

# JSU shows solidarity with ILWU

Fusao Ohori, a Japanese union leader who'd flown from Tokyo to support locked-out union dockworkers in Vancouver and Portland, leaned in to answer a reporter's questions when the gray van, its windows obscured, suddenly reappeared at the metal gate.

The vehicle had delivered non-union workers to the United Grain Corp. export terminal at the Port of Vancouver a few minutes earlier. Ohori had joined the picket of longshore workers who have been frozen out of work since late February in a larger contract dispute between International Longshore and Warehouse workers and grain handlers in the Pacific Northwest.

As the van approached, several ILWU members rushed to catch Ohori's attention. Someone handed the visitor a yellow picket sign. Quickly, he joined the union workers at the gate to help send another message to those inside the vehicle.

One of the picketers, having finished marching in front of it, broke an initial silence: "Lord loves a workin' man," he screamed, "but he doesn't love you, scab!"

Friday's event punctuated the tension surrounding a lockout that's been under way for more than three months. It's prompted local government leaders to call for a resolution. It's triggered opposing charges at the National Labor Relations Board. It's given Eastern Washington grain growers jitters

about getting their products to market. And it's drawn attention from international labor groups.

## Costs of the lockout

Ohori, a representative of the All-Japan Seamen's Union (JSU), which represents the crews of ships at sea, flew from Tokyo this week to walk picket lines with locked-out longshore workers in Vancouver and Portland.

Along with Ohori's visit, the JSU contributed 1 million yen, or an estimated \$10,400, to the ILWU. When Ohori announced the amount, outside the port gate, about 18 union dockworkers who'd gathered there clapped their approval.

Longshore workers from Kalama, Longview and Seattle were among the 18 union members who picketed in Vancouver, according to Jennifer Sargent, a spokeswoman for the ILWU.

Sargent said in an email that the money donated by the JSU will "help defray the costs of the lockout, including provisions for the picket line, legal representation, fliers and signs."

Ohori visited two picket lines: one at the Port of Vancouver, where United Grain — owned by Tokyo-based Mitsui & Co. — operates a facility, and another at the Port of Portland, where Columbia Grain Inc. — owned by Japan's Marubeni Corp. — runs a grain elevator.

In Vancouver, Ohori read a letter to ILWU workers from Yasumi



JSU representative Fusao Ohori, front row and second from right, flies from Tokyo to join union dockworkers outside the United Grain Corp. Terminal at the Port of Vancouver in Washington State.

Morita, vice president of the JSU.

The ILWU faces difficulties "due to unjust treatment and demands by terminal companies in the Pacific Northwest," Ohori said, reading from the statement.

The All-Japan Seamen's Union — an affiliate of the International Transport Workers' Federation — has collective bargaining agreements with many of the ships that call on Columbia River ports, according to a news release issued by the ILWU Friday. The group's leaders have been reminding ship owners that they're legally obligated "not to force" crew members to do longshore work while at U.S. ports.

Meanwhile, a video posted this week to YouTube shows Japanese union officials, gathered outside the headquarters of Marubeni, the Japanese parent of Columbia Grain in Portland, protesting in support of the ILWU.

Ohori said the JSU will continue to support activities in Japan that lend support to the ILWU.

Responding to Ohori's visit to Vancouver and Portland, Pat McCormick, spokesman for the Pacific Northwest Grain Handlers Association, which represents Northwest grain shippers in their dispute with the ILWU, said in an email: "Flying in guest picketers is no substitute for addressing the primary issue that divides us over a new labor agreement.

ILWU agreed to provisions in its labor contracts with our competitors — EGT in Longview and Kalama Export Company in Kalama — that give those operators significant cost and operational advantages."

He went on: "Our ability to compete fairly with them, and to keep the Port of Vancouver's grain export terminal competitive with terminals downriver in Longview and Kalama, requires us to seek terms similar or identical to theirs in our contract with ILWU."

## Support each other

United Grain, Columbia Grain, LD Commodities and Temco are part of the Pacific Northwest Grain Handlers Association. The companies operate six grain terminals in Puget Sound and along the Columbia River, which handle more than a quarter of all U.S. grain exports.

The current contract between the grain handlers and the ILWU expired at the end of September.

The contract dispute intensified Feb. 27, when United Grain locked out 44 dockworkers at the Port of Vancouver after it alleged a union official sabotaged equipment. The union has denied wrongdoing, and the Clark County Prosecuting Attorney is weighing whether to file criminal charges.

