

# President Morita sets sail with new leadership team

## JSU convenes 77th annual nationwide assembly

*Working hard toward action plans, approves objective for 72nd year*

The All Japan Seamen's Union (JSU) convened its 77th annual nationwide assembly at the Hotel Mariners' Court Tokyo on Nov. 8-11, 2016. On Day 1, the union held discussions on activity and accounting reports for its 71st year. On Day 2, views were exchanged on a proposal for the action plan for its 72nd year, or Bill 1. On Day 3, the Oceangoing Seafarer, Fisheries and Domestic Seafarer departments, respectively, held meetings. On the last day, after discussing Bill 5, the JSU held an election to select a new lineup of members for its Central Executive Board Committee. Mr. Yasumi Morita was re-elected as the president, after which the union began activities under its new leadership.

The JSU's 77th annual nationwide assembly began at 9:30 on Nov. 8. Attendees sang the JSU anthem as they always do, then followed with the opening address by Mr. Hiroyuki Tachikawa, a member of the Central Executive Board Committee. Mr. Akito Kamogashira, head of the JSU Kansai Regional Office, was then appointed as the chairman of the meeting, while Mr. Hirokuni Oyama, head of the JSU Kanto Regional Office, and Mr. Hironaka Saito, head of the JSU Shikoku Regional Office, were elected to report to Mr. Kamogashira as vice-chairmen. Mr. Kamogashira gave an address, asking for a constructive and productive meeting.

In the morning session on Day 1 of the four-day annual nationwide assembly, many guests were present on behalf of political circles and relevant industries. They included Mr. Yasutada Ono, parliamentary vice-minister of the Ministry of Land, Infrastructure, Transport and Tourism; Mr. Yoshiaki Takaki, secretary-general of Kaiji Shinko Renmei, or the Association of Lawmakers for Promoting Maritime Affairs (a political advisor to the JSU and chairman of the Democratic Party's Standing Officers Council); Mr. Seishiro Eto, president of Kaiji Shinko Renmei (chairman of the Liberal Democratic Party's Research Commission on Regional Diplomatic and Economic Partnership); Mr. Yoshio Urushibara, chairman of Ko-meito's Central Secretariat; Mr. Goshi Hoso-sono, deputy president of the Democratic



**President Yasumi Morita**



**Acting President Shinichi Tanaka**



**Acting President Mitsuharu Matsuura**



**General Director Yoshiyuki Ikeya**  
Int'l Affairs Bureau



**General Director Kenji Takahashi**  
Fisheries Affairs Bureau



**General Director Hidehiko Hiraoka**  
Domestic Affairs Bureau



**General Director Hiroyuki Tachikawa**  
Policy Bureau



**General Director Junzo Suzuki**  
General Affairs Bureau

Party; and Mr. Rikio Kozu, president of the Japanese Trade Union Confederation, or Rengo. From the International Transport Workers' Federation, or the ITF, there were Mr. Stephen Cotton, general secretary; Mr. Paddy Crumlin, president; and Mr. David Heindel, chairman of the Seafarers' Sec-

for the 72nd year, or Bill 1, on which the union exchanged views. On Day 3, the Oceangoing Seafarer, Fisheries and Domestic Seafarer departments, respectively, convened meetings. On the final day, Bill 5, which was a plan for a budget and capital investments for the 72nd year, was pro-

In January this year, several media outlets reported that the Ministry of Defense (MOD) intended to have costs for recruiting 21 seafarers as Self-Defense Forces (SDF) reserves in a budget proposal for fiscal 2016. Claiming the MoD policy is no different from a de facto impressment by the government of Japan, the JSU immediately informed the MoD and other relevant governmental organizations as well as relevant political parties that it was strongly against MoD's intentions. We made such an announcement extensively to the general public, too. We know that during World War II, more than 15,000 private vessels were torpedoed, claiming 60,609 lives of our senior colleagues.

