



Japan invites seafarer dialogue

On March 12, the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) of Japan convened the Philippine-Japan Seafarer Policy Forum in Tokyo for the purpose of exchanging opinions and information surrounding seamen, their development, and other relevant issues.

Organizations from Japan and the Philippines concerned with maritime affairs attended the forum, including Secretary of Labor and Employment Mariano D. Roque.

The All Japan Seamen's Union (JSU) was represented by President Yoji Fujisawa, Vice President Norimasa Ouchi, International Affairs Bureau General Director Hideo Ikeda, Fishery Affairs Bureau General Director Kenichi Takahashi, General Affairs Bureau Shinichi Tanaka and six other members.

In July 2007, the JSU had taken the initiative in setting up a labor and management preparatory committee in preparation of estab-

lishing a council of the Japanese and Filipino governments, labor and management for discussing seafarer issues.

Thereafter, the governments, labor and management worked cooperatively on seafarer issues in the Asia-Pacific region. In particular, they worked hard to secure and develop skilled mariners.

When the transport ministers of Japan and the ASEAN countries met in November 2008 for their third assembly, they agreed to establish a joint program to cultivate an increased number of seafarers.

It was as part of this agreement that the Philippine-Japan Seafarer Policy Forum was created.

During the forum, on behalf of the MLIT, Director-General Shigeru Itoh of the Maritime Bureau said, "Prior to this forum, the Japanese and Filipino ministers agreed on a

memorandum of understanding (MoU) to promote an international project to jointly develop Asian seafarers as a cooperative framework between the nations, including the use of ships owned by the MAAP (Maritime Academy of Asia and the Pacific) to train and educate officers working for the Japanese commercial fleet."

"If the countries make efforts to develop high-quality seafarers, I am sure that it will lead not only to further developing the Philippine economy, but also to ensuring safety and protecting the natural environment at sea, to enlarging the Japanese commercial fleet," he said.

JSU's Fujisawa gave a keynote speech, which was warmly received by the Filipino representatives.

"In anticipation of employment insecurity as the global economic

stagnation has caused the downturn in the shipping market, we need to put up an employment safety net to protect Filipino seamen and their families," Fujisawa said.

"It is also necessary to establish a Japan-Philippines information connection center in preparation for concentrating information that can contribute to improving seafarer quality, and ratify the ILO's (International Labour Union) consolidated maritime labor convention as soon as possible to protect seamen's fundamental rights."

After Fujisawa's presentation, the International Mariners Management Association of Japan (IMMAJ), the JSU, the MLIT, the National Institute for Sea Training, and the Philippine-Japan Manning Consultative Council (PJMCC) gave briefings on their respective efforts regarding training and educating

seafarers.

During the discussion part of the forum, a participant suggested that dialogue be maintained to continue the project.

To allow more students to gain onboard training and education, it was suggested that scholarship programs be upgraded and that improvements in the software aspect be made – such as enhancing education and training programs, and the quality of instructors. Also, improving hardware aspects such as upgrading the quality of mercantile marine colleges and training ships was suggested.

In conclusion, it was agreed during the forum that in order to improve the quality of Filipino crewmembers, it would be essential to develop a system so that the governments, labor and management can cooperate with each other more closely and maintain an open dialogue.

It was then confirmed that a working-level technical meeting would be held in Manila on April 7, and the forum came to a close.



Fernando M. Castro, JSU-PSU Liaison Officer (left) and Jesson M. Rizala, JSU ISS



New JSU-PSU Liaison Officer and ISS join JSU HQ

Last January, a Philippine Seafarers' Union (PSU) officer joined the All Japan's Seamen Union (JSU) to work as a JSU-PSU Liaison Officer, joining the JSU-AMOSUP (Associated Marine Officers' and Seamen's Union of the Philippines) Liaison Officer at the JSU's headquarters.

Fernando M. Castro worked at The Associated Labor Union-Trade Union Congress of the Philippines (ALU-TUCP) since 1981, and was assigned to the PSU after its founding in 1984. He held several positions at the PSU before his appointment there as operations officer in 1995.

Castro used to visit vessels calling at Philippine ports that had agreements with the PSU to provide information on PSU

benefits and services. He also visited various Philippine manning agencies whose vessels were covered under the PSU to conduct union briefings to PSU members. Castro replaced former JSU-PSU Liaison Officer Melchor Villanueva, who worked for the JSU from July to November 2007.