The conflict expanded in early May when Columbia Grain im-

posed a lockout at its terminal in Portland. Sargent, the ILWU spokeswoman, said Friday that 50 to 75 dockworkers were frozen out of their jobs in Portland.

Not all of the grain-terminal operators are on the same page, though.

Temco — a joint venture between Cargill Inc. and CHS Inc. — broke off from the Grain Handlers Association to sign a new, temporary contract with the ILWU.

Still, a union attorney has said that any final agreement between the ILWU and the Grain Handlers Association would override the union's temporary agreement with Temco.

The ILWU says the temporary contract it signed with Temco includes concessions but maintains fair workplace policies.

Outside the gate leading to United Grain's facility, Ohori cited that contract as a foundation for resolving the dispute between the ILWU and other grain terminal operators.

Ohori said he was in town to express solidarity with longshore workers. And the ILWU, he said, gave plenty of support and encouragement after the 2011 earthquake and tsunami battered Japan.

"We always support each other," Ohori said. (Source: By Aaron Corvin of The Columbian in Vancouver, Washington)



Fusao Ohori, right, representing the JSU, presented ILWU picket workers with a 1 million yen contribution.



# MLC should help recover unpaid wages – in theory

Developing an international mechanism to pay accrued entitlements and protecting seafarers are separate issues.

The ILO must ensure that owners meet their obligations to seafarers no matter what. *Lloyd's List* has rightly emphasized that seafarers should never be abandoned and that outstanding wages should always be paid ("Time to pay up and look big", *Lloyd's List*, July 17).

But on the rare occasions when normal arrangements fail, for example in cases of bankruptcy, finding solutions that will work internationally is inevitably complicated. Protecting seafarers from being stranded and developing an international mechanism to ensure the payment of accrued entitlements are actually two separate issues. This distinction might seem academic to the crew of *A Whale*, whose plight prompted the *Lloyd's List* article and its advocacy of voluntary

insurance cover.

However, it is important to repeat that the flag state, Liberia, has offered to repatriate the crew from Egypt. Also, while not as easy to pursue as it hopefully soon will be, legal means exist to recover unpaid wages after the seafarers get home to their families. The Maritime Labor Convention, which enters into force next month, will require shipowners to demonstrate that they have financial security in place to ensure that repatriation will occur in almost every circumstance, including insolvency.

Without such evidence, the shipowner will not be issued with a Maritime Labor Certificate. The implementation of the MLC should remove the uncertainty created by the previous International Labor Organization Repatriation Convention which, in the last resort, placed responsibility for repatriation upon the flag state. Although some flag states accepted this responsibility and

some will continue to do so after the MLC enters into force, only a small number of governments have been willing to take on this obligation and the ratification level of this old convention was therefore relatively low.

In practice, the new financial guarantee required by the MLC will often be provided by a P&I Club. Despite being controversial, because it potentially involves the good subsidising the bad if a premium has not been paid, the International Group of P&I Clubs has agreed that its members can offer to cover the costs of repatriation, although such claims will not be pooled.

However, the provision of financial security for potentially unpaid wages, a liability which is harder to quantify and thus harder to insure, is an even more complicated matter. That is why the issue was not fully resolved by the ILO Diplomatic Conference which adopted the MLC in 2006. In the meantime, howev-

er, both the ILO and the International Maritime Organization — with the full support of employers and unions — have agreed additional principles concerning the provision of financial security which, in the case of bankruptcy, should be sufficient to cover outstanding seafarers' entitlements, including accrued wages.

These principles will be discussed at an ILO meeting in Geneva next April. The key issue for discussion will be the inclusion of potential amendments to the MLC arising from a joint ILO/IMO working group, which met after the MLC was adopted but before it was known when the new convention would enter into force. In preparation for this major ILO meeting, which will involve employers, unions and governments, the employers' group is working closely with the International Group of P&I Clubs on issues relating to insurance provision. Because of the complex technical issues involved with the insur-

ance of liabilities such as wages, some of the details of the new regime have yet to be resolved.

But the outline of the new rules has already been agreed in principle. The finalization of these arrangements has only been delayed because of the need for the MLC to come into force before the new convention can be amended. In the meantime, voluntary insurance — as advocated by *Lloyd's List* to cover unpaid wages in the event that a company is unable to meet its commitments — is realistically only likely to be taken up by those companies least likely ever to require such policies.

