

JSU head speaks to MAAP graduates as guest of honor

All Japan Seamen's Union President Yasumi Morita was the guest of honor and commencement speaker of the graduation ceremonies at the Maritime Academy of Asia and the Pacific (MAAP) 2015 graduation rites held on May 23.

The President of Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP), Dr. Conrado F. Oca, together with Vice Admiral Eduardo Ma. R. Santos (AFP ret.), President of MAAP, led other Union and Academy officials, faculty and students in welcoming Mr. Morita, a maritime leader in East Asia whose heart is close to Filipino seafarers.

In his speech as guest of honor and commencement exercise speaker at the graduation of MAAP's 255-member "Zefareas Class" of 2015 and three masteral graduates at the Academy's campus in Barangay Alas-Asin, Mariveles this province, Mr. Morita told the young graduates, "with your new power, as seafarers, you are going to spread your wings with active role around the world. Seafarers are underpinning the world economy as a cornerstone of international logistics, not only in Japan and the Philippines, but globally.

"Every year, new technologies are developed, and wonderful,



Above: JSU President Yasumi Morita delivers his speech at Maritime Academy of Asia and the Pacific (MAAP)'s 2015 graduation ceremony.

Right: Vice Admiral Eduardo Ma. R. Santos, AFP (ret.), President of MAAP, left, and Dr. Conrado F. Oca, President of AMOSUP, right, present a plaque to JSU President Yasumi Morita.

(Photos courtesy of MAAP)

modern vessels are built by such technologies, but without competent seafarers, it is impossible to make full use of high performance of the vessels and 'operate them safely!," he said.

Airing a special note at the 1978 STCW International Convention that prescribes the standards, training, certification and watch-keeping of seafarers as amended in 2010 in Manila, he said: "The fact that the Conference was held in the Philippines is a proof that Filipino seafarers' ability is recognized



highly in the world." Morita was introduced by Vice Admiral Eduardo Ma. R. Santos, AFP (ret.), President of MAAP.

Cognizant of the shortage of seafarers suffered by the international shipping industry, shipping firms of the world have tried to

recruit seafarers from other Asian countries than the Philippines, he said, "but since Filipino seafarers are given high evaluation, Japan and other nations continuously seek excellent Filipino seafarers.

"This excellent reputation reflects your senior seafarers' efforts in the safe operation on board," he told the graduating class.

MAAP Governing Board Chairman Dr. Conrado F. Oca, who delivered the welcome address, said, "Our graduation ceremony is a testimony to the nobility of the maritime profession. As we commend the graduates, we also promote awareness about the maritime industry and recognize its valuable contributions to international trade and commerce. We call to mind the significant contribution of Filipino seafarers to our economic prosperity – US\$5.6 billion was recorded as inward remittance of sea-based workers last year," he said, adding our graduates will by now embark a new journey into the maritime world – "a vital global

industry, full of life and dynamism that moves 96 percent of the world trade."

Out of more than 48,000 seafarers from Japan and other nations deployed aboard Japanese vessels at present, some 35,000 are Filipinos, with 4,777 of them holders of Japanese licenses or certificates. Based on the data of International Labor Organization (ILO), there are currently around 1.2 million to 1.5 million seafarers around the world. Close to 500,000 of them are Filipinos, or around one-third of the world's merchant marine fleet.

Japanese and Filipino maritime leaders extolled young graduates of the leading maritime institution in the Philippines and Asia-Pacific region – the Maritime Academy of Asia and the Pacific (MAAP) – for their efforts and sacrifices to complete their courses to become professional deck and engine officers and be productive members of the world merchant marine fleet. *(Source: Manila Bulletin)*



Midshipmen stand in formation at MAAP Campus Ground for inspection. (Photo courtesy of MAAP)

China breaks ground on disputed reefs

China hosted a ground-breaking ceremony for the building of two lighthouses in the disputed South China Sea, state media said, a move that is likely to escalate tensions in a region already jittery about Beijing's maritime ambitions.

