

## 2022: Wishing you all a Happy New Year!

‘We will join forces and press ahead together on the foundation of labor industry movements of our predecessors.’



**Mitsuharu Matsuura**  
President  
All Japan Seamen's Union



**H**appy New Year to members who went into 2022 while on duty at sea and to those who celebrated it with their families after long intervals. I would like to extend my greetings at the beginning of this new year.

First, the coronavirus has very quickly spread and infected a huge number of people across the globe since it was first detected in Wuhan, China. I am again offering my most heartfelt condolences and most profound sympathies to those who have lost their precious lives.

The All Japan Seamen's Union (JSU) convened its 82nd annual national assembly in November 2021. Having fully taken measures against the pandemic, we had representatives meet together for the first time in two years. It was held in Kobe, the place where our predecessor, the Japan Seamen's Union, was organized. Al-

though we only had a limited amount of time in two days, active discussions with attending representatives led to agreement on action policies for our 77th year.

To prevent from ceasing the labor union movements that our senior colleagues have made for a long time since the Japan Seamen's Union was established in 1921, when 23 maritime labor organizations united their front, and enhancing them, I am determined to proceed with activities together with other members to realize agreed action policies. To this end, I will, as president of the JSU, take the initiative in encouraging the Central Executive Board Committee to join forces with other executives, shop stewards and on-site union members, and cooperating with members of Zenkoku Kaiyu Fujinkai (Association of Family Members of Seamen Who Work at Sea).

The coronavirus pandemic is having a serious impact on the shipping and fisheries industries, where we work. Lockdowns around the world have kept seamen from getting on and off ships. At one time, a growing number of seamen had to stay on board for longer than the periods set forth in their labor contracts. Thanks to efforts by the International Transport Workers' Federation (ITF) and other relevant international authorities, however, we are now in an improving situation. But, optimism is still not allowed at all, as a new variant of the coronavirus has rapidly spread.

In Japan, meanwhile, the number of COVID-19 infections is on the decline, leading to the lifting of the state of emergency declarations and allowing us to return to normal. It is, however, still necessary to remain alert. We will, as such, do our best to address the challenges that we could face owing to the

coronavirus pandemic and maintain work environments where seamen can feel safe and at ease.

For seafarers, who work at sea, the peace on the oceans and around the world are both important. To date, the JSU has aspired toward eternal peace at sea, making a pledge not to allow seafarers to be involved in wars. During the Pacific War, as many as 60,643 of our brethren had become victims. We should never forget this experience. In the conviction that we will never become war participants or victims, we will continue to work for the peace of the world and the seas, while renewing our pledge and paying close attention to domestic and international situations.

Now, seafarers are facing a mountain of challenges, and one common challenge is the securement and development of successors. In Japan, a maritime nation, seafarers, who are engaged in shipping and fisheries activi-

ties, underpin the maintenance and development of the Japanese economy and the lives of the Japanese people by carrying goods and passengers by sea, sustainably supplying fisheries products and so on. Nevertheless, Japan is suffering a declining birth rate and an aging population, both of which are now advancing more steeply than ever, making the problems of aging seafarers and the shortage of successors graver issues. Therefore, it is an urgent task to secure and train Japanese seafaring successors.

For securing and cultivating seafarers, in principle, the government of Japan is responsible, but the shipping and fisheries industries should be responsible, too, for securing and fostering successors for their future. To have the securement and development of seafarers realized, we will, therefore, strongly demand that the central government and relevant organizations implement policies to those ends.

To put our action policies into practice, it is necessary to work with various related parties including those from the government, administrative organs, other relevant entities and overseas partners. Because we are still in the midst of the pandemic, we will communicate with others more tightly, encourage all members to feel that they are getting together under the JSU flag and work hand-in-hand with you to press ahead with labor movements at sea and in the industry.

On a final note, I would like to offer a pray before concluding my New Year message that you stay healthy and that all ships operate safely this year.

## Some maritime predictions for 2022 to consider ...

The best way to predict the future is to create it.

