

# JSU addresses piracy issue in effort to ensure ‘peace at sea’

The following is a message from Yoji Fujisawa, President of the All Japan Seamen's Union on the subject of dispatch of Japan's Maritime Self-Defense Force against piracy and armed robbery in the Gulf of Aden.

There are currently 10 vessels operated by Japanese shipping companies that pass daily through the declared area in the Gulf of Aden. In this area, piracy and armed robbery has occurred often, and is rapidly increasing, as the number of incidents reached 111 last year (2008). Of the ships hijacked by pirates, 14 are detained and some 300 seafarers are still being held hostage. This grave issue has become a major challenge to overcome immediately for seafarers serving onboard merchant fleets worldwide.

In respect to the piracy issue, the JSU in its 64th year's action

plan, made the following statement for ensuring peace at sea:

“As a result of the piracy issue and the increase in casualties stemming from it, countermeasures enabling us to respond more quickly need to be considered. The JSU has sought the Government of Japan not just to establish a new structure – Japan tripartite correspondence meetings focusing on High Risk Seas and Ports of Warlike Operation Areas, but also to take effective countermeasures, including improvement of domestic laws against this issue.

“As stated clearly in the Action Plan for next year, the JSU, bearing in mind the catastrophic experiences of the people and seafarers during World War II, will act in cooperation with RENGO, KOUN-ROKYO, 20 other organizations, etc., on maintaining keynotes such as, ‘Never again be a perpetrator and/or casualty in war,’ ‘Do not allow for invocation of the military emergency legisla-

tion,’ and ‘Observe the constitution.’ The basic concept of JSU calling for peace remains unchanged.”

During the question and answer session at the JSU Annual Congress, I responded that piracy is a crucial issue concerning human life; and therefore, I have carefully addressed this matter.

Firstly, the Gulf of Aden is not a “kind of” Warlike Operation Area, but a sensitive area of the sea. We have focused on navigational difficulties in this area, but safety of life remains our top priority.

On the other hand, various countermeasures need to be taken depending on how we evaluate the degree of danger surrounding an area of the sea. Although the MSPA (Maritime Security Patrol Area) has been established, there are other areas not patrolled in the Gulf of Aden.

In line with the rules between the JSU and the Japanese Shipowners' Association (JSA), or

the JSU and the IMMAJ, it is agreed that both parties shall keep the JSU informed on every voyage plan for passing through the designated MSPA area.

Possible countermeasures, including the Emergency Correspondence Network, have effectively been implemented in accordance with protocol between the JSU and JSA, the JSU and IMMAJ. However, it is not yet seen as an effective measure. As such, more effective measures for seafarers remain to be seen within the designated area.

According to the provisions of the Article No. 21 of the Basic Act of the Maritime Law promulgated in July 2007:

“Japan is a country surrounded by the oceans and its economy has relied upon imports for major natural resources. Considering that it is necessary to develop and use marine resources and to secure transportation by shipping, it shall be ensured to take appropriate

measures for peace at sea, securing sea transportation, safety and/or security of marine transport.”

Thus, as a measure for ensuring the safety of Japanese seafarers' lives and sea transport by the Japanese merchant fleet, under consideration by the ruling parties, the JSU is preparing to release a joint statement with the JSA so as to urge the Japanese government to dispatch a fleet of the Maritime Self-Defense Force under existing legislation as soon as possible.

Furthermore, with regard to security measures for non-domiciled members serving onboard foreign-flagged vessels, as a responsibility of the union in the country of beneficial ownership, the JSU will continue to address these problems, corresponding with relevant unions in manner of concluding bilateral agreements.

President  
All Japan Seamen's Union

## JSU stages successful 78th FOC/POC campaign

SHOJI YAMASHITA  
ITF COORDINATOR

The All Japan Seamen's Union (JSU) staged campaigns against flag-of-convenience (FOC) ships and ports of convenience on Jan. 26-29 at 38 ports in 15 districts in a joint effort with the All Japan Dockworkers' Union (JDU) and the Japanese Confederation of Port and Transport Workers' Unions (Koun Domei), as well as seamen's and dockworkers' unions of South Korea, Taiwan and Russia.

At a time when the shortage of seamen and the global financial crisis are having a mixed impact, we made efforts to promote safety check activities and encourage ships that have not yet agreed with the International Transport Workers' Federation (ITF) agreements to do so.

