been executed.

## JSU prays for spirits of precious lives lost in Battle of Okinawa

*Like the harrowing experiences of requisitioned seafarers, many civilians—ranging from small children to the elderly—were forced to make ultimate sacrifices in unimaginable situations*

JSU leaders lay floral tribute at Cornerstone of Peace to offer pray for the war dead

On Nov. 5, a day before the JSU convened its 78th annual national assembly, eight executives from the union visited the Peace Memorial Park in Itoman City, Okinawa Prefecture. Mr. Yasumi Morita, president; Mr. Shinichi Tanaka and Mr. Mitsuharu Matsura, acting presidents; and Mr. Yoshiyuki Ikeya, Mr. Kenji Takahashi, Mr. Hidehiko Hiraoka, Mr. Hiroyuki Tachikawa and Mr. Junzou Suzuki, the remaining members of the Central Execu-



JSU executives give a floral offering at the Cornerstone of Peace in Okinawa before bowing their heads in prayer.



tive Board Committee, paid floral tribute to the Cornerstone of Peace and said prayers, mourning

people who died in World War II. The Peace Memorial Park is located on a highland, to the south

of which is Mabuni Hill, where the Battle of Okinawa came to an end. Looking to the southeast of

the park, people can enjoy a view of a rugged but beautiful coastline.

Continued on Page 4



# Trade group encouraged by EU CO2 plan

Speaking from the UN Climate Change Conference in Bonn, ICS Director of Policy, Simon Bennett, has commented on the provisional decision by the European Union not to include shipping within the full scope of the regional EU Emissions Trading System (ETS).

“We think that this demonstrates confidence within the EU

institutions in the current progress being made at the UN IMO to develop an ambitious strategy that will deliver additional CO2 reduction measures, consistent with the shipping industry’s own vision of zero emissions, as soon as possible.”

Mr. Bennett added: “We understand that the date which the EU has agreed for when the European Commission will next closely ex-

amine the progress that has been made globally is consistent with those time lines agreed by all IMO Member States.”

ICS – the global trade association for shipowners – believes the decision also shows a welcome recognition within the EU, including the European Commission, that ETS, is an inappropriate tool for application to an industry like shipping. This is because of the

huge risk of creating serious market distortions and the administrative challenge of incorporating tens of thousands of ships operated by thousands of SMEs into a discredited system which the EU is already struggling to reform.

“The industry does not support the concept of Market Based Measures (MBM),” said Mr. Bennett. “But in the event that, as part of the IMO strategy, MBMs are in-

cluded as a possible candidate measure, today’s EU decision does at least make it more likely that the type of MBM that might be explored would be a global fuel levy.

“And compared to the nightmare of a regional ETS, a global fuel levy would clearly be the preference of the vast majority of shipowners should an MBM ever be imposed on them.” (*Source: ICS*)

## Training merit over minimum standards urged

Ship owners, managers, and operators should aim for training excellence, rather than just attaining the minimum standards required, and use training as a key tool for attracting and retaining high-calibre seafarers in a competitive market, according to Mark Woodhead, KVH Videotel senior vice president EMEA, who spoke at CrewConnect Global, in Manila.

“Training needs to be part of a shipping company’s DNA,” Mr. Woodhead said, “And as our seafarers embrace the shift towards continuous learning, we need to develop cultures that support and demand it.”

In the ever-changing and highly regulated shipping industry, continuous learning is needed to avoid incidents and accidents that could lead to costly delays, fines for non-compliance, asset damage, or, more seriously, loss of life. “Talk is cheap but accidents aren’t,” Mr. Woodhead said. “With new training techniques and technologies, seafarers are engaged and motivated to learn.”

Mr. Woodhead advised that one of the key ways to build loyalty among crew is offering quality training programs to motivate personnel and attract the younger generation to consider a career in the maritime industry. Shipping offers a structured career path, unlike many jobs available today, and continuous training and development are integral to improving skills and standards. He also urged ship owners and managers to take advantage of the international standards of the highly regulated shipping industry to provide the training that can drive up performance and reduce accidents and claims.