There have been some major challenges faced during the pandemic that should be addressed in 2022, such as the problems of crew change, and port congestion. The marine insurance industry has had a relatively light burden to carry despite headline catastrophes, but it too will change. Here are our top 10 predictions for the year ahead:

• **Shipping Crew Systems will**

**change...**

Crews tend to want to work time-based schedules such as month on, month off or six months at sea, one- or two-months shore leave. Ports forbidding crew transfers during the pandemic rather damaged that system. New and inventive systems will have to be developed to ensure crew changes are possible. Various modules have been developed in on-board ship management systems that download da-

tasets of piracy activity, changes to health (Covid) regulations, route planning etc. and are then able to optimise crew transfers. This is a trend that will become standard over the next few years. This means more connectivity and AI.

• **Ports won't be dumping grounds for storage...**

Logistic companies have been using ports as cheap storage areas. Many factors contribute to this including shortage of hauliers but the backlog of containers and

increased cargoes in the post-lockdown rebound have resulted in clogged ports. Many of these are considering introducing increased fees for long-dwell containers. AI will make these fines easier to police and will incentivise logistics companies to get their own businesses in order. This means more connectivity and AI.

• **Forget Covid vaccine certificates, route optimisation into busy ports will become mandatory...**

Schedule reliability has been a big problem over the last few years. It peaked at around 80% in the middle of 2019 and has been falling ever since. It is now languishing close to 35%. As discussed in previous blogs, port congestion is a big factor in this problem. The two main ports in California, Long Beach and Los Angeles, have extended the distance that inbound trans-Pacific

*Continued on Page 3*

# Mintra joins mission to deliver mental health support

Digital learning specialist Mintra has joined forces with welfare organization The Mission to Seafarers to deliver vital support to seafarers around the world who are struggling with their mental health. The charity's successful WeCare wellbeing courses are now available exclusively to individual seafarers on mintra.com, allowing the training resources to be accessed online by those who need them most.

Mintra is hosting the eLearning on its mintra.com eCommerce website completely free of charge, allowing proceeds from the sale of every course to go directly towards funding The Mission to Seafarers' work in supporting seafarers in 200 ports across 50 different countries.

Since the launch of WeCare in 2019, several employers in the maritime industry have purchased the packages for their sea-going staff under corporate licenses. The partnership with Mintra allows the charity to now help individuals and small companies that were

previously unable to access the courses under a corporate model.

The WeCare programme was developed by The Mission to Seafarers to address the growing number of seafarers experiencing poor mental health and wellbeing. The charity identified two main contributing factors – financial pressures and a breakdown in communication with loved ones at home.

WeCare, which evolved from classroom training into an eLearning package following the Covid-19 pandemic, provides courses that are relevant to both seafarers and their families. Financial Wellbeing explores the link between money, relationships and mental health and promotes financial coping strategies such as budgeting, saving and risk assessments.

The Social Wellbeing course looks at how social media and texting – the most common forms of communication with family members onshore – can impact on long-distance relationships. It provides guidance on how to promote healthy relationships

through positive communication.

Both courses feature a Chat to a Chaplain function, which allows seafarers who may be in emotional distress and in need of help to access a member of The Mission to Seafarers' chaplaincy team, which is on call 24/7 to respond to welfare issues.

Kevin Short, CEO of Mintra, said the company was proud to become a partner of The Mission to Seafarers, and to support the vital work of a charity operating in one of Mintra's main customer markets.

He added: "Our eCommerce website was launched at the start of 2021 and is specifically designed for individuals and small groups of learners, such as yacht crews. Our technology on mintra.com ensures The Mission to Seafarers can provide equal access to these high-quality resources, not just to those who are employed by large corporates.

"Seafarers can now access WeCare courses from any device with an internet connection – a phone, laptop or a computer in a port welfare centre – and instantly get

the support they need. There are no delays or complex sign-up process: they just purchase the course and immediately start learning.

"Mintra truly understands the emotional challenges of working in this profession and that the Covid-19 pandemic, particularly the crew change crisis which has left so many seafarers in limbo, has only exacerbated those pressures. Our support of The Mission to Seafarers is a small way of saying thank you to those who every day risk their lives so the global economy can prosper."