We also focused on Kotoku Kaiun, which has been responsible for unfair competition and labor practices; Hong Kong- and Singapore-flagged unorganized FOC ships; suspicious vessels; and other unorganized vessels.

As a result of the joint activities via study sessions and daily tasks on top of the establishment of councils for FOC/POC issues across Japan, we were able to carry out protest activities on an unprecedented scale.

We also confirmed that cooperation among Japan, Russia, South Korea and Taiwan is continuing to develop, and that it has provided hope and positive prospects for future FOC/POC campaigns.

whole

The number of ships inspected during the campaigns: 104.

(2) Campaign activities

(a) The number of dishonest owners of FOC ships against which seamen and ports/harbors cooperated in staging protest activities: 11.

(i) January 26: We protested Kotoku Kaiun's *M/V Halcyon* at the Port of Kobe.

(ii) January 27: Our Chugoku and Shikoku-region offices took the initiative in protesting against Kotoku Kaiun in front of the line's head office.

(iii) January 27: We protested Kotoku Kaiun's *M/V Halcyon* at the Port of Osaka.

(iv) January 27: We protested Kotoku Kaiun's *M/V Proteus* at the Port of Tachinoura Container Terminal in Kitakyushu.

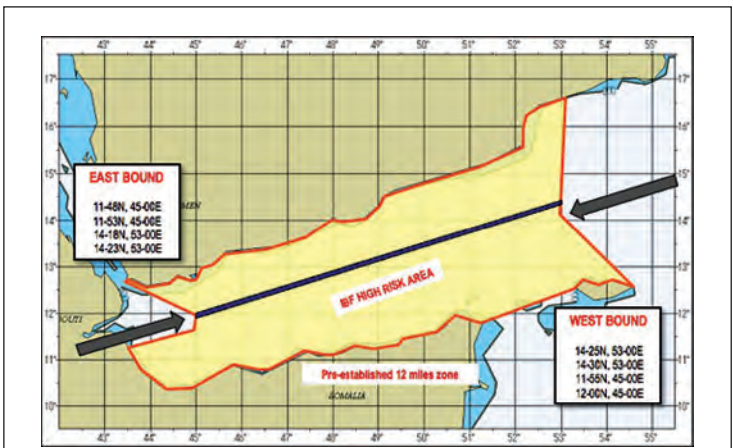
(v) January 28: We protested Kotoku Kaiun's *M/V Sinotrans Nagoya* at the Port of Yokohama.

(vi) January 28: We protested Kotoku Kaiun's *M/V Triumph* at the Port of Tachinoura Container Terminal in Kitakyushu.

(vii) January 28: We prepared for a protest against Maruni Line's *M/V Cygnus Ace* at the Port of Osaka, making it withdraw its refusal to allow us to go onboard.

(viii) January 29: We protested Kotoku Kaiun's *M/V Halcyon* at the Port of Tachinoura Container Terminal in Kitakyushu.

(ix) We protested Kotoku Kaiun's *M/V Reliance* at the Port of



2nd Revision of IBF High-Risk Area effective Feb. 1, 2009

## New high-risk areas identified

As you are already aware from the previous *Maritime Journal*, the JSU held a maritime safety committee meeting with the Shipowners' Labor Relations Committee of the Japanese Shipowners' Association (JSA) and also discussed safety-related issues with the International Mariners Management Association of Japan (IMMAJ).

As measures to ensure the safety of Japanese seafarers and non-domiciled special members who work onboard Japanese flag vessels and FOC vessels that pass the Gulf of Aden, the three organizations confirmed, among other subjects, the designation of high-risk areas, conditions for ship deployment, and the establishment of liaison systems among ships, unions and operators.

The JSU obtained information that effective Feb. 1, 2009 the EUNAVFOR, UKMTO, and the UA MARLO Bahrain will strongly recommend the use of a UKMTO Transit Corridor, which the UKMTO will develop in this high-risk area in place of the Maritime Security Patrol Area (MSPA).

This is why the JSU immediately convened a maritime safety committee meeting with the Shipowners' Labor Relations Committee of the JSA and a meeting to discuss safety-related issues with the IMMAJ.

They have confirmed they will use the UKMTO Transit Corridor to be developed in place of the MSPA, which will be a straight two-direction (eastbound and westbound) lane.

They have also confirmed a new high-risk area.