We will continue to make every effort to oppose firmly and absolutely all moves that could force private seafarers to work as SDF reserves so that our seafarers will not have to enter hazardous situations ever again, impressed by or upon any other request from the government of Japan.

*Defending seafarers' rights. Conveying greatness of the ocean.  
Preserving a peaceful, blue sea for a bright future.*

tion. Also attending were Mr. Conrad Oca, president of the Associated Marine Officer's and Seamen's Union of the Philippines, or AMOSUP; and many others from across the globe, to deliver congratulatory messages.

On Day 1, the JSU held discussions on activity and accounting reports for its 71st year. When votes were taken, the reports were both approved by an absolute majority. On Day 2, an action plan was proposed

posed and discussed. A vote was taken on the bill, which was also approved by an absolute majority.

On Day 4, an election was held to select new members of the Central Executive Board Committee, accountant auditors and regional executives. The results of which ushered in a new JSU leadership led by Mr. Morita.

An outline of the address given by Mr. Morita on Day 1 is as follows:



# Memorial service held for Nakanishi

## 450 attendees pay tribute to late JSU ex-president

*They honor his achievements in industry and for seafarers*

On Monday, Oct. 31, 2016, a memorial service was held for the late Mr. Shoshiro Nakanishi at the Hotel Mariners' Court Tokyo. The service was attended by 450 individuals, who paid floral tributes, recalled memories of Mr. Nakanishi and thought back on the activities that he had carried out.

Mr. Nakanishi, a former president and honorary member of the All Japan Seamen's Union (JSU), passed away on Sept. 17 at the age of 80. A funeral ceremony was conducted privately by his bereaved family as well as close relatives and friends on Sept. 22 at the Kirigaya Saijo funeral hall in Shinagawa Ward, Tokyo.

After graduating from Tokyo University of Mercantile Marine, Mr. Nakanishi joined Nihonkai Kisen Kabushiki Kaisha in 1958 as a navigation officer. He became a member of the JSU's Central Executive Board Committee in October 1970. He played major roles in protecting the employment and lives of union members, which included the leadership of the 91-day strike in 1972. He led the JSU for 12 years after assuming the presidency in 1988, during which time he made many outstanding achievements. The service for Mr. Shoshiro Nakanishi was attended by union members, other parties concerned with maritime affairs and many others who had developed a relationship with him over the years. They paid flower tributes in commemoration.

At the service for Mr. Shoshiro Nakanishi, slides were displayed on a screen at the funeral hall outlining his activities and honoring his achievements. After the attendees observed a moment of silence, Mr. Yasumi Morita, president of the JSU, gave a memorial speech in his remembrance, telling a story about when he attended an international meeting with him and others.

After Mr. Morita's speech, Mr. Yoshiaki Takaki, a member of the House of Representatives (chairman of the Democratic Party's Standing Officers Council and a political advisor to the JSU), and Mr. Shinji Osawa, a former vice-president of the JSU (chairman of the association of retired JSU members), delivered their respective memorial speeches. At the end of the service, Ms. Nobuko Nakanishi, the funeral officiant, and Mr. Shinichi Tanaka, acting president of the JSU, extended their thanks to the attendees, who then proceeded to lay flowers at the stand where a portrait of Mr. Nakanishi was displayed in remembrance.



Several past and present JSU leaders as well as Japanese government officials spoke fondly of the late Mr. Shoshiro Nakanishi.

### Brief personal history of the late Mr. Shoshiro Nakanishi

Feb. 8, 1936:	Born in Ishikawa Prefecture
September 1958:	Graduates from Tokyo University of Mercantile Marine, Department of Navigation
October 1958:	Joins Nihonkai Kisen Kabushiki Kaisha, becomes a navigation officer
October 1970:	Becomes a new member of JSU's Central Executive Board Committee
December 1976:	Becomes an executive member of JSU's General Affairs Department
September 1977:	Promoted to the head of JSU's Shimizu Branch
March 1980:	Changes post to the head of JSU's Ship Department
November 1982:	Returns to JSU's Central Executive Board Committee
November 1988:	Becomes president of JSU
November 2000:	Appointed an advisor to JSU
November 2007:	Becomes an honorary member of JSU

<b>Honors</b>	
October 1995:	Receives a Medal with Blue Ribbon from the government of Japan



Some 450 people attended the memorial service for the late Mr. Shoshiro Nakanishi, who touched the lives of many seafarers during his tenure in the leadership of the JSU.