JSU ISS Jesson M. Rizala joined the JSU on March 16. Early in his career, he worked aboard various merchant vessels as a licensed engineer and later became an instructor at various maritime training centers.

He is also an accredited Technical Education and Skills Development Authority (TESDA) assessor in the maritime sector, and has been for the past eight years.

ITF holds Seafarers, Dockers, Fair Practice meetings

On March 16-20, the International Transport Workers' Federation (ITF) convened meetings of its seafarers' and dockers' sections, its fair practice committee, as well as other units.

Present at the meetings representing the JSU were, among others, President Yoji Fujisawa, General Director Hideo Ikeda, ITF Coordinator Shoji Yamashita and Director Katsuji Taki.

(1) Discussions on reviewing the ITF FOC (Flag of Convenience) Campaign Policy from Delhi to Oslo

In accordance with an interim report on reviewing Chapter 12 of the ITF FOC Campaign Policy from Delhi to Oslo, which stipulates the ITF's FOC campaign activities, discussions were held on campaign and policy strategies.

During the meeting, it was reported that some Japanese shipping companies have insisted on applying the minimum wages set forth by the ILO to crewmembers working onboard ships deployed for the Tangguh LNG Project in Indonesia, despite the fact that they benefit from the FOC ships.

To protect seafarers' fundamental rights and labor conditions, many labor unions, including those of countries that supply seamen, agreed on the necessity for firmly maintaining the system under which countries of shipowners that benefit from FOC vessels should be more responsible than flag states.

As there are clearly anti-ITF moves among Japanese shipowners, chairman Brian Orrell of the seafarers' section confirmed that



JSU delegates headed by President Yoji Fujisawa (above photo) during the ITF Seafarers' Section Meeting, Dockers' Section Meeting and Fair Practices Committee Meeting.

the maintenance of the system was important.

When the FOC campaign policies were reviewed, it was confirmed that bilateral agreements would be encouraged to produce optimum results that could be realized for seafarers while prioritizing negotiations under the system.

(2) About the requests submitted by unions for revising the 2010-2011 IBF Framework TCC Agreement

After a report by the secretariat regarding demolitions, lay-ups and other developments in the shipping market, which has been impacted by the global economic stagnation, requests submitted by unions for revising the 2010-2011 IBF Framework TCC Agreement were discussed.

As for wage revisions, the meeting was divided into two groups –

ITF meetings, See Page 4

Filipino cadets join 'Seiun Maru'

39 from the MAAP join 115 Japanese counterparts for 2 months on training vessel

BAYANI A. JABOLI
JSU UNION OFFICER

On April 1, 39 Filipino cadets from the Maritime Academy of Asia and the Pacific (MAAP) boarded *M/V Seiun Maru* in Tokyo, a dedicated training vessel belonging to the National Institute for Sea Training (NIST) in Japan.

The Filipino cadets will train onboard the vessel for two months, along with 115 Japanese cadets. Upon completion of the onboard

training, the MAAP cadets will return to campus to complete their maritime courses before joining merchant vessels of Japanese shipping companies.

This is the third group of Filipino cadets from the MAAP to train onboard *M/V Seiun Maru*.

This program is jointly sponsored by the All Japan Seamen's Union (JSU) and the International Mariners Management Association



Training ship, See Page 4

'M/V Seiun Maru' is owned by the National Institute for Sea Training.

Japan giving Malaysia \$8 mil in security aid

Japan is giving US\$8 million in aid to Malaysia to upgrade its maritime security equipment in the Straits of Malacca and territorial waters.

About \$2 million will be used to enhance the capacity of the Marine Operations Force and around \$6 million to boost the capabilities of enforcement agencies in preventing smuggling and other illegal activities.

The assistance will also strengthen Customs' capability to conduct regular and sustained sea patrols, as well as special sea operations.

The foreign ministry's secretary-general Tan Sri Rastam Mohd Isa and Japanese ambassador to Malaysia, Masahiko Horie, signed the agreements relating to the aid.

The Japanese government had been providing aid and loans in the form of official development assistance to Malaysia for many years.

"The aid has helped the Malaysian government in implementing its national development plans and programs. Malaysia hopes that Japan will continue to provide assistance to Kuala Lumpur," Rastam said.