The demands levied on the industry by charterers is also another consideration for operators, in Mr. Woodhead’s opinion, as the analysis of vessel performance becomes more accessible through improved data analytics. He expects performance and crew competence to become increasingly transparent, bringing high-quality training into the spotlight. (*Source: KVH Videotel*)

## Best weapon against cyberattacks is prevention

The insurance policies that are in use in the shipping industry “are taking on the cyber risks that could strike this sector,” said Alessandro Morelli, the COO of SIAT Assicurazioni, the Unipolsai Group company that specializes in the maritime sector. The issue of new risks that come from the digital world, even in the maritime sector, was one of the matters dealt with recently in Genoa at the Fourth Forum organized by The Meditelegraph and Il Secolo XIX.

### Why has the insurance industry not moved faster on this?

“About a year ago, our company began to study the matter and carried out some analyzes within the shipping industry and among transport operators. The first responses did not show any obvious

need to offer insurance coverage that would include cyber risks. Nevertheless, we continued our studies, following the path of the product that the Unipolsai Group had already offered in other sectors, with the goal of providing our clients with a specific SIAT product.”

### Will you do that in the coming months?

“We intend to and we are working on it assiduously. The maritime sector is also beginning to understand that it is necessary to have greater protection. But let’s be clear about this: the best weapon against these new risks must be prevention. Prevention will also help insurers in their cyber policy offerings.”

### Does it really only take 10 min-

### utes to hack a ship at sea and take control of its computer system?

“There is that possibility. But the most important consequences concern other economic losses from interruptions of activity and the costs that companies struck by computer attacks can incur. The risk of the theft of sensitive data with liability in relation to third parties is particularly serious.”

### Are there greater risks for cargo ships, or passenger ships?

“At the level of possible economic losses, passenger companies are particularly exposed. There are cruise ships that carry over 5,000 people and an attack via the internet could steal sensitive data of an enormous number of passengers with the resulting liability in rela-

tion to third parties and damages to reputation.”

### Is it only shipping companies that are at risk?

“I would say that it is not. We are also studying a special product for maritime freight forwarders and port terminals.”

### Piracy at sea. Is it becoming less frequent?

“The data says so. Especially off the coast of Somalia and the Indian Ocean.”

### Why is there no kidnapping insurance for seafarers?

“An Italian law of 1991 prohibits kidnapping rescue insurance, and this also applies to ships flying our country’s flag. In other parts of the world, the laws are different.” (*Source: The Medi Telegraph*)

## ISWAN gets grant for seafarer assistance services

The Trafigura Foundation and ISWAN have begun a collaboration to improve ISWAN’s assistance to seafarers.

ISWAN’s 24-hour multilingual helpline, SeafarerHelp, provides a lifeline for seafarers experiencing critical situations at sea or needing emotional support to cope with the time spent away from home. The Trafigura Foundation’s grant will be used to replace ISWAN’s current customer relationship management software

with a new system to enable the helpline to offer a better service and improved data monitoring of seafarers in need.

This collaboration will also benefit seafarers through two specific funds administered by ISWAN: the Seafarers’ Emergency Fund, which provides immediate, essential aid to seafarers and their families who are directly involved in unforeseen crises; and the Piracy Survivors Family Fund (PSFF), created to help seafarers affected

by piracy attacks around the Horn of Africa. The PSFF offers vital support during and after seafarers’ captivity by providing livelihood and living expenses to their families, as well as mental and physical rehabilitation. The fund is providing ongoing support to seafarers held hostage by Somali pirates.

Roger Harris, Executive Director of ISWAN said “We warmly welcome the Trafigura Foundation’s new funding and their commitment to ISWAN and the wel-

fare of seafarers. We are looking forward to a long term productive partnership with the foundation.”

Vincent Faber, Executive Director of the Trafigura Foundation, said “[The] pioneering collaboration [enables] a strong positive impact on the lives of seafarers, whose working category deserves special support and welfare measures. We are proud to support ISWAN’s commitment and help this Association reach out to more beneficiaries.” (*Source: ISWAN*)

## Shipping has role to play in defending globalization

Capitalism, globalization and international collaboration spread prosperity and growth, and shipping has a vital role to play in this process, Guy Platten said in his address to the annual Scottish Shipping Benevolent Association (SSBA) dinner in Glasgow.