Mr. Shinji Osawa, a former vice-president of the JSU, delivers a speech on his memories of late Mr. Shoshiro Nakanishi.



VOICES *from* SEAFARERS

**Capt. George S. Din and crew of  
MV CAPE MAGNOLIA**

We would like to express our gratitude to the JSU staff for visiting us and giving us updates on our CBA and other maritime matters.



**Some of the Filipino crew of  
MV MOL EXPERIENCE**

We are happy that the negotiated wage increases are being implemented properly with another round coming in January, 2017. Thank you JSU for all the efforts in uplifting our conditions.



**Some crewmembers of  
MV CEBU ISLAND**

MERRY CHRISTMAS to all seafarers, to our Company, Manning Agency and to the JSU.



**2/E Virgilio L. Viloso Jr. and some crewmembers of  
MV MORNING CLARA**

While we enjoy having Wi-Fi connection in Japan ports, it would be better if the JSU and the ship-owners will come to an agreement providing world-wide internet connection to ships with JSU agreements.



**Capt. Emmanuel M. Dapilloza and  
some crewmembers of MV CELEBES CLOVER**

Your visit to ships is very important for us members of the JSU. You are one of our sources of information regarding the updates in our agreement. Hopefully, proposals from the members, like an increase in food allowance, will be considered by the union.



**C/O Diosdado D. Salamanca (seated 2'nd from left)  
and some crewmembers of MV ERIDANUS LEADER**

Thank you for visiting us. We are happy that the new wage increase will be implemented in January, 2017. Merry Christmas to all!!!



**Capt. Noel S. Rosal (seated center) and  
some crewmembers of MV SEA VICTORY**

The present crewmembers are satisfied with the present living and working conditions provided under the IBF JSU/AMOSUP-IMMAJ CBA. Your visitation is a testament that the JSU is giving us importance and support in our membership with the union.



**Capt. Jose P. Tamarra (w/cap) and some crewmembers  
of MV BRIGHT KOWA**

This is the first time we meet JSU staff in our ship. Thank you for the explanation on the issues we raised such as union dues and provident fund. We hope that you negotiate for internet connection to ships with JSU agreements.



**3/O John Paul B. Bayrante (center) and  
some crewmembers of MV HERCULES LEADER**

We are satisfied with the present working condition on-board, thanks to JSU and to our Company.



**Chief Officer Jason L. Garcia of  
MV MALACCA HIGHWAY**

I have been meeting you on your regular visitations since I was an Ordinary Seaman. Thank you for all the encouragement and advices you provide to the seafarers.



**Capt. Gregorio B. Belandres (standing w/ cap) and  
some crewmembers of MV COSMIC ACE**

Thank you JSU for always visiting us. MERRY CHRISTMAS and warm greetings to all!!!



**Some crewmembers of  
MV ISUZU**

At present we can access the internet because we have Wi-Fi while in port. We hope we can have this world-wide. Thank you for visiting us and we wish you all "Merry Christmas".



# Dangers of enclosed spaces ongoing Non-return valve problems

Chris Roberts, Senior Risk Assessor at UK P&I Club, comments on seafarers not correctly implementing enclosed space entry permits

“Amendments to the SOLAS convention on enclosed space entry came into force on 1 July 2016, requiring all ships to carry portable atmosphere testing equipment on board.