The Rev Canon Andrew Wright, Secretary General of The Mission to Seafarers, said the partnership with Mintra came at a critical time, with more and more seafarers experiencing feelings of loneliness and isolation after being separated from family and friends over the festive period.

"We are incredibly excited to be partnering with Mintra, as making the WeCare courses available on mintra.com allows us to reach the individual seafarers and smaller groups of employees that have not been able to access WeCare

before. This allows us to be inclusive and ensures that we are providing courses to those who are in most need," he said.

"We know that these courses are incredibly useful and appreciated by seafarers around the world. We asked a sample of those who have already completed WeCare courses whether it met their expectations – 95% agreed that it did, and they would recommend it to others.

"We are grateful to Mintra for its support and for hosting WeCare free of charge on mintra.com, as this ensures every penny from sales goes back into supporting the activities of our chaplains who work tirelessly to address a wide range of seafarers' welfare needs."

While there is a charge for accessing WeCare courses, port chaplains are also able to provide access to those experiencing difficulties and severe financial hardship. It is planned that computers in the charity's port centres will display the website to increase awareness of the training resources on offer. (Source: Mintra)

# Ship officer's adapts industrial oxygen for COVID-19 patient

Shaun Gerald D'Souza was part of a team helming natural gas tanker sailing from the United States to Indonesia in May last year when one of its crew members tested positive for COVID-19.

The stricken electrical officer's oxygen level plummeted to below 95 percent.

Medical oxygen supply on board was running low and the ship was still many days away from land, forcing Mr. D'Souza, 36, to think on his feet.

"We were running against time," said Mr D'Souza, a chief engineer at Executive Ship Management, which is headquartered in Singapore.

"We had the option of reduc-

ing the flow rate of the medical oxygen to prolong its usage, but his oxygen levels did not seem to improve with a lower flow rate."

"I heard that industrial oxygen could be used as a back-up, but was not completely sure as it could have contaminants. After a bit of reading up and discussions, we decided to use it with additional measures, like having the industrial oxygen bubble through a water column to remove any contaminants as there was no other option," said Mr. D'Souza, who has been sailing for 16 years.

Industrial oxygen has a 99.5 percent concentration, compared with the near 99.9 percent of medical oxygen.

Mr. D'Souza used the water column as a humidifier and a filter, and changed the water every two to four hours to keep the supply clean.

The adapters of the industrial oxygen were also different and required some quick tweaks on the spot so that there would be no leaks.

All this time, while managing the crisis, Mr. D'Souza was powering the ship through "one of the harshest" sailing conditions to get the ship to a meeting point so that the electrical officer could be airlifted to receive medical attention.

"We pushed the engines to their maximum limit to reach the rendezvous point just in time

before the sun set at 5 p.m. We would otherwise have to wait for the next morning," Mr. D'Souza said, describing gale-force winds and high waves.

The electrical officer was airlifted to Namibia and then flown to one of the best hospitals in South Africa's Cape Town, where, despite the ship crew's valiant efforts, he succumbed to COVID-19 two weeks later.

Recounting the incident, Mr. D'Souza said it was the first time the crew members had to deal with a COVID-19 case on board, even if they had been briefed on precautionary measures and actions to take if someone was suspected or confirmed to have the disease.

Living and working in such close proximity meant that a potential cluster erupting was a very real threat.

The clusters that emerged on board other ships, such as the Diamond Princess cruise with some 700 COVID-19 cases in February 2020, weighed heavily on everyone's mind.

For his valiant efforts, the Maritime and Port Authority of Singapore (MPA) honored Mr. D'Souza with the MaritimeSG Care Award in November last year.

The award was also given to 49 others for keeping the industry afloat in the challenging conditions of COVID-19. (Source: The Straits Times)

# Japan regional banks introduce system to monitor ship-to-ship transfers

At least 12 regional banks in Japan have introduced a system to monitor ship-to-ship transfers of cash and gold earned through illicit means as part of their efforts to combat money laundering, bank officials said Wednesday.