China's Ministry of Transport hosted the ceremony for the construction of two multi-functional lighthouses on Huayang Reef and Chigua Reef on the disputed

Spratly islands, state news agency *Xinhua* said, defying calls from the United States and the Philippines for a freeze on such activity.

The reefs are known in English as Cuateron Reef and Johnson South Reef.

The Ministry of Transport did not answer calls for comment.

Last year, the Philippines accused China of reclaiming land on Johnson South Reef, apparently to build an airstrip.

China claims most of the South

China Sea, through which US\$5 trillion in ship-borne trade passes every year, and the Philippines, Vietnam, Malaysia, Taiwan and Brunei have overlapping claims.

Xinhua said the lighthouses were built "to improve the navigation safety in the South China Sea". It did not elaborate.

In recent weeks, the United States has clashed with China over Beijing's construction activities in the South China Sea. The Pentagon believes the work is aimed at

cementing China's claim to the vast majority of the South China Sea — an area thought to have significant energy reserves and rich fishing grounds.

Washington is particularly concerned that China may at some point declare an exclusion zone in the sea that could limit free movement of ships and aircraft.

On Monday, China's foreign ministry said it had lodged a complaint with the United States over a U.S. spy plane that flew over parts

of the South China Sea.

The Philippines' defense minister said that Manila was seeking a "stronger commitment" from the United States to help its ally with activities in the South China Sea.

Beijing says the South China Sea issue should be resolved by direct talks between those involved and has bristled at what it sees as unwarranted U.S. interference. (*Source: MarineLink.com/Reporting by Sui-Lee Wee*)

In assisting migrants, ships should have on-board security

As the Mediterranean migrant crisis mounts, the Chief Security Officer of an Estonian-based maritime security firm is saying that only those commercial ships operating with security personnel on board should assist in rescuing seaborne refugees.

ESC Global Security's Ivari Sarapuu says, "although merchant ships are bound by the Law of the Sea to rescue those in difficulty, they should exercise caution when taking on refugees, given the overwhelming numbers involved and the political volatility in the countries from which these people have fled."

Mr. Sarapuu is a former Estonian Navy member whose experience includes heading training for NATO protection teams and commanding the vessel protection unit on a EU ATALANTA warship operating off the Somali coast. He believes that commer-

cial vessels operating with minimal crew may not have the training required to ensure the vessel remains secure.

"Ship safety and security must remain the number one priority. It will be difficult for a small crew on board a ferry, tanker or bulk carrier to remain operationally effective if it has to provide humanitarian aid to hundreds of refugees. A shipboard security team, however, is able to monitor the boarding of the refugees, carry out any identification checks and ensure that their actions do not impact on ship operations.

"Qualified, properly trained and regularly tested security personnel are best placed to identify the likely number of vessels and people being encountered, contact the relevant authorities, provide medical assistance where required and maintain video and written records of the event, leav-

ing the crew to continue operating the vessel safely."

Jaanus Rahumägi, President & CEO, ESC Global Security, says, "the deployment of professional security guards on vessels is not limited to operations in known high risk areas. We suggest using security on vessels to avoid further escalation of potentially armed refugees carrying out crimes and acts of terrorism. With this in mind, specially trained security is strongly recommended to identify possible weapons or other prohibited items and, if necessary, to apply measures to maintain the safety of all persons on board."

According to the UN High Commissioner for Refugees (UNHCR), 218,000 people, including migrants and refugees, crossed the Mediterranean by irregular routes in 2014 and this trend is expected to continue throughout

2015. The crisis in Rohingya, Southeast Asia, is on a similar scale, with the UNHCR estimating that a potential 200,000 people could be displaced.

Established in 1992, ESC Global Security (ESCGS) has security personnel serving on the vessels of over 26 flag states and has successfully protected over 1,000 vessel transits in high risk areas. Meeting all requirements laid down by the International Maritime Organization in Resolution MSC.349 (92), which entered into force in January 2015, ESCGS is an ISO 28000/28007 certified security company with a primary focus on armed protection of vessels, including tankers (LNG, crude oil, jet fuel), superyachts, dredges, submersibles, drill ships, general cargo vessels, bulk carriers, container ships, heavy lifts, FPSOs and tugboats. (*Source: MarineLog*)

DSD Shipping, four indicted in 'magic pipe' case

A federal grand jury in Mobile, Alabama, has returned a seven-count indictment charging Stavanger, Norway-headquartered Det Stavangerske Dampskibsselskab AS (DSD Shipping) and four employees with violating the Act to Prevent Pollution from Ships (APPS), conspiracy, obstruction of justice and witness tampering.