The priority therefore must be to finalize a solution at ILO that will ensure that seafarers' wages are paid in all circumstances. The ILO employers' group, which is co-ordinated by the International Shipping Federation, is confident that such a solution will indeed be found. (Source: *Lloyd's List*)

## USCG issues guidance on MLC implementation

The USCG has issued a Navigation and Vessel Inspection Circular (NVIC) No. 02-13 providing guidance for Coast Guard marine inspectors, recognized classification societies (RCSs), and U.S. vessel owners/operators on the U.S. laws and regulations or other measures conforming to the provisions of the Maritime Labor Convention 2006 (MLC 2006) and providing a voluntary inspection program for those who wish to

document compliance with the standards of MLC 2006.

The MLC provides a large measure of flexibility to ratifying countries as to how they will implement its provisions under Part A. The major areas of flexibility in the MLC include-

(1) Unless specified otherwise in the Convention, national implementation may be achieved through national laws or regulations, through collective bargain-

ing agreements, or through an already established industry practice;

(2) Implementation may also be achieved through measures that are considered "substantially equivalent" to the MLC standards, provided the implementing country satisfies itself that the relevant legislation or other implementing measure achieves the general object and purpose of the pertinent provisions in the Con-

vention;

(3) In certain circumstances, the application of details in the Code may be relaxed for some smaller vessels; and

(4) While all vessels covered by the Convention must be inspected for compliance with its requirements, flag-State administrations are not required to certify and provide documentation for vessels less than 500 gross tonnage (Source: *Safety4sea*)

## Piracy reporting debate cries out for unifying standards

The old High Seas distinction between piracy and armed robbery is being eaten away by a failing ability for States to control their own territorial waters. The boom in piracy over the past 8 years has slowly turned the screw and raised both the stakes and awareness of the need to collect and understand data concerning piracy.

While the past saw just the holy trinity of the IMB, IMO and RECAAP gathering data, we now have a myriad of independent sources. The (mainly) former mili-

tary personnel within these companies have their own methodology, and are not seemingly bound by a reverential respect for the ways things have been done. Which is not necessarily a bad thing, but it needs to be harnessed and focused on actual solutions, rather than just automatically decrying the work which has gone before.

The new players and the data they promulgate are driving new levels of scrutiny in the media and across the shipping industry — what we find is that there is dis-

parity in reports, and without any form of common unifying standards it seems that uncertainty is set to reign for the foreseeable.

In the past there have been calls for a single independent reporting body to tackle under-reporting. With this latest reporting oversight, perhaps the calls will become even louder.

However, it seems that having one centralized reporting body is only one answer — we perhaps need to develop new criteria and definitions to better define the

problems facing shipping. The term "piracy", has seemingly run its course — and if we are to build a new system of monitoring, data collection and reporting, then we perhaps need to dismantle the old barriers to understanding, such as outmoded, complex and divisive definitions of what maritime crime represents. We can only hope that we have reached a tipping point, and that the shameful facts that no-one seemingly knows what the true level of threat is will prompt action. (Source: *Shiptalk*)

## Study looks at seafarer fatigue and accidents

A major study has used ship simulators to examine how different watchkeeping patterns at sea affect the performance of ships' officers.

Project Horizon, a multi-partner European research study involving 11 academic institutions and shipping industry organisations, was set up in response to growing concern about the role of fatigue and sleepiness in maritime accidents. It used ship simulators in Sweden and the UK to examine the performance of officers during a range of real-life, real-time scenarios of voyage, workload and interruptions.

The study found evidence that watchkeepers did fall asleep while on watch, mainly during night and early morning watches, and that watchkeepers experienced loss of sleep depending on their watch patterns and rotas.

There was also evidence of deterioration in performance, particularly at the end of night watches and among those working six hours on/six hours off. The six/six regime was found to be more tiring than the four hours on/eight hours off rota.

One aim of the project was to assist the development of best practice standards and policies, and the Project Horizon partners have developed a fatigue management toolkit to provide guidance on organising safe and healthy work patterns at sea. (Source: *ITF Seafarers*)

## AMOSUP backs government action to protect Filipino seafarers

The Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP) welcomed the national government's action to protect overseas Filipino seafarers, particularly those currently deployed aboard European cargo and passenger ships, who are facing possible displacement as a result of an audit earlier conducted by the European Maritime Safety Agency (EMSA) which discovered "deficiencies" in Philippine maritime education and training.