## Food allowance deal reached

The International Mariners Management Association of Japan (hereinafter referred to as the IMMAJ) and the All Japan Seamen's Union (hereinafter referred to as the JSU), hereby conclude an agreement as set by the two parties below with regard to food allowance for seafarers serving onboard ships covered by IBF JSU/AMOSUP IMMAJ CBA, IBF JSU/PSU IMMAJ CA and IBF JSU IMMAJ CA (hereinafter referred to IBF Agreements).

1. Food allowance shall be US\$6.50 per day per seafarer serving onboard a ship covered by IBF Agreements.

2. Subsistence allowance of the IBF Agreements shall not be linked to this revision.

3. The JSU and each of the IMMAJ member-companies shall individually hold a negotiation with regard to loading expenses for food supplies, where necessary, based on the circumstances.

4. This agreement shall be effective from 1st January 2009.

5. The agreement dated 18th December 2006 with regard to food allowance shall be invalidated accordingly.

24th December 2008

IMMAJ (Original copy signed)

JSU (Original copy signed)

### Results

(1) Analysis on the campaigns as a

FOC/POC, See Page 4

High Risk, See Page 4

# 'M/V Aizu' thwarts pirates with evasive maneuver

BAYANI A. JABOLI  
JSU UNION OFFICER

In August last year, the general cargo vessel *M/V Aizu* was navigating through the Gulf of Aden heading westward to the Red Sea. The vessel with her crew of 20 Filipinos was at the time under the command of Capt. Santos Anduque Jr. Its gross tonnage of just over 14,000 had about four meters freeboard at that time, easy enough for any determined pirate to climb aboard.

With the sea moderate, the day could have been another perfect Saturday, rest day for the crew, except that they were in the Gulf of Aden and everyone onboard

was aware of the menace in the area. It was 12:30 when the second officer observed a radar target 8 miles fast approaching on the port bow. Upon receiving the information from the second officer, the master immediately went to the bridge. The target was visually sighted when it was already 6 miles off and Capt. Anduque determined it to be an ocean tug.

When the target was about 3 miles on the port beam, two speedboats came out and sped toward the *M/V Aizu*. The captain immediately ordered for the vessel's maximum speed, called the crew to the bridge, ordered all doors be locked and fired rockets to attract attention.

It was observed that one of the speedboats with the two men onboard were armed with AK-47s while the other speedboat with five men onboard had a steel ladder about 4 meters to 5 meters long. When the pirates began firing at the vessel's accommodation, the captain activated the distress signal on their radios.

As the speedboat with five men aboard approached about 10 meters on the port beam, the captain ordered 10 degrees to starboard on the rudder allowing the vessel to start turning to starboard. When it was about five meters away from port beam, the captain ordered hard starboard on the rudder. With the sudden turn of

the vessel to starboard, the vessel's stern swung in the direction of the speedboat, causing the sea to strongly push the speedboat away.

Determined to board the vessel, the pirates again approached the vessel this time in the starboard beam while the pirates in the other speedboat continued firing at the vessel's accommodation. Again, the captain made the same aggressive, evasive action.

He ordered the vessel's rudder to hard port when the pirates were about 5 meters away on the starboard beam. The sudden turn of the vessel to port almost capsized the speedboat and the pirates were almost thrown over-

board. Failing to board the *M/V Aizu* in their second attempt, the pirates finally decided to call it quits. They went away, possibly to look for another target. Of note is that there was no patrol ship or aircraft that arrived to assist the *M/V Aizu* during this incident.

The courageousness of the captain and his crew was evident, as they were able to take pictures of the pirates while the attempted boarding was occurring. The gunfire from the pirates caused minor damage to the ship's accommodation and no crewmembers were injured. Long live Capt. Santos Anduque Jr. and the crew of *M/V Aizu*.

## JSU-AMOSUP Christmas party at Mariners' Home

ALEJANDRO G. INGENTE  
ISS

The Sanctuary for the Filipino Seafarers and the Center for Cultural Exchange in Manila blessed its employees and union members together with their dependents, including union officers from Tokyo and the ISS from Kanto and Kansai branches with a Christmas celebration on Dec. 22, 2008.

The celebration started at around 18:00 with the singing of the Philippine National Anthem, which was preceded by a prayer led by Pastor Jackielyn G. Ingente. A warm welcome speech in Tagalog was delivered by Yasumi Morita, branch manager of the JSU Manila Welfare Office Corp., welcoming everyone and greeting everyone a very Merry Christmas. Immediately after the speech, a child of one of the Mariners' Home staff sang a song. Subsequently, there was a bountiful gift giving to the attendees through a raffle draw.