“Even though the world has never traded more, it seems like once again we have to defend trade, free markets and capitalism itself from those who would seek to tear them down,” the UK Chamber CEO said.

His address coincides with new

research that says the world’s top 60 economies have adopted more than 7,000 protectionist trade measures since the financial crisis, according to data compiled from the World Bank, Heritage index and Global Trade Alert.

“Protectionism, whether in the UK, in the EU, the USA or anywhere else, will see trade fall and that extraordinary progress reversed. We must now allow it to,” Guy said.

“So when we are arguing for change from government, when we are recruiting young seafarers

or taking care of old ones and their families, let us remember – the success or otherwise of the shipping industry is about more than our bottom line alone.

“When we say we are important to the economy, it cannot just be about patting ourselves on the back. It means we accept the responsibility that comes it. To connect people. To treat our seafarers well. To invest in our future. To argue for the things we need from government. And to take our place at the heart of the economic and political debate. “The future of

trade is too important to be left to others to decide.”

Guy noted that the UK’s shipping community no longer exists in a bubble, congratulating itself like “an industry whose best days lay behind it”. Instead, he noted, “the UK government is listening to maritime voices like never before”.

“We are making progress. But we have so much more to do. And I am clear, I want us to become a bold, confident and ambitious industry,” Guy told the charity dinner. (*Source: UK Chamber of Shipping*)



VOICES *from* SEAFARERS**Officers and crew of MV ATLANTIC BRAVE**

We, the Officers and crew of *MV Atlantic Brave* give thanks to JSU and staff for your grateful time for visiting us. "Harmonious relationship is the wealth for success and accident-free environment."

**Bosun Norman M. Mallorca and some crewmembers of MV THEMIS TRIUMPH**

We wish our company and also the JSU a "Merry Christmas and a Happy New Year".

**C/E Juanito C. Isla and some crewmembers of MV BESS**

Merry Christmas to all seafarers in the world. We hope that this Christmas our new CBA be successfully concluded with reasonable increase in wages for the crew. We are also hoping that the vessel be provided with an internet connection world-wide.

**Crewmembers of MV KEN KON**

One of our wishes is for our ship to have an internet connection so that we can have convenient communication with our families especially during Christmas. This is the time we really miss our families.

**C/O Anthony P. Sabuya (2nd from right) with some crewmembers of MV CEBU ISLAND**

Thank you for your regular visitation to our ship and we really appreciate the information you provide us, such as issues regarding our benefits with AMOSUP.

**Some crewmembers of MV BALTIC HIGHWAY**

Although we miss our families especially during this Yuletide Season, we assure our loved-ones that we are in good living condition on-board. Thanks to our company for providing us regular Wi-Fi internet connection whenever we are in port. Merry Christmas everyone!!!

**Some crewmembers of MV CRYSTAL WIND**

Thanks for explaining to us the various benefits that we can avail from the Union. We now understand the difference between the RPP and the Provident Fund. We hope you visit us again.

**Capt. Delve T. Demegillo, officers and crew of MV SANYU**

We hope that a new CBA be concluded soon, we are hoping that the JSU can negotiate for more benefits to the members. Thanks for coming...Merry Christmas And A Happy New Year To All!!!!

**Some crewmembers of MV KEN TOKU**

We are grateful for your visit and sharing some important issues. To all JSU officers, thank you!!!

**Capt. Leo D. Dela Cruz and crew of MV GLOBAL CORAL**

We would like to thank you for visiting our ship even in your hectic schedule. Hoping you will visit all JSU member-vessels because we heard there are other companies still not complying with the agreed wages for the crew. Once again, thank you!!!

**Capt. Ronnie G. Manginsay (3rd from left) and crew of MV SHIN ONOE**

Your visit to us is very important as we are being updated on the progress of the negotiation for the new agreement. Thank you so much for the reading materials and the souvenirs. To everyone, FELIZ NAVIDAD!!!

**C/O Diosdado D. Salamanca and some crewmembers of MV SELENE LEADER**

Christmas is coming and we wish everyone Peace and Happiness on-board ships. Thanks to the JSU staff for visiting us.



# Responding to serious on-board medical incidents

In the latest edition of Signals newsletter, North P&I Club's Senior Executive Kostas Katsoulis discusses the steps to take onboard where there is a serious incident requiring medical assistance from ashore.

