

JSU invites hundreds of local kids on Port of Yokkaichi cruise

391 students rediscover the attractiveness of ships and ports during field trips on board 'Toba Maru'

On Oct. 18, 2016, the All Japan Seamen's Union (JSU) gave a field-trip program for local third graders at the Port of Yokkaichi in Mie Prefecture. On board *Toba Maru*, a training ship owned by Isewan Ferry Corp., the elementary-school students took part in various activities. They went on a two-hour cruise to see the port from aboard the vessel.

Among many other activities, they also inspected the bridge (wheelhouse), gained experience doing rope work and wearing life jackets, and watched the animation DVD entitled "Yappari Umi ga Suki" (As expected, I love the ocean).

The program was sponsored by the city of Yokkaichi's Board of Education; the Mie Transport Branch Office of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT)'s Chubu District Transport Bureau; and the Yokkaichi Port Authority. It was also assisted by Isewan Ferry and Yokkaichi Port Service Co., Ltd.

Two field trips were made on the day—in the morning and afternoon—in which a total of 391 students participated.

Morning session (participants: 234 students)

The JSU organized the field-trip program on a brilliantly fine day. By the time when the morning session began at 10 a.m., 234 third graders from three local elementary schools—Mie Nishi, Yasato Nishi and Kawashima—had arrived at a terminal at the Port of Yokkaichi. They boarded *Toba Maru* all with big smiles on their faces.

As soon as *Toba Maru* set sail from Yokkaichi, a ceremony was conducted to welcome the students in a cabin for general passengers, which was presided over by Mr. Nishikiori Koichi, an executive from the JSU Nagoya Branch.

On behalf of the JSU, Mr. Hideo Hiraoka, general director of the Domestic Affairs Bureau, spoke to the young crowd: "I



Above: The morning tour is attended by 234 local third-graders.
Below: The afternoon tour welcomes 157 local third-grade students.

hope that today's on-board experience program will encourage you to become seafarers in the future," he said. "I would like you to enjoy the cruise, taking in views of and around Yokkaichi from offshore and watching the crew operate this vessel, even if for only a short period of time."

A guest from Yokkaichi's Board of Education, Mr. Takashi Nakamura, vice counselor of the Facility Planning Division (assistant section manager and first chief), also spoke: "From this on-board experience program, I want you to discover something meaning-

ful for you," he said. After finding out their cruise schedule and learning the do's and don'ts and other important things to keep in mind, the participants began an on-board inspection tour.

1st time to enter bridge (wheelhouse)

During the on-board inspection tour, Capt. Kokubo from Isewan Ferry gave a lecture in the bridge (wheelhouse) of *Toba Maru* on various subjects that included steering systems, the way how ships can float on water and differences in size between ship and

car engines. "Ships do not have brakes," he said. "When stopping, they shut down their engines and reverse their propellers."

Some of the attending students were surprised to hear him give briefing on this mechanism. The captain then asked them trivia questions. He asked how far *Toba Maru* would travel forward before coming to a stop, when it is in motion under full steam versus if it stopped its engines and reversed its propellers. The children were surprised again upon learning that it would travel as far as 660 meters before coming to a halt.

Experiencing rope work

The three graders experienced rope work on the deck of *Toba Maru*. Crewmembers and JSU members taught them how to tie ropes, giving easy-to-understand lessons on cross and bowline knots. The students worked hard in a short period of time to practice rope work repeatedly. After learning them, they helped others with a look of pride and smiles on their faces. They enjoyed learning some of the rope work that seafarers use on a daily basis.

Watching DVD

In a cabin of *Toba Maru*, Mr. Takashima, a staff member of JSU, invited the children to watch the animation DVD produced by J-Crew Project, "Yappari Umi ga Suki" (As expected, I love the ocean). They became excited by the roles played by Ms. Nanami Umizuki, the main character of the animation, who is an apprentice officer of a large containership. They were also excited about the attractiveness of going to sea.

Afternoon session (participants: 157 students)

After the morning session, 157 third graders from three other local grade schools—Hazu, Kyo-hoku and Kwarada—came on board *Toba Maru* in the afternoon.

A similar ceremony was given to welcome them, at which Mr. Hiraoka of JSU spoke again. Following Mr. Hiraoka, Mr. Yoshitaka Tagaki, deputy director-general of the Mie Transport Branch Office at the MLIT's Chubu District Transport Bureau, and Mr. Kazuhide Mizutani, vice-president of the Yokkaichi Port Authority, also addressed the young audience.

The students inspected the bridge of the vessel, experienced rope work, watched the DVD and participated in other activities. During the free time that they were given at the end of the session, they enjoyed taking in the city of Yokkaichi from the ocean.