The JSU Manila Welfare Office is now gearing up for more activities in the year 2009, aside from catering to its union members through the Mariners' Home. The JSU/AMOSUP Mariners' Home can also accommodate up to 180 seafarers with free internet access through the Wi-Fi while they are on vacation. The JSU Manila Welfare Office is also looking forward to serving the Filipino JSU special members and their families in taking care of their mutual benefit and welfare fund benefits.

In advancing the welfare of the seafarers worldwide, the JSU Manila Welfare Office, in cooperation with the JSU Headquarters in Tokyo, launched the "Ocean Gate International," the official journal for non-domiciled seafarers in addition to the existing JSU Maritime Journal. The office is located on the sixth floor of the JSU-AMOSUP Mariners' Home and queries from non-domiciled members can be entertained here.

## Tokyo urges moored ships to shut down engines

The Tokyo Metropolitan Government will begin efforts in fiscal 2009 to encourage large ships moored in Tokyo Bay to shut down their engines, in a bid to eliminate carbon dioxide and airborne pollutant emissions. Moored vessels commonly keep their engines running to ensure sufficient power for onboard operations such as lighting and air-conditioning systems. The Tokyo government, however, plans to supply this necessary power from land.

Buses on regular routes across the country have been encouraged to turn their engines off while waiting at traffic lights. In Tokyo, car drivers are encouraged to follow suit under an ordinance, but the measure does not apply to marine vessels.

The supply of power to moored ships has become an issue under

the central government's plan to achieve the country's greenhouse gas emissions-cut target under the Kyoto Protocol. The Tokyo government plans to begin supplying power to moored ships for a fee as early as fiscal 2011, and plans to start building a power transmitter at Hinode Pier in Minato Ward in fiscal 2009.

The land power supply will initially be restricted to domestic vessels such as cargo ships, large ferries and sightseeing boats that consume large amounts of energy. About 4,000 vessels fall under this category annually. According to the Tokyo government's Ports and Harbors Bureau, about 25,000 domestic vessels and 6,500 foreign-registered vessels arrive in Tokyo Bay each year.

The vessels often leave their engines running while moored to

convert fuel oil into electricity. The practice emits large volumes of CO<sub>2</sub>, as well as acid rain-causing sulfur dioxide from the use of ship fuel with a high sulfur content. Nitrogen oxide, a substance that causes photochemical smog, also is released. The concentrations of NO<sub>x</sub> and other airborne pollutants along the edge of Tokyo Bay is reportedly 20 percent to 30 percent higher than the average across the capital's 23 wards.

Since last month, the Tokyo government has been researching the effect of land power supply on reducing CO<sub>2</sub> emissions using three National Institute for Sea Training vessels as a testing platform. The institute is an independent administrative institution. The Tokyo government also will look into providing subsidies for equipment on vessels that

enable them to receive land-based power supplies.

Construction and Transport Ministry calculations show if domestic vessels shut down their engines in ports, CO<sub>2</sub> emissions could be cut by 1 million tons a year – about half the current levels of emissions, even after taking into consideration the land-based power generated for moored ships.

"In this way, we might be able to reduce airborne pollutants by 90 percent or more," a ministry official said. Moves to prevent moored vessels from idling already have begun overseas.

The Los Angeles city government is supplying power from land to large containerships and other large vessels moored in Los Angeles Bay. (Source: *The Yomiuri Shimbum*)



Filipino cook-trainees posed with distinguished guests at their graduation ceremony.

## Cook-trainees graduate from JSU program

BAYANI A. JABOLI  
JSU UNION OFFICER

A graduation ceremony was held for the six Filipino cook-trainees of the JSU-owned Hotel Mariners' Court Tokyo on Feb. 9, 2009. The one-year training is sponsored by the Japan Transport Cooperation Association (JTCA) in cooperation with the JSU and the Hotel Mariners' Court Tokyo. The trainees were all nominated by the local manning agency in the Philippines, Leonis Navigation Co. Inc., through their principal in Japan, World Marine Co. Ltd.