The four indicted engineering officers employed by DSD Shipping to work aboard its 105,500 dwt Aframax tanker *Stavanger Blossom* are Romanian Daniel Paul Dancu, 51, and Chinese Bo Gao, 49, Xiaobing Chen and Xin Zhong, 28.

According to the indictment, in 2014, DSD Shipping and its employees conspired to bypass pollution prevention equipment aboard the *Stavanger Blossom* and to conceal the direct discharge of waste oil and oil-contaminated waste water from the vessel into the sea.

The operation of marine vessels, like *Stavanger Blossom*, generates large quantities of waste oil and oil-contaminated waste water. International and U.S. law requires that these vessels use pollution prevention equipment to preclude the discharge of these materials. Should any overboard discharges occur, they must be documented in an oil record book, a log that is regularly inspected by the U.S. Coast Guard.

The Department of Justice says that despite these requirements, DSD Shipping and its employees used a bypass pipe to circumvent pollution prevention equipment and discharge waste oil and oil-contaminated waste water directly into the sea.

According to the Department of Justice, DSD Shipping and its employees also filled plastic bags with waste oil from a sludge tank aboard the vessel and then discarded the oil-filled plastic bags overboard into the sea.

Battery-powered ferry enters service in Norway

Ampere, the world's first battery powered electric car and passenger ferry, has entered service in Norway. Built by the Fjellstrand shipyard, the ferry only uses 150 kWh per route, which corresponds to three days use of electricity in a standard Norwegian household.

Nominated for a Nor-Shipping 2015 Energy Efficiency Award, the fjord-crossing ropax has no direct emissions due to its battery power source, and its catamaran hull form can accommodate 120 cars. The innovative vessel was originally developed as a submission to a Norwegian Ministry of Transport competition in which the winner would get a 10-year license to operate the Lavik-Oppedal route beginning in 2015. *Ampere* went on to win this competition and is currently operating on the route.

To reduce the energy consumption, the vessel has a lightweight aluminum construction. The low weight makes it possible to optimize hull shape and create a propeller system of high efficiency.

In conjunction with the shipbuilder, Siemens installed the complete electric propulsion system and set up charging stations with lithium-ion batteries which are charged from

hydro power. With the change to battery, shipowner Norled is reducing the cost of fuel by up to 60 percent.

As the power grid in the region is relatively weak, Siemens and Norled decided to install three Corvus Energy battery packs: one lithium-ion battery on board the ferry, and one at each pier to serve as a buffer. The 260 kWh units supply electricity to the ferry while it waits. Afterward, the battery slowly recoups

[The ropax] will consume around 2 million kWh per year, whereas a traditional diesel ferry consumes at least 1 million liters of diesel a year and emits 570 tons of CO₂ and 15 metric tons of NO_x.

all of this energy from the grid until the vessel returns to drop off passengers and recharge.

Charging stations are housed in small buildings about the size of newsstands. The ferry's on-board batteries are recharged directly from the grid at night when the ferry is not in use. Each battery pack has the output of 1,600 standard car batteries.

Ampere will consume around 2 million kWh per year, whereas a traditional diesel ferry consumes at least 1 million liters of diesel a year and emits 570 tons of carbon dioxide and

15 metric tons of nitrogen oxides.

"We are proud to operate the world's first electric ferry," says Sigvald Breivik, Technical director of Norled. "Siemens has been a great partner in finding innovative and sustainable solutions for our environment."

On board the ferry, Siemens installed its electric propulsion system BlueDrive PlusC. It includes a battery and steering system, thrust control for the propellers, an energy management system and an integrated alarm system. The integrated automation systems control and monitor the machineries and auxiliaries on the ferry and are connected via Profibus to all other subsystems.