The introduction of the system of IHS Markit, an information-providing firm headquartered in London, comes as an intergovernmental body tasked with combating money laundering and terrorist funding has indicated Japanese regional banks' anti-money laundering measures were insufficient.

According to its 2021 report on

Japan, the Financial Action Task Force said some financial institutions in the country other than megabanks have a limited understanding of money laundering and terrorism financing risks that have become a global issue.

The 12 banks which introduced the system include Hiroshima Bank, Hyakujushi Bank and Fukuoka Financial Group Inc., with many based in areas where shipbuilding and shipping business prosper.

The monitoring system allows them to confirm locations and speeds of ships, as well as changes

in waterlines of vessels which indicate loading and offloading of cargos, via satellites and antennas installed in various locations.

The system alerts its users when the speed of a vessel dips below its setting.

U.S. and European financial institutions as well as major Japanese institutions started introducing the monitoring system after the 2001 terrorist attacks in the United States as part of their anti-money laundering and counter terrorist financing measures.

Among the 12 regional banks, Iyo Bank in Ehime Prefecture in

western Japan, where the country's leading shipbuilder Imabari Shipbuilding Co. is located, introduced the system in 2019 as the lender has many shipping firms as clients.

The bank monitors maritime activities of large vessels on computer screens.

"We have been closely monitoring vessels cruising around countries that are subject to U.N. sanctions," an official of the bank said.

Among such countries, North Korea, sanctioned for its nuclear and ballistic missile programs, was accused by Japan and other

countries of smuggling petroleum products through illicit shipments in a report submitted in 2020 to a U.N. Security Council sanctions committee on North Korea.

Yamaguchi Financial Group Inc., meanwhile, has been monitoring some 200 vessels operated by clients of affiliated banks with focus on activities in the Sea of Japan, according to a person with knowledge of the matter.

"Regional banks' measures to combat money laundering have steadily made progress," said an official of Japan's Financial Services Agency. (Source: Kyodo News)



VOICES from SEAFARERS



**Officers and crew of MV SANTA VIRGINIA**

Let us start the new year with a pleasant chapter of a lifetime. Having been through the past couple of years with pandemic, we wish the surge of the current corona virus would likely diminish. Take care and be aware of your safety.



**Engine officers and crew of MV MCC CEBU**

A successful accomplishment has its own equivalent. It takes hardwork and determination to climb up to a man's dream. Be proud of wearing those stripes and continue with your kind labors. We wish you all the best and congratulation!



**Officers and crew of MV BULK BOLIVIA**

The previous year has gone with joy and sorrows. Though the globe is on the midst of the pandemic, we're glad to welcome 2022 with gestures of prosperity and best wishes. Happy New Year!



**Officers and crew of MV BIWA ARROW**

Wish lists had appeared noteworthy from the year 2022. It reminds each in everyone praises and future plans. Most of all, everybody wished upon a healthy and prosperous new year!



**Officers and crew of MV CLIFTON BAY**

Greetings to our fellow seafarers...May you have fair winds and safe sailings to the rest of your voyages. Likewise, Happy New Year to all!



**Signed off crewmembers of MV WORLD SPIRIT**

There were smile of excitements in signing off when seafarers reach the end of contract. It is the happiest moment in everyone's dream to be home with their family. To the concern authorities, who has arranged this successful repatriation, thank you and Happy New Year!

# Ships became 'prisons' for crew amidst the pandemic

When the coronavirus pandemic struck in 2020, seafarers at the end of their contracts were suddenly prevented from going home. Flights were canceled and borders were closed by port states, transit countries, and home nations. As the months stretched on seafarers' dismay turned into bewilderment and then anger as governments

were unwilling to provide practical solutions.

This meant that the lives of seafarers operating cruise ships, cargo vessels, and fishing vessels were thrown into crisis.

In Kenya's coastal city of Mombasa, the home of one of Africa's largest ports it was reported that most of the seafarers suffered men-

tal health after staying on board for long periods without disembarking. Some even died.

"Seafarers suffered a lot when their contracts ended. They suffered from mental health issues. We got a lot of crews dying on board. In the Kenyan port of Mombasa, we received 3-4 vessels which crew came and collapsed,"

Betty Makena, the International Transport Workers Federation-Inspector in Kenya, said.