“Under the new regulation the atmosphere testing equipment on board must be able to measure the concentration of oxygen, flammable gas/vapours, hydrogen sulphide and carbon monoxide as a minimum before a crew mem-

ber enters an enclosed space. Any space that has limited openings for entry and exit, inadequate ventilation and is not designed to be continuously occupied qualifies as an enclosed space and the atmosphere in these spaces can pose a very real risk to the life of crew members.

“However, even with the potential threat to life these spaces can cause, the UK P&I Club’s Risk Assessors are still finding instances where the proper, and now legally required, precautions are not being carried out. In order to minimise the threat to life caused by entering enclosed spaces, The Club recommends ensuring that the Permit to Work checklist includes the fol-

lowing precautions as a minimum:

- Is the multi-gas detector supplied with tubing long enough to reach all areas of the space to be entered?
- Has the enclosed space been ventilated for at least 24 hours prior to entry?
- Has ventilation been stopped at least 10 minutes prior to initial gas testing?
- Has an adequate risk assessment been undertaken and a pre-work safety meeting been held involving all personnel?
- Is the Self-Contained Breathing Apparatus set, and a qualified stand-by person designated to be at the entrance during entry, with

adequate communication to the personnel inside the space?

- Are all personnel to enter the space issued with a personal multi-gas alarm unit?
- Is there proper through ventilation continuous during entry?
- Is there an adequate atmosphere re-testing regime during the entry period?
- Have all personnel involved signed the Permit to Work?

To safeguard the health and wellbeing of all crew, only when all proper safety precautions have been taken into account should personnel be allowed to enter an enclosed space on board.” (Source: UK P&I Club)

The Skuld P&I Club refers to a recent case in which the total cargo of 2,600 MT of fertilizer in one of the holds became completely wet from seawater due to a combination of human error and technical problems with a non-return valve.

Non-return valves have a very simple design and is self-opening / closing depending on which side the pressure is applied, i.e. if water is sucked out the valve will be pressed up by the water and once the suction stops the valve will immediately drop into its place closing any flow into the bilge.

However, in the event the valve is pressed open and remains stuck, the water remaining in the pipe will be allowed to flow back into the hold bilge.

In one particular case, the Club explains that the hold bilge non-return valve was found to be stuck to its cover and thus no longer being allowed to drop on its seat to prevent water flowing into the bilge.

The Club found that regular inspection of the non-return valve had not been carried out thereby not enabling them to detect any malfunction / “mechanical” failure.

Furthermore, various valves need to be opened manually and hydraulically in order to allow the water to reach up all the way to the improperly functioning non-return valves. The unintentional leaving open / improper closing of the manually and hydraulically operated valves allowed sea water to get into the hold through the malfunctioning non-return valve.

Although a non-return valve has none to limited (depending on type) mechanically operating parts, it is advisable to carry out regular inspection of the non-return valve for proper functioning, i.e. whether it is properly sealing off. Operators are advised to ensure that a proper check-list has been developed and implemented in the vessel’s Safety Management System and that same provide for a regular inspection on non-return valves. (Source: The Skuld P&I Club)

## Great care needed when transporting bagged rice

The UK P&I Club comments on the risks associated with rice transportation and advises on the precautions that can be taken to minimize losses.

“479 million tons of rice were produced in the 2013/14 season, with 38 million tons transported across borders, exported mainly by Thailand, Vietnam and Pakistan. As global demand for staple foods has risen and the shipping industry has faced increasing pressure on freight rates, a large percentage of rice shipments are transported in bagged form aboard traditional bulk carriers,

with smaller parcels carried more and more often as containerized cargo.

“The frequency and costs of claims associated with damage to bagged rice is significant. Aside from issues of pilferage at the loading or discharge port, the primary hazards to bagged rice are water damage, infestation, mishandling of cargo bags during loading, improper stowage in cargo holds and deficiencies in the ship’s condition affecting the cargo holds. Bagged rice needs to be kept dry and well ventilated and it is impor-

tant to inspect the ship’s holds, hatch covers and ventilation system for potential defects as these will be critical to the safe carriage of the cargo, even on short voyages.