Unlike many electric cars, the emission-free ferry was developed from the ground up. The ferry, which is 80 meters long and 20 meters wide, is driven by two electric motors, each with an output of 450 kilowatts. With its aluminum construction, the ferry is only half as heavy as a conventional ferry, despite its 10 ton batteries.

Ampere is a milestone on the road to operating completely emission-free ferries along Norway's long coastline, with at least 50 other routes currently able to sustain battery-operated vessels. (*Source: MarineLog*)

VOICES from SEAFARERS



C/M Carlito Besino Billones Jr. & Crew of MV SHIRAKAMI

The JSU's publication on Retirement Pay Plan and the JSU/AMOSUP Provident Fund is very informative to seafarers. The JSU should pay more attention with these retirement systems for the benefit of the members.



Capt. Baby B. Genobiagon & Crew of MV CRYSTAL WIND

During the ship visitation of the JSU staff, they have clarified our inquiries to the entitlements and benefits of the seafarers onboard vessels covered by JSU-AMOSUP agreements. We are happy to know that we can also avail the AMOSUP services and facilities which are provided and funded by the JSU for its Non-domiciled special members.



C/E Efren Estoquia Fucanan & Crew of MV GLORIOUS SUNRISE

With this present trend of shipping when an old ship was sold and new one is coming, there are jobs on board noted as stressful and eventually may cause fatigue. To avoid such instance, a short term contract should be applied to every seafarer with an approved agreement by the company and the union. Thanks in advance and hope JSU could hear our voices.



Capt. Andrew Mar Bacani Bacud & Crew of MV SHIN ONOE

We are glad to hear about IBF wage increase was successfully achieved. Hope this kind of JSU/ITF campaign will continue until the members are satisfied of the changes. Thanks for the job well done.



Capt. Rogelio Fulgencio Cirilo & Crew of MV ZAMBALES

On behalf of the crewmembers, I would like to extend our gratitude to All Japan Seamen's Union for its great role in improving the working conditions and general welfare of the members. Keep up your good works and more power.



Capt. David Illut Dy Jr. & Crew of MV GLOBAL HOSPITALITY

Our doubts to the membership fee and retirement system were cleared upon the explanation by the JSU staff. We hope the JSU will always come up with the right decision and support to its members.



Capt. Gan Su Jin & Crew of MV PACIFIC HARMONY

Weekend recreation is a part of our norm of relaxation and gathering. It's a pleasure to endorse this particular aspect of the seafarers' schedule as this would create a harmonious work relationship.



C/O Jephrie Contiga Mata & Crew of MV BANGKOK BRIDGE

We thank the JSU staff in disseminating information about the union activities. We've known that welfare and medical services are offered to the members in some strategic places in the Philippines in coordination with the AMOSUP and PSU.



3/O Judino Ganalon Abion & Crew of MV GLOBAL WIND

In a decade of an e-mail access, our technology is improving and continuously advancing. With this, we kindly wish an internet connection be fitted on board in exchange of the free e-mail access. We will appreciate any device that might be provided. Thank you for your kind attention.



Capt. Danilo Reposar Diana Jr. & Crew of MV JAKARTA BRIDGE

In the appreciation of the JSU/ITF activities, we wish all ships could have an equal standard in line with the MLC 2006 in safeguarding the seafarers' rights and giving social protection.



Capt. Emmanuel Bartolome Bernal & Crew of MV IYO

We appreciate the visitation of your staff, they have clarified the advantage of being a JSU member by providing us with more information about our rights, welfare and benefits based on the stated agreement of our ship. Thank you and God bless.



Capt. Antonio Antolin Damasco & Crew of MV MAGNOLIA ACE

While at sea, calling our families is essential and so with our company as it requires precise communication. May we propose an upgrade of the free e-mail access into an internet broadband as this will benefit the seafarers in search of any work related marine technology and information.