Some stranded seafarers had been onboard for more than a year. Governments wouldn't allow them ashore for a walk or even emergency medical care. Seafarers told the International Transport Workers Federation that they were growing

increasingly tired, fatigued, and desperate to leave their "floating prisons".

"Right now, we've four cases of people who have died on board and all of them at the port of Mombasa...Because they overstayed, they are tired, have mental issues, they need to rest. (Source: CGTN Africa)

# Technological advancements mean better connectivity and improved AI

Continued From Page 1

containerships are requested to avoid while awaiting a berth at the ports. This is now 150 miles from the coast – roughly 15 hours steaming.

The benefit of this is that it increases safety by spacing ships out further out at sea as opposed to designated anchorages or tighter loitering areas within 40 miles (4 hours) from the ports. It also allows ships to adopt slow-steaming and reduce their carbon footprint. In much the same way as air traffic control can arrange flight arrivals and departures, ports need to be able to schedule shipping. It is expected that this type of operation will be adopted by other international ports. This means more connectivity and AI.

**• Blockchain technology and maritime insurance are going to become well-acquainted...**

Distributed ledger technology (DLT), such as blockchain, will be heavily adopted by the maritime insurance industry. This will help streamline and ironclad multiparty arrangements and reduce overheads (by an estimated 40%) in the insuring office.

**• Digitalization, IoT, ship operations...and what's happening in my container?**

Increasing adoption of the Internet of Things (IoT) will transform risk management of containers in transit, especially those needing to be stored at very specific temperatures (such as vaccines). The ability to monitor the cargo inside containers in real-time will not only reduce spoilage of time-

sensitive products but also reduce the risk of fires. These have become an increasing claims trend on large containerships such as Maersk Honam, Yantian Express, and APL Vancouver, where the very size of the vessel combined with the complexity of the fire control operation significantly increased salvage and General Average costs. This will be aided by better labeling conventions, assisted by DLT, to avoid an unknown concentration of containers carrying potentially flammable cargo. This means more connectivity and AI.

**• Expect more offshore energy activity, particularly the gutsy one....**

Offshore oil and gas production will stay relatively strong with more bespoke FPSOs being built as modifying VLCCs no longer

provides the capacity needed. Inshore drilling will decline because of environmental pressures and wind and wave power will become the norm. This means more connectivity and AI.

**• Two more big, vertical acquisitions...**

We expect to see two more major acquisitions in the maritime connectivity market in the next 6 months and predict they will be vertical moves.

**• Data analytics vendors next on the menu...**

Probably not of the same gravitas, but we will see more partnerships with service providers and the smaller maritime data analytics players.

**• Government intervention for Port Management...**

We have spoken about port

management, block chain technologies, and leaner just-in-time logistics. I think we will see a bigger involvement of accounting and technology consultancies in reviewing how shipping ports can be better run. This will be driven by government intervention.

**• Digital shipping logbooks a must for shipping insurance...**

Shipping insurance will demand full datasheet specs on vessel performance from charters and ship owners. Each vessel will need to be benchmarked against its peers, of similar age and class. In the UK, our car logbooks are called V5C. Perhaps another internet poll is needed to determine the shipping equivalent. (Source: Joshua Flood, Senior Research Consultant, Valour Consultancy, <https://valourconsultancy.com/>)



# Digital evolution improves not only communication

In the past decade, the transition to digital solutions has emerged as a top trend in the maritime sector. By facilitating ship-to-shore communication as well as communication between ships, it supports new opportunities that improve ship compliance, security and logistics.

Alongside the evolving industry, is the accelerating rate at which maritime regulations are changing. This presents a challenge for ship owners, managers and operators – more regulations,

from more regulators and changing more quickly than ever.

Until now, the best solution for this challenge has been installing software onboard ships with digital publications. The software solutions however came with problems of their own – complicated installations, restrictive licenses, updating errors and cybersecurity issues to name just a few. Having only few providers to choose from, ship managers often struggled with finding a solution that would fit nicely into their business.