Firstly, basic first aid should be provided on board under the guidance of the Ship's Medical Officer and with reference to the

Ship's Medical Guide. Timing can be all important when treating an emergency, so always call the emergency services immediately. Many ports have medical centres within port installations covering basic emergency needs.

Once the immediate emergency is under control, Club correspondents should also be informed to observe and report on medical care.

If a serious injury occurs, the Master should ensure that the cause, nature and extent of injuries are recorded.

Additionally, any treatment provided on board should also be noted (including actions taken, first aid and any medicine provided).

Statements from eyewitnesses as to the circumstances surrounding the incident should be obtained

and a sketch map drawn or photographs taken of the area of the incident. Namely:

- Secure evidence by retaining any damaged equipment (including tools, safety clothing and machinery) that played a role in the cause or nature of the injury sustained.

- In addition, the position of any CCTV cameras in the vicinity that may have recorded the in-

cident should be noted.

- The ship should also consider if the VDR on board may have captured any relevant evidence, for example where a mooring accident has occurred.

The Club correspondent should also attend and consideration be given to appointing a surveyor (and in more serious cases a lawyer) to investigate the matter. (Source: SAFETY4SEA)

## Filipino seafarers must prove that illness is work related

The Philippines Supreme Court has held that Filipino seafarers must prove that an illness is work-related to claim under the POEA Contract, even though the illness is disputably presumed to be work-related, Standard Club reports.

The first instance court heard a seafarer diagnosed with a cyst whilst on board the vessel and was treated the next day at a shore medical facility with the cyst being removed. The illness causing the cyst was not included in the list of work-related occupational diseases under the POEA Contract.

After treatment the seafarer returned to the vessel and continued his employment. Two months later the contract ended under a probationary employment clause and the seafarer was repatriated.

The seafarer consulted his personal doctor who issued a certificate confirming he was permanently unfit for sea service. He then argued that he had persistent symptoms resulting from the cyst and that his employment was ended because of his illness, saying he was entitled to disability benefits.

The Philippines Supreme Court found that the seafarer was not medically repatriated and that his condition has a disputable presumption, due to not being under the POEA Contract.

Thus, the seafarer must prove the illness is work-related.

This case compels seafarers to prove that an illness not included in the POEA Contract, is work related.

The decision by the Supreme Court sets a precedent, meaning that shipowners are not required to prove a negative to avoid liability.

Additionally, owners are advised to keep records explaining the reasons crew are repatriated and obtain crew confirmation where possible in order to assist them in counter future claims that crew were medically repatriated and entitled to compensation. (Source: SAFETY4SEA)

## ClassNK releases updates to Good Maintenance Onboard Ships

Leading classification society ClassNK has just released the latest version of Good Maintenance Onboard Ships (October 2017). The comprehensive checklist is designed to be used by shipmasters, crew, shipowners, and other key personnel in order to ensure vessels are safe, well-maintained and comply with regulations.

To further improve the quality and efficiency of maintenance

onboard ships, ClassNK has incorporated its knowledge and experience gained through surveys and audits, feedback from Port State Control (PSC) inspections, and comments from shipowners and mariners to provide the most up-to-date checklists for Routine Maintenance, PSC Inspections, Safety Management Systems, Ship Security Management Systems, as well as photos of the

most common deficiencies. The latest edition now also includes a checklist for the Maritime Labour Convention, 2006 (MLC, 2006).

ClassNK's Director of Survey Operations Division Yoshinori Kozeki said: "This easy-to-use checklist is a result of our ongoing commitment to improve the safety of life and property at sea, and the prevention of pollution of

the marine environment. The latest edition of Good Maintenance Onboard Ships includes clear explanations, photo examples as well as guidance on the latest updates in the industry. We hope that crews will utilize this to help create a safer work environment, decrease the number of PSC detentions and prevent maintenance related problems before they occur." (Source: ClassNK)

## Diabetes still main cause for crews failing PEME

November was Diabetes Awareness Month, in acknowledgement of the disease which remains in the Top 5 causes of crew failing the Pre-Employment Medical Examination (PEME), UK P&I Club said.