AMOSUP president Dr. Conrado F. Oca was reacting to pro-

nouncements made by Department of Transportation Secretary Joseph Emilio 'Jun' Aguinaldo Abaya and Maritime Industry Authority Administrator Dr. Maximo Q. Mejia, Jr. during the worldwide celebration of the "Day of the Seafarer", who vowed that government will exhaust efforts to ensure Philippine compliance with the strict requirements of International Convention of on Standards of Training, Certification and Watchkeeping for seafarers, as amended. STCW Convention is the international instrument that sets the

global standards for maritime training and education for seafarers/mariners who want to be deployed on board merchant vessels.

An estimated 90,000 overseas Filipino seafarers presently deployed aboard European Union-controlled merchant vessels would be facing thorns of unemployment when the Philippines flunk this October audit by the EMSA. This would virtually reduce by US\$1 billion the total remittances of our overseas seafarers. Last year they remitted a total of US\$4.3 billion.

POEA reported, the country has

around 400,000 overseas Filipino seafarers.

Fortunately, Oca said, the Maritime Academy of Asia and the Pacific (MAAP) headed by top maritime educator Admiral Eduardo Ma. R. Santos, as president, had earlier been audited and found to be STCW-compliant.

The 'state-of-the-art' MAAP, strategically located on a 103-hectare land at Kamaya Point, Barangay Alas-asin, Mariveles, Bataan, is the leading maritime institution in the Philippines and in the Asia-Pacific region. (Source: *Manila Bulletin*)



VOICES *from* SEAFARERS

**Capt. Esmeraldo Marcera & Crew of  
M/V CAPE ACACIA**

In every JSU staff visit, they often discuss the importance of the crew's welfare and safety among its members. Now that the MLC 2006 will come into force after its ratification, seafarers' dream of a worthwhile bill of rights would be achieved.



**2/E Moreno C. Escalicas and Crew of  
M/V AZUL VICTORIA**

During ship visitation by the JSU staff onboard, we are so busy performing our jobs as the Japanese port authorities were conducting inspection on the vessel while we're also bunkering at that time. Anyway, thanks to the JSU staff who patiently waited for us just to answer our inquiries. More power to this union!!!



**Capt. Joey P. Villauna and Crew of  
M/V TRANS FUTURE 10**

We, the officers & crew would like to thank the JSU for their unwavering support for us. Looking forward for the staff's next visit onboard to provide news and the union's latest information here in port of Kashii, Hakata, Japan.



**Capt. Romulo Z. Sumabong and Crew of  
M/V ORIENTE CHALLENGER**

JSU staff visited our vessel and discussed the latest information regarding the shipping industry. They also explained JSU activities and policy for all non-domiciled special members. Thank you very much for visiting us and we're looking forward to seeing you again

on our next port of call here in Japan.



**Capt. Ricardo C. Montilla and Crew of  
M/V CAPE PRIDE**

On behalf of my officers and crew, I am thankful to the JSU staff for visiting our ship and for bringing us the updated news onboard. I'm also grateful to our company for providing us free e-mail access and hope that this union would negotiate with the shipping companies for the implementations of broadband Wi-Fi internet connection to member-vessels of JSU.



**C/O Edgar A. Castillo and Crew of  
MV GRAND RACE**

Thank you so much for visiting our ship at the port of Kobe. As of now, we enjoy the free e-mail access that we're using to communicate with our families and hope that this union would negotiate for the implementation of Wi-Fi broadband internet connection on board.



**Capt. Ricardo P. Mediavillo and Crew of  
M/V JUPITER SPIRIT**

The implementation of the Maritime Labor Convention 2006 will come into force this August. Some of the guidelines and reliable information were disseminated by the JSU staff ahead of the schedule of our audit. We appreciate the prompt response and thanks a lot.



**Capt. Rodrigo M. Amante and Crew of  
M/V CORAL RUBY**

We wish JSU would provide more information and guidelines for its member's view and knowledge of the MLC 2006. Knowing seafarers' bill of rights could improve working relations and living conditions on board.



**Capt. Roger A. Gamaro and Crew of  
M/V ATLANTIC ERICA**

We applaud JSU staff for visiting our ship and glad to know the latest information about union activities concerning members' working conditions onboard. Thank you so much for the welfare goods that we received and hope that the JSU will continue to negotiate for the implementation of broadband Wi-Fi internet connections.