DanCompliance is harnessing the accelerating growth in maritime regulations by providing a cloud-based regulatory compliance solution to ship and shore-based officers and managers. MarineRegulations is a comprehensive online database of documentation and regulations including from IMO, Flag States and Classification Societies, which works as well on board as it does ashore.

Ronni Palmqvist, CEO of DanCompliance commented: “We have the most comprehensive col-

lection of maritime legislation, rules, notices and guidelines on the market, and we keep expanding every single day.”

Using the latest cloud application technology ships can access their regulatory publications, without the need for any locally installed software, whether they have a live internet connection or not. For the first time this really cuts the cord with shore-based supply of publications, data and software.

“Our newest feature is easy-to-use and tailored for ships. Only

selected content will be downloaded, so your library is kept up-to-date using only the required data and it synchronizes automatically when connected to the internet.” – Ronni explained when asked about the functionality.

MarineRegulations is already trusted by some of the largest names in the maritime world such as Maersk, RINA, P&O Maritime and Bourbon Offshore and thus DanCompliance has in record time become a significant global provider of regulatory publications. (Source: DanCompliance)

## Four inefficient shipping regulations that no one talks about

Do you know exactly how many regulations and laws govern today's shipping?

For an industry that's about 5,000 years old and moves approximately 90% of the world's goods, while navigating some of the most challenging environments on international waters, there are bound to be a bunch of rules. In fact, there are so many, it's almost impossible to give an exact number.

Shipping was amongst the very first industries to adopt the widely implemented international safety standards. Because of its inherent global nature, the International Maritime Organization (IMO) has developed a comprehensive global maritime safety regulations framework. But that's obviously not all. There's SOLAS, MARPOL, COLREG, LOADLINE AND ISPS, which just cover ship operations. Then there's STWC and ILO 147 for the seafarers, and ISM dealing with the shipping companies. On top of this, there are numerous local and port regulations to follow, certifications to obtain, taxation frameworks, cybersecurity guidelines, along with many other maritime instruments concerning more specific issues that are also in force worldwide.

To put it mildly, shipping's regulatory framework is complex.

But what makes this landscape sometimes unnecessarily cumbersome are obsolete rules and requirements that have lost their relevance with time. “We're using AI on ships while forcing them to have a bell on board. In between these two generations of technologies, there's a huge gap that's getting too big to manage,” says Hendrik Bußhoff, Head of Product Autonomy Solutions, Wärtsilä Voyage. “With every technological advancement, we keep adding new regulations to the books without retiring or at least reviewing the old ones.”

Many of these old conditions of operation are mindlessly enforced, and unnecessary solutions are engineered to incorporate them in modern automated systems merely

to check a box.

– Hendrik Bußhoff, Head of Product Autonomy Solutions, Wärtsilä Voyage

Here are four such examples of obsolete regulations and redundant systems that shipping could sail without.

### The Foghorn

In reduced and low visibility conditions, as per rules, a ship is supposed to sound the horn to signal its presence to other ships. In return, other ships are required to keep a lookout ‘by sight and hearing’. On most ships, when you go on the bridge wing, you hear your auxiliary engines, engine room fans and possibly the noise of a few hundred reefer containers. There's hardly a chance of hearing another ship, not to mention determining its accurate bearing and range. So why do we have this requirement? That's because back in the days, you had little choice but to listen. And it did work well when you were on a sailing ship or older three-island designs where the bridge is separate from the engine. But today, it's a different scenario. You no longer have to depend on hearing other ships to be aware of their presence or sound the foghorn to make them aware of yours. We now have a rich set of technology choices to solve this archaic problem that are much better and more accurate than honking the horn or ringing the bells and gongs.

Unmanned engine rooms are a good example of similar progression. Original regulations required an engine room watchkeeper to utilise their senses of hearing, sight, smell and touch. But when we substituted human watchkeeping with ‘unmanned’ technological solutions, we didn't have to substitute the senses of touch and smell. “That's because, 50 years ago, someone was brave enough to say it doesn't make sense anymore, given all the technological advancements. Take the example of smell, for instance: The original purpose behind this requirement was to ensure that the whole ship doesn't go up in flames. But today

we are better off with a contemporary fire detection system than trying to sniff out smoke,” points out Bußhoff.