The graduation ceremony was attended, among others, by JSU President Yoji Fujisawa, JSU Executive Board Member Hideo Ikeda, Labor Attache Danilo P. Cruz of the Philippine Embassy and Osamu Matsumoto of JTCA. Speakers emphasized the importance of good culinary practice onboard ships. These graduates became the 15th batch of trainees who graduated from this program of the JSU.

## Straight-talking Somali pirate

Yassin Dheere is a 39-year-old Somali who took to piracy five years ago and has made a fortune from the mushrooming business. He towered over his bodyguards as he spoke in Garowe, capital of the northern Puntland province. Dressed in expensive-looking traditional robes, Dheere chewed khat leaves and stroked an AK-47 rifle as he told his story, starting with his birth in a notorious pirates' haven on the coast.

"I was born in Eyl town and I used to be a fisherman. I was forced to hijack foreign ships after the government collapsed.

"No one was monitoring the sea, and we couldn't fish properly, because the ships which trawl the Somali coasts illegally would destroy our small boats and equipment. The first time I was involved in hijacking a ship was 2003. It must have been Arabian, there were 18 Yemeni crew. We surrounded it with our boats and seized it at gunpoint at night. We did not know these modern methods of using hooks and ladders, so we got near with our boats and climbed on."

"We held it for two weeks, then some Somali and Arab mediators stepped in to negotiate. We were convinced to take US\$50,000 as compensation. Gosh! This was a huge amount for us. That inspired us and gave us an appetite for hunting ships. At that time we had no idea what we were doing, and we were very worried about what would happen. In fact, my life has changed dramatically because I've received more money than I ever thought I would see. In one incident I got \$250,000, so my life has changed completely."

"It is incalculable how much money I have made. I mean, I won't tell you how much. I buy cars, weapons and boats. I also like having a good time and relaxing. I have experienced many difficulties from my work. My life has been endangered. And some of my colleagues have died, some at sea when their boats capsized.

"The worst experience I had was when a U.S. warship attacked us while we were hunting a ship. It fired on us and captured some of us. We escaped with our speedboats while bullets buzzed over us.

Pirate talk, See Page 3

# Alcohol and your health: weighing pros and cons

For every article you read about the benefits of alcohol consumption, another seems to warn you of its risks. You might find such conflicting information confusing and frustrating.

Though moderate alcohol use seems to have some health benefits, anything more than moderate drinking can negate any potential benefits.

Moderate drinking is defined as two drinks a day if you're a male under 65, or one drink a day if you're a female or a male over 65. So should you avoid alcohol? Or can you continue to enjoy your glass of wine with dinner? It's up to you and your doctor.

Here are some points on alcohol consumption for you to consider.

**Health benefits**

Moderate alcohol consumption may provide some health benefits. It may:

- Reduce your risk of developing heart disease, peripheral vascular disease and intermittent claudication
- Reduce your risk of dying of a heart attack
- Possibly reduce your risk of strokes, particularly ischemic strokes
- Lower your risk of gallstones
- Possibly reduce your risk of diabetes

**Health risks**

Excessive alcohol consumption can lead to serious health problems, including:

- Cancer of the pancreas, mouth, pharynx, larynx, esophagus and liver, as well as breast cancer
- Pancreatitis, especially in people with high levels of triglycerides in their blood

**Don't feel pressured to drink. And if you do drink, do it responsibly and in moderation.**

- Sudden death in people with cardiovascular disease
- Heart muscle damage (alcoholic cardiomyopathy) leading to heart failure
- Stroke
- Brain atrophy (shrinkage)
- Cirrhosis of the liver
- Miscarriage
- Fetal alcohol syndrome in an unborn child, including impaired growth and nervous system development
- Injuries due to impaired motor skills
- Suicide

**What counts as a drink?**

A drink is defined as 12 ounces (oz.) of beer, 5 oz. of wine or 1.5 oz. of 80-proof distilled spirits. Again, keep in mind that people age 65 and older shouldn't drink more than one drink a day. With increasing age, adults break down alcohol more slowly, leading them to become intoxicated more quickly and increasing alcohol's damaging effects.

**Who shouldn't drink alcohol?**

People with certain health conditions shouldn't drink any alcohol, as even small amounts could cause problems. Don't drink alcohol if you have:

- A history of a hemorrhagic stroke
- Liver disease
- Pancreatic disease
- Evidence of precancerous changes in the esophagus, larynx, pharynx or mouth.