More photos on the Back Page

AMSA issues maximum on-board service rules

AMSA has issued Marine Notice to advise on AMSA's approach to implementing the Maritime Labor Convention, 2006 (MLC, 2006) requirements for the maximum continuous period that a seafarer can serve on board a vessel without taking leave. It also outlines how these requirements will be enforced by AMSA during MLC, 2006 more detailed inspections.

The relevant sections of MLC, 2006, Regulation 2.4 – Entitlement to leave and Regulation 2.5 – Repatriation, which make reference to the maximum continuous period that a seafarer can serve on board a vessel without taking leave, are quoted below.

• Regulation 2.4 – Entitlement to leave

Purpose: To ensure that seafarers have adequate leave

1. Each Member shall require

that seafarers employed on ships that fly its flag are given paid annual leave under appropriate conditions, in accordance with the provisions in the Code.

2. Seafarers shall be granted shore leave to benefit their health and well-being and with the operational requirements of their positions.

• Standard A2.4

1. Each Member shall adopt laws and regulations determining the minimum standards for annual leave for seafarers serving on ships that fly its flag, taking proper account of the special needs of seafarers with respect to such leave.

2. Subject to any collective agreement or laws or regulations providing for an appropriate method of calculation that takes account of the special needs of seafarers in this respect, the annual leave with pay entitlement shall be calculated on the basis of

a minimum of 2.5 calendar days per month of employment. The manner in which the length of service is calculated shall be determined by the competent authority or through the appropriate machinery in each country. Justified absences from work shall not be considered as annual leave.

3. Any agreement to forgo the minimum annual leave with pay prescribed in this Standard, except in cases provided for by the competent authority, shall be prohibited. Standard A2.5.2

2. Each Member shall ensure that there are appropriate provisions in its laws and regulations or other measures or in collective bargain agreements, prescribing:

i. the circumstances in which seafarers are entitled to repatriation in accordance with paragraph 1(b) and(c) of this Standard;

ii. the maximum duration of service periods on board following which a seafarer is entitled to

repatriation – such periods to be less than 12 months; and

iii. the precise entitlements to be accorded by shipowners for repatriation, including those relating to the destinations of repatriation, the mode of transport, the items of expense to be covered and other arrangements.

Compliance and enforcement

On this basis, when a complaint is received or during a more detailed inspection, AMSA inspectors will verify compliance with Regulation 2.4, ensuring seafarers serve no longer than 11 months continuously on board a vessel. This will include verification that any service extensions do not result in seafarers serving on board for more than 11 months.

Where inspectors identify that a seafarer has served on board a vessel for more than 11 months, but less than 13 months and this occurred with the full consent of the seafarer and in accordance

with any flag State requirements, the non-compliance will be brought to the attention of the master and the vessel owner, with an expectation that the non-compliance will be rectified at the earliest possible opportunity. Due consideration to flag States policy in this regard may be taken into account.

Where inspectors identify that a seafarer has served on board a vessel for more than 13 months, or in cases of systemic breaches, the non-compliance will be managed in accordance with MLC, 2006 Standard A5.2.1.6. This requires the inspector to take steps to ensure that the ship shall not proceed to sea until the non-conformities have been rectified, or until the inspector has accepted a plan of action to rectify such non-conformities and is satisfied that the plan will be implemented in an expeditious manner. (Source: AMSA)

Rough waters for container shipping

Why Hanjin—world's 7th largest container line—went under

Sad news. After months – even years – of pain and suffering, the South Korean container shipping company Hanjin finally sank and passed away. Not just any casualty, but the largest shipping bankruptcy in history: Hanjin was the world's seventh biggest container line with a fleet of 90 ships. Was this an accident, an isolated case of bad luck, or is something more structural going on?

Like with any bereavement, there are the immediate arrangements to make. Terminal operators and maritime service providers were not paid for their services and need their money, so they have seized Hanjin ships in ports to have some sort of guarantee. Hanjin's clients are eager to know that their goods will be delivered and not be stuck on ships. Competitors are circling around the deceased to pick up some of the ships that Hanjin leaves behind.

At the same time, people are starting to wonder how all this could have happened. Forensic analysts talk about the sluggish demand for container transport, hit by declining trade from China, the overcapacity in container shipping and the resulting low ocean freight rates that have made it very difficult to make profits in container shipping. All this sounds very logical, but also pretty abstract, and – more fundamentally – it obscures an uncomfortable truth: this was not an accident, but market forces at play – and it will happen again.