“Damage avoidance can be maximized through preparation and correct procedures. Cargo holds should be properly cleaned and prepared: all tanktops/decks and bulkheads should be cleaned, swept, washed, rinsed with fresh water, well ventilated and dried.

Other precautions include:

- Maintaining the cargo hatch covers in good operable condi-

tion and establishing an adequate inspection/maintenance program, so that due diligence may be proven in the event of any cargo claim.

- Not stowing rice near any strong smelling cargo such as bagged cocoa, bulk copra or similar.

- Ship owners should do their best to encourage charterers to hire qualified and experienced stevedores to arrange and lay appropriate dunnage to reduce the possibility of stowage related problems. (Source: The UK P&I Club)

## IMO sets 2020 date for ships to comply on SOx rules

In a landmark decision for both the environment and human health, January 1, 2020 has been set as the implementation date for a significant reduction in the sulfur content of the fuel oil used by ships.

The decision to implement a global sulphur cap of 0.50% m/m (mass/mass) in 2020 was taken by the International Maritime Organization (IMO), the regulatory authority for international shipping, during its Marine Environment Protection Committee (MEPC), meeting for its 70th session in London.

It represents a significant cut from the 3.5% m/m global limit currently in place and demonstrates a clear commitment by IMO to ensuring shipping meets its environmental obligations.

IMO Secretary-General Kitack Lim welcomed the decision which he said reflected the Organization’s determination to ensure that international shipping remains the most environmentally sound mode of transport.

“The reductions in sulfur oxide emissions resulting from the low-

er global sulfur cap are expected to have a significant beneficial impact on the environment and on human health, particularly that of people living in port cities and coastal communities, beyond the existing emission control areas,” Mr. Lim said.

Further work to ensure effective implementation of the 2020 global sulfur cap will continue in the Sub-Committee on Pollution Prevention and Response (PPR).

Regulations governing sulphur oxide emissions from ships are included in Annex VI to the International Convention for the prevention of Pollution from ships (MARPOL Convention). Annex VI sets progressive stricter regulations in order to control emissions from ships, including sulfur oxides (SOx) and nitrous oxides (NOx), which present major risks to both the environment and human health.

The date of 2020 was agreed in amendments adopted in 2008. When those amendments were adopted, it was also agreed that a review should be undertaken by 2018 in order to assess whether

sufficient compliant fuel oil would be available to meet the 2020 date. If not, the date could be deferred to 2025. That review was completed in 2016 and submitted to MEPC 70. The review concluded that sufficient compliant fuel oil would be available to meet the fuel oil requirements.

Under the new global cap, ships will have to use fuel oil on board with a sulfur content of no more than 0.50% m/m, against the current limit of 3.50%, which has been in effect since January 1, 2012. The interpretation of “fuel oil used on board” includes use in main and auxiliary engines and boilers. Exemptions are provided for situations involving the safety of the ship or saving life at sea, or if a ship or its equipment is damaged.

Ships can meet the requirement by using low-sulfur compliant fuel oil. An increasing number of ships are also using gas as a fuel as when ignited it leads to negligible sulfur oxide emissions. This has been recognized in the development by IMO of the International Code for Ships using Gases and

other Low Flashpoint Fuels (the IGF Code), which was adopted in 2015. Another alternative fuel is methanol which is being used on some short sea services.

Ships may also meet the SOx emission requirements by using approved equivalent methods, such as exhaust gas cleaning systems or “scrubbers”, which “clean” the emissions before they are released into the atmosphere. In this case, the equivalent arrangement must be approved by the ship’s Administration (the flag State).

The new global cap will not change the limits in SOx Emission Control Areas (ECAS) established by IMO, which since 1 January 2015 has been 0.10% m/m. The ECAs established under MARPOL Annex VI for SOx are: the Baltic Sea area; the North Sea area; the North American area (covering designated coastal areas off the United States and Canada); and the United States Caribbean Sea area (around Puerto Rico and the United States Virgin Islands). (Source: IMO)

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