If you have a family history of alcoholism, be particularly cautious when it comes to drinking, as you are at higher risk of alcoholism. And if you're pregnant, avoid alcohol entirely because of the health risks for your unborn baby.

Also, alcohol interacts with many common prescription and over-the-counter medications. Check with your doctor, if you

take:

- Antibiotics
- Anticoagulants
- Antidepressants
- Diabetes medications
- Antihistamines
- Anti-seizure medications
- Beta blockers
- Pain relievers
- Sleeping pills

If you combine alcohol with aspirin, you face an increased risk of gastrointestinal bleeding. And if you use alcohol and acetaminophen (e.g. Tylenol), you increase your risk of liver damage. In fact, the Food and Drug Administration requires all over-the-counter pain relievers and fever reducers to carry a warning label advising those who consume three or more drinks a day to consult with their doctors before using the drug.

**What to make of all the evidence**

Weigh the pros against the cons of moderate drinking and decide whether drinking is OK for you. Be sure to consult your doctor if you have questions or are unsure.

Above all, don't feel pressured to drink. Few medical experts, if any, advise nondrinkers to start drinking. But if you do drink and you're healthy, there's no need to stop as long as you drink responsibly and in moderation. (Source: Mayo Clinic)

**Pirate talk, From Page 2**

"In 2006 we were chasing a ship to hijack. We pulled up alongside it, and one of our friends jumped onto the ship. It managed to escape, and we haven't heard of our friend since.

"I have employees doing the business for me now. I am a financier. I get my money and I don't have to leave Eyl.

"I have not gone to sea to hijack in recent months. My group goes to sea and I manage their finances. I buy speedboats and weapons, whatever they need.

"Usually, no disagreements come between us. Once, though, we disagreed. When we were holding two French nationals in Habo, some demanded to take them to Eyl while others disagreed.

"It's difficult to stay being a pirate but we have changed our previous strategies. We have transformed our operations in the Indian Ocean with new types of attacks, using modern equipment, including GPS, to show where warships are.

"If the U.N. gives approval to fight pirates on land, that will lead to the death of innocent Somalis because they cannot differentiate us from ordinary Somalis, as we dress alike.

"Piracy will not stop unless we get a government," said Dheere. (Source: Reuters)

## VOICES from SEAFARERS



Crew of **M/V TORM SKAGEN**

We thank the JSU for all the support that the union provides to the Philippines. The unexpected visit by the union officers was very much appreciated.



Capt. George S. Albay, left, and C/O Jacinto R. Mabalatan  
**M/V CAPE WAKABA**

We thank the JSU for their full support of non-domiciled members of the union.

Capt. Mamoru Mishina and his crew  
**M/V MOL ELBE**

We thank the JSU's Filipino staff for their regular ship visits. We hope that the JSU's Japanese staff will visit us, too.



Crew of **M/V TENHO MARU**

We hope that the JSU upgrades our agreement to IBF as we sail worldwide, too.



Crew of **M/V QUEEN ASIA**

Thank you JSU for the projects that you provide to our country. We assure you our loyalty to our company and to the JSU.

**JOKE CORNER**

**Sportsman's Double**

A sailor was on a shore leave. He went to a night-club but ended up with an older woman, who is already on her late fifties, but she still looked young for her age.

After a few drinks and a bit of snuggle, the woman asked, "Have you had a Sportsman's Double?"

"What is that?" the sailor asked.

"It's a mother and daughter threesome," she replied.

The sailor's mind began to wander and wondered what her daughter might look like. He was already thinking that she had a hot daughter considering that this woman is still good.

They drank some more. "Tonight's your lucky night," the woman said with a wink.

They went to her place. They walked in, she switched on the hall light and shouted upstairs, "Mom, are you still awake?!"

**By ISS John Canto**

## Increased security warning on Venezuela

The U.S. Coast Guard has begun imposing conditions of entry on vessels arriving from Venezuela. Ships that visited ports in Venezuela during their last five port calls must, among other actions, report security measures to the Coast Guard; post guards at vessel access points, and implement measures per the ship's security plan equivalent to Security Level 2. (Source: *Shiptalk*)

## IBF: high-risk areas

From Page 1

The waters surrounded by (1), (2), (3) and shoreside will be designated as a high-risk area.