The story starts – in a way – in a corporate boardroom in Copenhagen in 2010. Then, the world's largest container shipping company, Maersk Line, decided to order a set of new container ships that were larger than the world had ever seen, able to carry 18,000 standard containers. Putting more containers on a more fuel-efficient ship would save costs

and thus give it a better position in a very competitive market.

For a weekly container service between Asia and Europe – the route on which the largest ships are deployed – 10 to 11 ships are needed; a lot of capital that smaller companies would not be able to collect. As the order for the new mega-ships was placed while the global economic crisis was still unfolding, banks were unwilling to lend much to a risky business like shipping, especially the smaller ones with high risk profiles. Timing was excellent, with ship prices low due to overcapacity in shipbuilding yards. The new mega-ships were smartly marketed as “Triple E” ships, providing economies of scale, energy efficiency and environmental performance. They also provided a once in a lifetime opportunity “for the market consolidation that big players hoped for”.

Yet things worked out differently: other firms reacted by ordering similar mega-ships and by organizing themselves in alliances. They agreed to share slots on each other's vessels, which means they can offer networks and connections that they would not be able to offer if they would go it alone. Alliances had existed before, but the Triple E-strategy involuntarily resulted in stronger alliances in which more carriers were involved. These consortia were also used to share newly acquired mega-ships, so individual carriers would only need to buy a few of these, instead of having to shoulder a whole set of 10 ships. Consequently, many carriers were able to rapidly catch up and also order mega-ships, many more than expected. The alliances became such powerful mechanisms that even the largest companies found themselves forced to find alliance partners.

This gave a different twist to the play, but

with a similar outcome. The combined mega-ship orders in a period of sluggish demand created a sensational amount of overcapacity: way more ships than were needed. This overcapacity resulted in lower freight rates, lower revenues and several years of losses, which we have not started to see the end of yet. Whoever has the longest breath and biggest pockets will survive; the others won't and will suffer death by overcapacity, like Hanjin.

There will very likely be more Hanjins. Hardly any container shipping line is making profit nowadays and the perspectives are bleak. Sputtering trade growth and gigantic ship overcapacity will continue to depress ocean freight rates. Banks, creditors and governments might well get impatient with some of the liners and cut life lines again.

Economic theory champions the notion of “creative destruction”, in which inefficient firms are replaced by more efficient ones. So, even if it is hardly any comfort for employees that lose their jobs in the process, one could consider it a natural thing that weaker shipping firms disappear.

There is just one problem. If this process continues, it will soon lead to a very small group of powerful carriers dominating an already concentrated market, enabling them to put a lot of pressure on clients and ports. We are starting to see what the results of this are: less choice, less service and fewer connections for shippers, the clients of shipping lines. The ports that accepted the offer they could not refuse and invested in becoming mega ship-ready may find out that they placed their fate in the hands of a few big players who frequently change loyalties as fast as the wind.

Hanjin is gone; the problem is still very much there. (Source: OECD Insights)

2 Filipinos face 20 years in US pollution case

Two Filipino senior ship engineers face 20 years in prison after being found guilty of dumping pollutants at sea and attempting to hide the act from U.S. authorities.

A federal jury in Greenville, North Carolina, convicted Oceanic Illsabe Ltd., Oceanfleet Shipping Ltd. and two of their employees, senior engineering officers Rustico Ignacio and Cassius Samson, both Filipinos, of violating the Act to Prevent Pollution from Ships (APPS), obstruction of justice, false statements, witness tampering and conspiracy, according to a report by the Maritime Executive.

Oceanic owns the *MV Ocean Hope*, a large general cargo vessel that dumped tons of oily waste into the Pacific Ocean last year. Oceanfleet was the managing operator of the vessel. Both companies operate out of Greece.

Oceanic and Oceanfleet were convicted of a total of nine counts, Ignacio was convicted of five counts, and Samson seven counts.

The companies could be fined up to \$500,000 per count, in addition to other possible penalties. Ignacio and Samson face a maximum penalty of 20 years in prison for obstruction of justice.

In June 2015, *MV Ocean Hope* discharged around 10 metric tons of sludge into the ocean and also regularly pumped contaminated water overboard. None of these discharges were disclosed as required. (Source: INQUIRER.net)

VOICES from SEAFARERS



Capt. Mario R. Ladra and some crewmembers of MV ORIENTE SHINE
Internet connection for all ships should be achieved as this is very important for the mental health of seafarers.



South Korean Capt. Gim Sa Min (seated 3rd from right) and some Filipino crewmembers of MV PACIFIC HARMONY
It would be very good if this vessel will have internet connection so that we can be updated with our families and maritime news.