Increased IMO limits of liability enter into force

Amendments to increase the limits of liability in the 1996 Protocol to amend the Convention on Limitation of Liability for Maritime Claims, 1976 (LLMC Protocol 1996) entered into force on June 8, the International Maritime Organization (IMO) reports.

The amendments raised the amount claimable for loss of life or personal injury on ships (not exceeding 2,000 gross tons) to 3.02 million Special Drawing Rights (SDR), up from 2 million SDR.

For larger ships, the following additional amounts are used in calculating the limitation amount:

For each ton from 2,001 to 30,000 tons, 1,208 SDR (up from 800 SDR);

For each ton from 30,001 to 70,000 tons, 906 SDR (up from 600 SDR);

For each ton in excess of 70,000, 604 SDR (up from 400 SDR).

The 1976 LLMC Convention sets specified limits of liability for claims for loss of life or personal injury, and other claims, such as

property claims (including damage to other ships, property or harbour works), delay, bunker spills, pollution damage, etc.

The limit of liability for property claims for ships not exceeding 2,000 gross tons is 1.51 million SDR (up from 1 million SDR).

For larger ships, the following additional amounts are used in calculating the limitation amount:

For each ton from 2,001 to 30,000 tons, 604 SDR (up from 400 SDR);

For each ton from 30,001 to

70,000 tons, 453 SDR (up from 300 SDR);

For each ton in excess of 70,000 tons, 302 SDR (up from 200 SDR).

The convention also allows for shipowners and salvors to limit their liability except if “it is proved that the loss resulted from his personal act or omission, committed with the intent to cause such loss, or recklessly and with knowledge that such loss would probably result.”

Taking into account the experience of historic claims, as well

as the impact of inflation rates, the limits in the LLMC Protocol 1996 were raised and subsequently adopted in 2012 by IMO’s Legal Committee when it met for its 99th session, following a proposal to increase the limits submitted by 20 State Parties to the LLMC Protocol.

The LLMC Protocol has 50 Contracting States, which between them represent 57.41% of the world merchant shipping tonnage, as at June 8, 2015. (*Source: World Maritime News*)

More Paris MoU crackdowns in works Sept-Nov

The Paris Memorandum of Understanding on Port State Control (Paris MoU) is ready to roll with more Concentrated Inspection Campaigns (CICs) following its recent 48th Committee meeting (PSCC48) in Noordwijkerhout, the Netherlands.

Jointly with the Tokyo MoU, a CIC on Crew Familiarization for Enclosed Space Entry is scheduled from September to November, this year. And next year’s CICs will include a campaign to verify com-

pliance with the Maritime Labor Convention, 2006 (MLC2006). The questionnaire and guidelines for this CIC have now been completed and adopted.

Secretary-General Richard Schiferli says the decision to hold the CIC demonstrates the importance to the Paris MoU of decent working and living conditions on board ships, as well as ensuring that seafarers’ rights are respected.

The Paris MOU Committee expressed its concern that

last year’s CIC on STCW hours of rest, which was publicized in advance, recorded 912 deficiencies related specifically to STCW hours of rest and that 16 ships were detained.

In other work, the committee agreed to work on a plan to elaborate the guidelines on MARPOL Annex VI, and adopted the 2014 Annual Report, including the new White, Gray and Black List and the performance list of Recognized Organizations. The lists

will be published early June and used for targeting purposes starting July 1, 2015.

The meeting was attended by members of the Paris MoU, the European Commission, EMSA, Montenegro, observers from the International Labor Organization, U.S. Coast Guard, Viña del Mar Agreement, Tokyo MoU, Caribbean MoU, Mediterranean MoU, Indian Ocean MoU, Abuja MoU and Black Sea MoU. (*Source: MarineLog*)

MARAD to fund vessel emissions reduction, clean energy

The U.S. Maritime Administration (MARAD) has announced that up to US\$1.3 million in Federal funding is now available through cooperative agreements for projects supporting vessel emissions reductions and alternative energy.

The funding is being made available under two separate requests for applications – one focused on exhaust gas cleaning demonstration projects on U.S. flag vessels that remove pollutants from the stacks of marine vessels and one focused on projects that demonstrate vessel emissions reductions through the use of alternative fuels or energy sources such as LNG or fuel cells, and improvements in vessel energy efficiency through use of conservation technology and practices.