**C/O Edwin T. Caballero and Crew of  
M/V BLUE OCEAN**

The JSU staff never forget to visit our ship and discuss the latest information regarding the shipping industry when our vessel's berthed in ports of Japan. Thank you so much for supporting us and we hope that this union could provide more welfare and benefits to their members in the near future.



**C/O Nicolas D. Precioso III and Crew of  
M/V AKINADA BRIDGE**

With your ship visitation, we believe that the JSU is sincere in letting their members understand the welfare and benefits under the agreement. At present, we are happy for the crew's free e-mail access we've been using and hope that this union would negotiate for the implementation of broadband internet connection very soon.



**Officers and Crew of  
M/V NOBLE CORAL**

We are pleased for the ship visitation by JSU staff while our vessel's berthed in Rokko Island-S at Kobe, Japan. Visiting staff discussed the union activities and policy to non-domiciled special members. Thank you very much for the frequent visitation, information and souvenir items that we acquired from JSU.



# Crews cautioned over Egyptian security crisis

The Skuld P&I Club has issued an advisory for update on the situation in Egypt to urge operators to continue to advise their vessels to be on alert and very cautious while transiting through the

Suez Canal and while calling at any Egyptian ports.

Continuous deck watch will be necessary, and the Master and Officers on board are well advised to make sure that passage planning allows for a senior person to

be on watch at all material times to ensure the safety of the vessel and her crew.

The advice given, which is universally applicable, is that a vessel should not allow any unidentified persons to board. If persons seek

to board the vessel, and they do not possess proper identification and authorization, then the Master should not permit them to come on board.

In case of concern or threats, the Master should seek to alert

local authorities and also the Club's Correspondents for further immediate assistance. In case of doubt, the association always recommends a very cautious approach. (Source: *Shiptalk*)

## All ships at risk of terrorist attacks off Yemen

Despite the fact that seemingly not all Flag States have agreed, security companies have been quick to stress that all international ships are at risk of attack by terrorists off Yemen and not just British flagged vessels.

Maritime security company

Gulf of Aden Group Transits issued today a warning to all international vessels to be aware of suspicious traffic.

The warning came after the UK Government issued the highest possible security alert yesterday for British shipping operating

off the coast of Yemen amid continuing threat of a terrorist attack from an al-Qaeda offshoot in the region.

The Department for Transport also raised the International Ship and Port Facility Security (ISPS) threat for British shipping to level

3, which is judged "exceptional".

This indicates that credible information suggests that a security threat is "probable or imminent."

Security experts said that the move was unprecedented since the ISPS code was introduced in 2004. (Source: *Shiptalk*)

## Gulf of Guinea criminals lure petro carriers

Shipowners are being warned of the dangers posed in the Gulf of Guinea by transferring petroleum products outside of designated anchorages.

According to new research, there is an increasing trend for Ship masters to be offered illegal cash sales of fuel cargo transferred outside anchorage areas. Perhaps unsurprisingly those who succumb to the temptation are often hit by pirates.

The new ploy appears to be a cunning rouse by criminals to try and force ships into compromising positions, so their security is weakened and they represent far more vulnerable targets.

At the moment the process seems to be rather unsophisticated with the criminals sending an unsolicited email offering the services of a maritime company to buy petroleum products.

Prices are given for a range of products, from crude oil to gasoline and aviation fuel, as well as information on ship-to-ship transfer barges, options for contact points and details.

The biggest concern at the moment is of how the pirates know of the location of the vessels in question to email them. It could hint at a wider operation and of insider knowledge. (Source: *Shiptalk*)

## JWC adds Togo as high-risk area

The Joint War Committee has added the waters of Togo's exclusive economic zones north of latitude 3° N to its listed area for West Africa; however, it has not expanded the region's high-risk area any further. (Source: *Shiptalk*)

## Argentinian union sends advisement to non-ITF ships

The UK P&I Club's Argentinian Correspondents have advised that the local Maritime Workers Union (SOMU) have issued a note stating that they will not allow the entrance of any vessel to the port of Ingeniero White (Bahia Blanca) that does not hold a valid ITF certificate on board.

The exclusion mainly affects FOC ships, but also some flagged in national flag states, as follows:

- Antigua and Barbuda • Bahamas • Barbados • Belize • Bermudas • Burma/Myanmar • Cambodia • Cayman Islands • Comoros • Cyprus • Equatorial Guinea • France • Georgia • Germany • Gibraltar • Honduras • Jamaica • Lebanon • Liberia • Malta • Marshall Islands • Mauritius • Mongolia • Netherlands Antilles • North Korea • Panama • Sao Tome & Principe • Sri Lanka • St Vincent and The Grenadines • Tonga • Vanuatu

The Union has also demanded that a copy of the ITF certificate is sent by mail in advance.