Capt. Teddy G. Gellado (seated 2nd from left) and crew of MV BISAN CLOVER
We thank the JSU for sending staff to visit our ship to update us on our CBA, and also for the souvenir t-shirts we received. It is very expensive to purchase provision here in Japan as the rate of US dollar is almost the same with the Yen. We hope the present food allowance be increased.



C/E Avelino S. Sornito (seated center) and some crew of MV LINDA HOPE
We really appreciate your visitation and the souvenirs you brought. Thank you for the explanation on the difference between the JSU-AMOSUP Provident Fund and the JSU (RPP) Retirement Pay Plan.



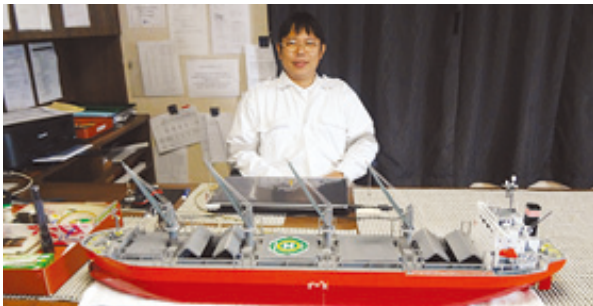
Capt. Cleto C. Aguelo and C/O Esidro M. Alog of MV STAR PATHFINDER
We hope that internet connection be provided to all ships to lessen the homesickness of seafarers. It is also the best way to be updated with everything that is happening in the world. Thank you JSU for visiting us!!!



Capt. Antonio S. Chan Jr. (seated 2nd from left) and crewmembers of MV KEY KNIGHT
Thank you very much JSU for visiting us at JFE, Kawasaki. We are very happy to have the JSU Maritime Journal and the souvenirs.



C/O Cipriano B. Opinaldo (seated 2nd from right) and some crewmembers of MV GLOBAL MAJESTY
Please negotiate for our internet connection. Many of us cannot go shore due to many restrictions in ports. We need internet to be able to communicate with our families. Thank you for visiting us.



Capt. Alfredo A. Villanueva of MV ISLAND SPIRIT with his scale-model bulk ship
Filipino Captain Alfredo A. Villanueva has been doing a different form of hobby. He has been making scale-models of the ships he previously commanded. Pictured is a scale-model of MV Forest Trader. He created the model with the use of wood for the hull and plastic/metal materials for the other parts of the model-ship. According to Capt. Villanueva, he can finish one such scale-model, all by himself, in one month if he has all the materials needed to make one. Looking at the finished model ship, one will wonder how meticulously it was made that it can be compared with the models displayed in maritime museums.
There are many different ways our brothers at sea pass their free time. Some read books, play games, do exercise and some do bible studies but this is the first time I have seen a seafarer doing a scale-model ship. I hope this hobby of Captain Villanueva will inspire many of our brothers at sea develop their hidden talents while passing their free time.



Capt. Nicanor V. Alcala of MV SINCERITY ACE
Shipping institutions like shipowners and seamen's unions should see to it that the health of seafarers on-board be given importance by providing them nutritious food through balanced diet. To achieve this, ships' cooks should be competent and properly trained to prepare seafarers' food before being hired by manning agencies. With proper diet and exercise, seafarers working on-board will avoid getting obese.



C/E Leonardo A. Necesario and some crewmembers of MV AZUL VICTORIA
We appreciate the JSU staff for visiting our ship at JFE Kawasaki Port and hope that you will continue providing us the latest information about maritime and union developments. Thank you for the welfare goods that we received.



Some crewmembers of MV QUEEN ASIA
With your visit you learn first-hand the condition a vessel's crew are in. Hopefully we will be able to have Free Email Access with your help. Although many ships are now internet connected, ours is not even provided with the Free Email Access. Thank you for visiting us!!!



Some Filipino crewmembers of MV MOL MANEUVER
Thank you for your visit. The information you provide is very important to us.

Maintaining healthy weight at sea

The Shipowners' P&I Club has issued two publications concerning maintaining a healthy weight which give guidelines and share advice on the topic.

The sedentary lifestyle reflected onboard ships can lead to overweight crew members. Eating healthily and keeping fit are two vital principles that help individuals maintain a healthy body weight and in turn reduce the likelihood of getting ill, improving lifestyle onboard.

Claims related to illness are frequently notified to the Club with the number of claims reported remaining steady in number over the last five policy years. The Club has partnered with the International Seafarers' Welfare and

Assistance Network (ISWAN) to raise awareness of crew-related illness and to assist operators in mitigating against related incidents.

What are the effects of being overweight?