(1) The line that links the following five points:

- (a) 11-27N, 43-15E
- (b) 11-48N, 45-00E
- (c) 12-00N, 45-00E
- (d) 12-39N, 43-26E
- (e) 12-41N, 43-28E

(2) The line that links the following four points:

- (a) 16-40N, 53-07E
- (b) 14-30N, 53-00E
- (c) 14-18N, 53-00E
- (d) 12-33N, 54-31E

(3) The line that links the following two points:

- (a) 12-39N, 53-25E
- (b) 11-50N, 51-17E

As a general rule, ships should transit the Gulf of Aden through the UKMTO Transit Corridors at these following points:

- (1) Eastbound vessel
  - (a) 11-48N, 45-00E
  - (b) 11-53N, 45-00E
  - (c) 14-18N, 53-00E
  - (d) 14-23N, 53-00E

- (2) Westbound vessels
  - (a) 14-25N, 53-00E
  - (b) 14-30N, 53-00E
  - (c) 11-55N, 45-00E
  - (d) 12-00N, 45-00E



Naval ships and assets from more than 20 nations comprise the Combined Maritime Forces.

## Counter-piracy task force set up

The Combined Maritime Forces (CMF) established Combined Task Force 151 (CTF-151) on Jan. 8 specifically for counter-piracy operations.

Naval ships and assets from more than 20 nations comprise the Combined Maritime Forces. U.S. Navy Rear Adm. Terence "Terry" McKnight has been named the commander of the new task force, which will be fully operational by the middle of January.

The CMF created the Maritime Security Patrol Area (MSPA) in the Gulf of Aden in August of 2008 to support international efforts to combat piracy. Coalition efforts included CTF-150 assets patrolling the area with ships and aircraft. However, the charter for CTF-150, established at the outset of Operation Enduring Freedom, was for the conduct of Maritime Security Operations (MSO) in the Gulf of Aden, the Gulf of Oman, the Arabian Sea, Red Sea and the Indian

Ocean. Operations included the deterrence of destabilizing activities, such as drug smuggling and weapons trafficking.

The establishment of CTF-151 will allow CTF-150 assets to remain focused on those activities, giving CTF-151 the ability to focus solely on the counter-piracy mission. "Some navies in our coalition did not have the authority to conduct counter-piracy missions," said Vice Adm. Bill Gortney, CMF commander.

"The establishment of CTF-151 will allow those nations to operate under the auspices of CTF-150, while allowing other nations to join CTF-151 to support our goal of deterring, disrupting and eventually bringing to justice the maritime criminals involved in piracy events."

Gortney highlighted the reduction in piracy events in the region due to merchant mariners' proactive measures. He also continued to

caution that the efforts of coalition and international navies wouldn't solve the problem of piracy.

"The most effective measures we've seen to defeat piracy are non-kinetic and defensive in nature. The merchant ships have been doing a great job stepping up and utilizing these methods to defeat piracy attempts. That's a great first step. But the problem of piracy is and continues to be a problem that begins ashore and is an international problem that requires an international solution. We believe the establishment of CTF-151 is a significant step in the right direction."

CTF-151 is a multinational task force that conducts counter-piracy operations in and around the Gulf of Aden, Arabian Sea, Indian Ocean and the Red Sea and was established to create a lawful maritime order and develop security in the maritime environment. (Source: *Navy News Service*)

## ECDIS alert

The United Kingdom's sea safety body has warned that computerized navigation systems are steering large vessels into dangerous shallows because officers have insufficient training in their use.

The Department for Transport's Marine Accident Investigation Branch (MAIB) sounded the alert after over-reliance on an incorrectly used Electronic Chart Display Information System (ECDIS) resulted in the temporary grounding of the cargo ship *Performer* on Harborough Sand on its way to Grimsby in May 2008.

A subsequent investigation by MAIB warned: "The use of ECDIS has steadily increased in recent years, and it is disturbing that the number of accidents resulting from the incorrect use of ECDIS and ECS [Electronic Chart Systems] through poor system knowledge has also risen."

"ECDIS will soon replace paper charts as the primary planning and monitoring media onboard most vessels, but the system can only realize its potential benefits to maritime safety if all mariners who are expected to use the equipment at sea are properly trained."

Many ships' officers, including the master of *Performer*, were only formally trained in the use of paper charts, although many have used electronic aids. An ECDIS installed in 2007 was *Performer's* primary means of navigation, but none of her bridge watchkeeping officers had been trained in its use.