As the club reminds, diabetes is a progressive, non-communicable disease, more likely in over 40 year olds, for those with a family history of the condition, and those who are overweight. It can be caused primarily by a sedentary lifestyle, an increasing consump-

tion of sugars and starches in our diets, which lead to obesity and an increasing difficulty in controlling blood sugar levels.

Non-insulin dependent diabetes can be controlled by diet, weight reduction and/or medication. Crew with controlled diabetes may be deemed fit for sea service with medication. However, if there is any doubt about the management of the condition or any complications arising from the diabetes the crew may be made temporarily

unfit until such a time when the condition is under control.

"Like many illnesses early detection, correct diagnosis and management of Diabetes is essential in ensuring the long healthy life of the sufferer. Education about the risk factors is recommended and often the pre-employment medical examination will be the first opportunity for detecting of newly diagnosed insulin dependent crew," UK Club advised. (Source: SAFETY4SEA)

### Continued from Page 1

The memorial park is made up of many facilities, including the Okinawa Prefectural Peace Memorial Museum, where photos, relics and other things from the Battle of Okinawa are displayed. At the Cornerstone of Peace, the

names of all people who made ultimate sacrifices during the battle are inscribed on monuments. The Peace Memorial Statue was built to comfort the spirits of the dead and pray for a everlasting peace. On Mabuni Hill, there is the National War Dead Peace Mausoleum, while other prefectures and

several organizations have war memorials.

As of June 2017, the names of a total of 241,468 people had been inscribed on monuments at the Cornerstone of Peace, which consisted 149,456 local citizens, 77,425 from other prefectures and foreign people.

## Sending desire for peace to the world

When the JSU executives offered flowers to the Cornerstone of Peace at the Peace Memorial Park, it was a beautiful day with gentle ocean waves. When the JSU delegation, led by President Morita, arrived at the park, the members passed through the Peace Ceremony Zone to head for the open space where a stand for donating flowers had been prepared.

At the open space, where the Flame of Peace is aglow, there is a monument representing a world atlas, on which heartfelt wishes are made to pray for everlasting peace. JSU executives stopped at

the open space to remember those who died in the Battle of Okinawa. President Morita first laid a floral tribute, followed by other members, then gave prayers to the war dead.

After offering the flowers, they visited the Okinawa Prefectural Peace Memorial Museum, at which they observed permanent exhibition rooms. Displayed in Exhibition Room 1 was the history of Okinawa that led to the Battle of Okinawa, while explanations were made to give visitors a background of World War II. In Exhibition Room 2, the JSU delegation learned the reality of the

battle from a viewpoint of local residents. Also, records were preserved of the so-called "Typhoon of Steel", which refers to the three-month period when more than 200,000 soldiers and civilians were killed in air and naval attacks. In Exhibition Room 3, the horrible experiences that local residents suffered above ground and underground during the Battle of Okinawa were symbolically displayed. Exhibition Room 4 displayed testimonies and images. These exhibitions and other facilities conveyed the horrors of war. The JSU delegation renewed their pledge to resist wars.

## ITF releases update of Shore Leave app, with raffle giveaway

The ITF Seafarers' Trust, the ITF's charity arm, has updated its shore leave app to encourage seafarers to visit their local seafarer centers – with a chance to take part in an electronic raffle.

Using the app, every time a seafarer visits a seafarers' center they can scan a code to get an electronic raffle ticket. The first winner in the quarterly draw will receive an iPad.

Users can customize the app by pinning places of interest on to a map, and swap recommendations about a port or city with other seafarers.

Launched in 2014, Shore Leave was the very first app developed for seafarers. Once downloaded, it can function offline, and stores all the contacts in users' phones.

The Shore Leave app can be downloaded on Google Play for Android and the App Store for iOS devices. (Source: ITF Seafarers)

**ALL JAPAN SEAMEN'S UNION**  
15-26, Roppongi 7-Chome,  
Minato-Ku, Tokyo 106-0032

**Tel.:** (03) 5410-8320  
**Fax:** (03) 5410-8336  
**E-mail:** iss@jsu.jp  
**Internet:** http://www.jsu.or.jp

**Publisher: Hiroyuki Tachikawa**

Send inquiries to the attention of  
Mr. Hiroyuki Watanabe,  
Director, Foreign Trades Dept.