If body weight increases this can lead to individuals being overweight and if not curbed can result in obesity. Being overweight is associated with a range of illnesses, such as hypertension, type 2 diabetes, coronary heart disease and strokes, to name a few. Those who are overweight are therefore at a greater risk of premature death from health problems related to weight.

How can you tell if a person is overweight?

There are two main ways of

telling if a person is overweight:

- Through using the BMI (Body Mass Index) formula, from which a person can determine if their weight is normal in relation to their body length.

- Through measuring waist circumference which provides an independent prediction of risk over and above BMI.

How do you combat being overweight?

As highlighted in our previous articles in association with ISWAN, the two main ways of reducing body weight are:

- Maintaining a general good level of fitness.

ISWAN's Training on Board newsletters include useful advice on matters such as BMI, Exercise of the Month and Ask the Experts.

These materials furnish crew with the knowledge they need to improve their lifestyle on board, acting as a preventative measure against illness.

- Through a healthy diet.

It is vital that you look after your own health and well-being at sea and ashore. Make healthy, nutritious food choices and ensure a balanced diet consisting of carbohydrates, protein, fat and fiber, vitamins and minerals with minimum levels of salt, fat and sugar. Proper nutrition, along with adequate rest and sleep, regular exercise and good hygiene help to prevent diseases and improve health overall. Access to healthy food options and variation are cornerstones of healthy food on board. (Source: Shipowners P&I Club)

Oz bans ship whose crew was stranded

The Australian Maritime Safety Authority (AMSA) has banned a ship from Australian ports for 12 months after it left its 20 Chinese crew members stranded without wages and little food.

The Hong Kong-flagged *Five Stars Fujian* was abandoned off the Port of Gladstone, Queensland in July following a commercial dispute, with the crew left unpaid for two months and with dwindling food supplies. It was detained by AMSA on August 12, 2016 because of the lack of provisions and lack of payment to the crew.

AMSA released the ship from detention on September 1 following confirmation from the owners that the crew had received their outstanding wages and the vessel resupplied with fuel and sufficient provisions. However, AMSA immediately issued the master with a direction notice banning the operators from bringing the vessel to any Australian port for 12 months.

Allan Schwartz of AMSA said that the abandonment of the crew for over two months, with limited supplies and thousands of dollars of unpaid wages, "is a completely unacceptable way for a company to treat their crew and this kind of conduct will not be tolerated in Australia". He hoped that the banning would warn other shipping companies "that if they wish to do business in Australian waters they must abide by their international obligations and manage their crew in a proper manner."

The conduct of the owners was also strongly criticised by the International Transport Workers' Federation (ITF) in Australia, which supported the crew although it was denied access to the ship. The ITF also pointed out that even when the crew were being paid, they were receiving barely AUD2 an hour, well below international standards. (Source: ITF Seafarers)

Argentina sets rules for visa-less supernumeraries

Correspondents Pandi Liquidadores, Buenos Aires have advised the Club of the introduction of new procedures by the Argentinian Migration Authorities for the processing of supernumeraries on board vessels that are not in possession of a visa.

Previously when a supernumerary did not possess a visa they were not permitted to disembark from the vessel. However, according to the authorities there have been instances where such persons have entered the country in order to pro-

ceed to the airport for repatriation without permission from the migration authorities. Due to the apparent repeated transgressions of the existing regulations the migration authorities in San Lorenzo and Rosario have introduced robust new requirements for supernumeraries not in possession of a valid visa.

When a supernumerary is not in possession of a valid visa, one or more Coast Guard personnel will be placed on board the vessel for the duration of the vessel's visit, to prevent the supernumerary proceeding

ashore. With the cost of a Coast Guard escort for one four-hour shift being around US\$45, coupled with a fee in the region of US\$950 for a launch to change the personnel every eight hours on a vessel at anchor, it can be seen that considerable costs can be incurred, in addition to any fine imposed by the authorities on the vessel. In a recent case involving an entered vessel, an invoice for over five thousand dollars was presented to the vessel's local agent after the Master's and Chief Officer's wives were found

to not possess a visa on arrival in San Lorenzo and the Coast Guard placed escorts on board the vessel for the duration of their stay.

Details of the visa requirements by nationality for Argentina can be found on the Argentina entry requirements webpage. Where supernumeraries that require a visa in order to enter Argentina are on a vessel which is scheduled to call at Argentinian ports, it is recommended that they obtain a visa at the earliest opportunity. (Source: West of England P&I Club)



Clockwise from top left: The captain instructs the students on the bridge of *Toba Maru*; the participants experience rope work on the deck; the grade-schoolers take in a view of the city and Port of Yokkaichi from offshore; the kids see the vessel off at the Port of Yokkaichi.

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