The Club's Correspondents have spoken to the local representatives of ITF in Argentina to obtain their input but they are not aware of this note issued by the Bahia Blanca section of the SOMU so this action appears to have been taken by the local unions of its own decision.

Due to the growing strength of Argentinian unions, this could become a complex issue and has already resulted in delay to a number of vessels.

The only way that SOMU could prevent entrance of a vessel at this port is through the non provision of tug boats. It is unknown at present whether the ITF will support this decision. It is possible that these measures could also extend to other ports. (Source: *MarineLink/UK P&I Club*)

## UN says to remain vigilant against piracy

The UN Monitoring Group on Somalia and Eritrea has warned that while the criminal networks, which underpinned piracy, may have switched attention to other areas (including private security), there are signs they could easily focus back to maritime crime when the rewards are right.

In a new report, the UN body

warns that shipowners are turning to unregulated and untrained Somali security guards to provide armed protection on vessels.

In Puntland, private maritime security is controlled by private businessmen with previous links to maritime crime.

The monitoring group identified a network of individuals, including known pirate leaders,

who provide guards to unsuspecting or naïve owners.

The UN group is concerned that any move to relax proper private security measures and withdraw international naval forces could prompt a new spate of attacks, but they are concerned that the new wave of "legitimised" pirates is an accident waiting to happen. (Source: *Shiptalk*)

## Oz modernizes century-old navigation laws

Century-old maritime laws will be replaced with new requirements for commercial seafarers and vessels with the commencement of the Navigation Act 2012 and Marine Safety (Domestic Commercial Vessel) National Law Act 2012 today.

These are the biggest reforms to Australia's maritime sector in more than 100 years, with the Australian Maritime Safety Authority administering both acts.

"The Navigation Act 2012 sees Australia's maritime laws reflect the expectations of a modern shipping industry," AMSA's CEO Graham Peachey said.

The fundamental requirements for ships to be seaworthy remain unchanged while the new Navigation Act highlights the

need for ships to be operated and navigated safely by competent seafarers who have decent working and living conditions.

The Navigation Act also provides AMSA with a range of new measures to ensure compliance with safety and environmental requirements including increased financial penalties for non-compliant vessels, exclusion of vessels from Australian ports with poor inspection histories, issuing on the spot infringement notices for marine order offences.

"AMSA recognises that the majority of the shipping industry seeks to ensure that ships are operated safely and with no damage to the environment," Mr. Peachey said.

Today also marks the

introduction of the National System for Domestic Commercial Vessel Safety, with AMSA becoming the national regulator for commercial vessel safety. The National System will mean eight existing regulations will be replaced with one set of national rules.

"Having one set of rules cuts red tape and reduces the administrative burden for businesses in the maritime industry and allows industry to operate across state and territory borders freely," Mr. Peachey said.

The development of the national safety standards has been in conjunction with each of the states and territories who will act as delegates of the national regulator in implementing the new standards. (Source: *AMSA*)

## 2013 safety at sea winners announced

The winners of the 2013 IHS Safety at Sea awards were announced last night by special guest Tim Kent, technical director of Lloyd's Register. Held aboard the Second World War heavy cruiser and historic museum ship *HMS Belfast* in the Thames, the 7th annual awards attracted a record number of entries this year.

The Equipment award went to Norsafe for its GES50 MKIII (Gravity Escape System) free-fall lifeboat.

Dryad Maritime won the Management/Operations award for its Fleet Security Management.

The Security award was won by Watchstander LLC for its Watchstander maritime security system.

The Systems category was jointly won by SevenCs, Voyage-Bank, and Australian Reef Pilots for the Portable Pilot Unit (PPU) Integrated Management System.

WrightWay Training picked

up the award for the Training category for its Human Element Leadership (HELM) course.

Finally, the Safety at Sea AMVER award for Seamanship was presented to Horizon Lines vessel *Horizon Reliance* for its rescue of three seafarers from a drifting yacht during difficult conditions in February 2012. The award was made in partnership with the US Coast Guard's Automated Mutual Assistance Vessel Rescue (AMVER) programme. (Source: *Sea-web*)

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