The agency intends to use the results/data demonstration projects to support further work related to air emissions reduction and alternative energy research and assess the public benefit of possible incentives to encourage adoption of emissions reduction and alternative energy in the maritime sector. (*Source: MarineLog*)

Armed robbery continues to hit shipping in SE Asia

Following the growth of armed robbery, piracy and attacks on shipping in South East Asian waters, the navies of Indonesia, Malaysia and Singapore are reported to have been in talks to extend joint naval patrols to thwart the attacks.

Records collated by the International Maritime Bureau (IMB) worldwide piracy reporting center indicate the continuing trend of these attacks. Latest reported incidents include the following.

Robbers boarded a bulk carrier anchored around 6.5 nautical miles off Vung Tau, Vietnam on May 11, stole ship’s stores and escaped.

Two robbers were spotted trying to break into the engine room of a chemical tanker anchored in Dumai, Indonesia on May 10. The alarm was raised and the robbers jumped overboard and escaped.

Two robbers armed with long knives boarded a bulk carrier in

the Singapore Straits on May 9. The alarm was raised and the crew mustered in the citadel to await the Singapore navy. A search later found no robbers on board and nothing stolen.

Robbers boarded a cargo ship anchored around 16 nautical miles off Johor, Malaysia on May 6, stole ship’s property and engine spares and escaped.

Three robbers armed with knives boarded a bulk carrier berthed at Belawan, Indonesia on

May 3, threatened the crew and escaped with stolen ship’s property.

Robbers boarded a bulk carrier around seven nautical miles off Tanjung Penyusop, Johor, Malaysia on April 24, stole engine spares and escaped.

All attacks and suspicious sightings should be reported to the IMB Piracy Reporting Center, tel: **+603 2031 0014** (24 hours), email: **imbkl@icc-ccs.org** (*Source: ITF Seafarers*)

‘Maritime Silk Road’ could include Thai Canal to shorten ship routes

The Thai Canal, also known as Kra Canal, that would cut through southern Thailand to enable improved transportation in the region, could be part of the new “Maritime Silk Road”.

A study shows that the 26-meter-deep and less-than-100-kilo-

meter-long waterway would cost about US\$20 billion.

The canal would save up to 48 hours to shipping companies transiting routes between Asia and Europe. In addition, it would offer a route that would circumvent the Malacca Strait

that is expected to become over-congested in the following decade leading to slowdowns in shipping.

According to the study, the optimal route is the “5A” line between Songkhla and Satun as it would be the shortest one, and

because it is situated right on the shipping lane.

Potential investors in the development of the canal could be from China, which has recently signed up to help build a new pan-Thai railroad, the study said. (*Source: World Maritime News*)

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Indictment further alleges that prior to an inspection by the U.S. Coast Guard, Chen ordered crew members to remove the bypass pipe, install a new pipe and repaint the piping to hide the illegal discharges. Chen and Zhong then ordered crewmembers to lie to the U.S. Coast Guard and instructed them to say that no plastic bags containing waste oil were discard-

ed overboard, that all plastic bags remained aboard the vessel and to provide the incorrect quantity of bags generated from the cleaning of the sludge tank.

To further hide the illegal discharges of waste oil and oil-contaminated waste water, DSD Shipping and its employees maintained a fictitious oil record book that failed to record the disposal, transfer, or overboard discharge of oil from the vessel,

alleges the indictment, which says that the oil record book also contained false entries stating that pollution prevention equipment had been used when it had not.

DSD Shipping and the engineering officers were charged with violating the APPS for failing to record overboard discharges in the vessel’s oil record book and garbage record book and with obstruction of justice and

witness tampering for presenting false documents and deceiving the Coast Guard during an inspection.

If convicted, DSD Shipping could be fined up to US\$500,000 per count, in addition to other possible penalties.

Dancu, Gao, Chen and Zhong face a maximum penalty of 20 years in prison for the obstruction of justice charges. (*Source: MarineLog*)

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