MAIB cited a number of accidents in recent years in which misuse of ECDIS or ECS has been a contributing factor, including a cross-Channel ferry that headed for shallow waters in 2004 without its ECDIS issuing a warning because it had not been correctly set up.

And in January last year, a vessel hit a submerged wreck near Dover, severely damaging her propellers, because the wreck was not shown on the ECS display.

"The need for mandatory training in ECDIS is compelling," said the MAIB report.

Proposed international regulations require ECDIS in most large new passenger vessels and large cargo boats and tankers, and retrofit over time to existing vessels.

## FOC/POC: ITF and JSU inspected 104 ships during 4-day campaign

From Page 1

Hiroshima.

(x) We protested Kotoku Kaiun's *M/V Resolution* at the Port of Niigata.

(xi) We protested Kotoku Kaiun's *M/V Sinotrans Nagoya* at the Port of Nagoya.

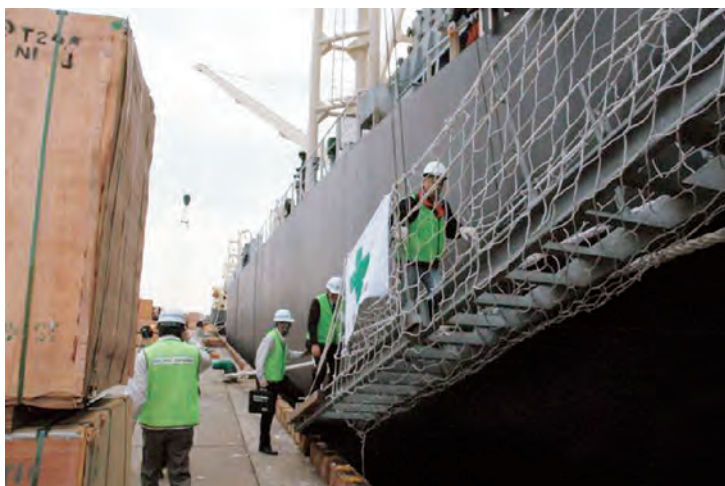
(b) The numbers of FOC ships that concluded the agreements: seven.

(i) *M/V Formosa Container No. 4* (Liberia): Inspections in Niigata and Hokuriku, as well as activities by the headquarters and Taiwan comprised a total of five ships – *M/V Formosa Container No. 4* and four sister ships – concluding the ITF-NSCU agreement.

(ii) *M/V Cheerleader* (Panama): Inspections and warnings in Kansai made the headquarters' Foreign Trades Dept. conclude the JSU agreement.

(iii) *M/V Bizan* (Panama): Inspections and warnings in Kansai made the headquarters' Foreign Trades Dept. conclude the JSU agreement.

(c) The number of FOC ships ben-



ITF and JSU inspectors boarding an FOC vessel during the nationwide FOC/POC campaign on Jan. 28, 2009.

efiting in Japan that were under negotiation: eight.

(i) *M/V Becky* (Panama): Inspections and warnings in Kanto are resulting in the headquarters holding negotiations with Toshin Kisen.

(ii) *M/V Tsukiboshi No. 3* (Panama): The vessel has concluded a shortsea agreement in South

Korea. As its owner benefits in Japan, however, Chugoku and Shikoku will first conduct negotiations with Tsukiboshi Logistics. Negotiations will be made also for two FOC ships owned by Tsukiboshi. The headquarters will contact a South Korean labor union.

(iii) *M/V Venus Eight* (Panama): Inspections and warnings in Osaka

are resulting in the headquarters and Chugoku/Shikoku cooperate in holding negotiations.

(iv) *M/V Emerald Coral* (Philippines): Although it has concluded a shortsea agreement, inspections in Kanto are resulting in the headquarters holding negotiations with ships in the hopes of having it conclude the ITF agreements.

(v) *M/V Oriental Vega* (Panama): Inspections and warnings in Russia are resulting in the headquarters holding negotiations.

(vi) *M/V Saigon Bridge* (Panama): The headquarters will cooperate with Chugoku and Shikoku in holding negotiations.

(d) The number of ships that were pursued: 19 FOC ships that benefit in Japan and 29 in other countries.

(e) The number of FOC ships for which we worked to solve problems upon requests for help from crewmembers: eight.

(f) Others: Similar campaigns were staged in Russia too, at which time an allowance for bereaved family members of US\$153,731.93 was gained from the owner of *M/V Vella*.

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