### Logbooks and Noon Reports

There are many digital ways today to quickly and efficiently record data. Yet, the golden standard to date is writing things down. This makes the information neither searchable nor can it be structured or unified. Similarly, like everyone else, ships start their days at midnight and yet are still required to file noon reports. “Noon reports made sense when navigation was based on stars, and around noon the sun offered a convenient opportunity to calculate the vessel's position. We definitely no longer depend on the sun to determine the ship's position and yet continue to obsess with noon reports,” says Bußhoff.

### The Magnetic Compass

Lots of time and money is spent on adjusting and operationally monitoring the deviation of the magnetic compass. However, what used to be a tool of immense value on wooden ships, now delivers questionable results on today's ship made of steel. As we know, steel corrupts the core alignment of the compass that's based on Earth's magnetic field. And it doesn't get any better when you have thousands of containers made of, well, steel again. Meaning, the compass has to be reconfigured during every port call as every loading and unloading operation disrupts your careful adjustment. And so, what is often perceived as your last navigational resort to bring you home if the lights went out, has every chance of underperforming when it is needed the most. But then again, considering today's systems, your engines most likely also went out with your lights, making having the compass futile again.

But that's not all. “There is a particular failure mode on many new builds connected to the magnetic compass,” tells Bußhoff. “Because there is a requirement to have the compass visible on the steering station, many ships have a periscope-

like duct, pointing upwards. This open duct catches not only light but often rainwater, which finds its way down, dripping directly on instruments, damaging them and often triggering the same short-circuit against which the magnetic compass is immune to.” Thus, the question here is: Does the compass still solve a real problem onboard? Or is it just another nugatory remnant from shipping's evolutionary past, only delivering a perceived sense of safety?

### Numerous Certificates to sail

To give an example, we simulated an inland voyage carrying grain from Nakskov in Denmark to Salzgitter, a small port about 200 kilometres south of Hamburg, Germany. The journey starts somewhere in the Baltic Sea, and we travel down Germany's inland river system. To complete this single journey, it requires six different operator qualifications and certifications along with expert knowledge of the German language. Starting with the standard deep-sea certificates of competence to the different pilot exemptions certificates and separate river licenses along with a Class A general inland waterways license, it can take about ten years of training to get there. In short, no one person can be expected to have all these skill sets alone. So, typically a vessel would have to have multiple crew members on board to be able to navigate this small stretch or spend a handsome amount on getting special pilots' assistance at each junction.

The bigger problem with such an arrangement is that all these qualifications and pilot exemption certificates are then tied to resources onboard a specific ship, in a particular area.

Instead, if the operations were carried out by a remotely monitored vessel, there won't be a need to have six different specialists onboard anymore. Having the right competencies available in a single remote-control centre, and used only when they are needed, would both suffice and optimise the process. (Source: Wärtsilä Oyj)

## Be a handwash hero, not a zero

It is important to understand the difference between washing hands with soap and water and using hand sanitizers when maintaining good hand hygiene. According to the Centers for Disease Control and Prevention (CDC)'s guidelines on Hand Sanitizer Use Out and About, soap and water remove all types of germs, while sanitizer only kills a certain type of germs and may not remove other harmful chemicals such as pesticides or heavy metals.

### When to wash hands?

- Before and after preparing food.
- Before eating.
- Before and after caring for someone who is sick or attending to a cut or a wound.
- After using the toilet.
- After touching animals, including pets and their associated foods.
- After touching garbage.
- After coughing, sneezing or blowing your nose such that the hands are likely to have saliva droplets.

### How to wash hands?

Wash your hands with soap for a minimum of 20 seconds to remove harmful germs and chemicals effectively. Hand washing with soap and water is the best way to remove all types of germs and contaminants from your hands. (Gard, <https://www.gard.no/web/updates/content/32865327/be-a-handwash-hero>)

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: Hiroshi Saito

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