Masahiko said about 14,000 Japanese ships transit through the Straits of Malacca each month, which mean that upgrading hydrographic surveys and wireless systems will be inevitable. (Source: *Marlink*)

Great Reef Barrier breach puts master in hot water

The master of a bulker that sailed through parts of the Great Barrier Reef without a pilot has been convicted and fined in a Queensland court.

On March 3, Cido Shipping Co. Ltd.'s Hong Kong-registered *Charlotte Bulker*, managed by Sibamar Ship Management Pte

Ltd. of Singapore and operated by Lauritzen Bulk A/S, crossed the Whitsundays Compulsory Pilotage Area without a pilot and sailed outside the designated shipping lane.

Chang Quan Xu, a 46-year-old Chinese national, appeared in Gladstone Magistrates Court to

face charges brought by the Australian Federal Police (AFP) under the Great Barrier Reef Marine Park Act 1975.

He was fined A\$6,500 (US \$4,430), against a possible individual penalty of A\$11,000 or A\$55,000 under a corporate penalty. Pilotage in the Great

Barrier Reef Marine Park is compulsory for vessels over 70 meters.

The AFP said the principal risks of not having a pilot on board relate to the potential for ship grounding, ship collision and chemical and oil pollution. (Source: *Fairplay*)

Japan approves tonnage tax scheme for shipping firms

By reducing taxes, the system is expected to enhance the competitiveness of Japanese shipping industry

Japan will apply the tonnage tax system to 10 domestic oceangoing shipping companies over five years from fiscal 2009, which started in April. The Ministry of Land, Infrastructure, Transport and Tourism made the announcement March 24 after it approved earlier in the day the 10 shipping companies' plans to increase Japanese registered vessels and sailors.

The 10 companies include the nation's three biggest shipping firms – Nippon Yusen Kabushiki Kaisha (NYK Line), Mitsui O.S.K. Lines Ltd. (MOL) and Kawasaki Kisen Kaisha Ltd. ("K" Line).

The other companies are Asahi Shipping Co. Ltd., Asahi Tanker Co. Ltd., Iino Kaiun Kaisha Ltd. (Iino Lines), Sanko Steamship Co. Ltd. (Sanko Line), Shinwa Kaiun Kaisha Ltd., Daiichi Chuo Kisen Kaisha and Nissho Shipping Co. Ltd.

According to the transport ministry, the tonnage tax system is already in place in 17 other countries. Greece, the Netherlands, Norway, Germany, the United Kingdom, Denmark, Finland, Ireland, France, Spain, Belgium, the United States, South Korea,

Italy, India, Lithuania and Poland have introduced the system in that order.

The Japanese shipping industry has called for an early application of the tonnage tax system to ensure its international competitiveness. The system is expected to have the effect of reducing taxes on shipping firms.

Japan's parliament revised the Marine Transportation Law last year to allow the government to apply the tonnage tax system to domestic oceangoing shipping firms if they submit plans containing numerical targets for increasing Japanese-registered vessels and sailors and get the transport ministry's approval for their plans.

The ministry wants to boost the number of Japanese registered vessels and sailors in order to ensure stable transportation of minimum necessary amounts of goods even in emergencies, such as large-scale natural disasters, terrorist acts and political upheavals, in the home countries of foreign sailors.

The number of cheaper foreign sailors on ships operated by Japanese firms is continuing to rise amid increasingly tough interna-

tional competition in the maritime industry. At present, foreign sailors account for 97 percent of all seamen on vessels operated by Japanese oceangoing shipping firms. The number of Japanese sailors has declined to below 3,000. In addition, of about 2,000 vessels currently operated by Japanese oceangoing shipping firms, fewer than 100 are Japanese-registered.

The 10 shipping firms that will be allowed to pay tonnage taxes plan to more than double the total number of their Japanese-registered ships to 160 within the next five years from the current 76 ships.

These figures include not only ships the 10 firms own alone, but also vessels they own jointly with other domestic firms that will not be required to pay tonnage taxes. The number of these jointly owned ships has been calculated in accordance with the 10 firms' ownership ratios.

The 10 shipping firms also plan to increase the total number of their Japanese seafarers to 1,138 within the next five years from the current 1,050. (Source: *Journal of Commerce*)

South African company offers ships security against piracy

A South African security company is to provide its services to ships operating in the Gulf of Aden, a Pretoria seminar was told recently.

SecuroQuest is made up of former special forces and jet fighter pilots. The company is expected to be based in Egypt and will join ships sailing from the northern entrance of the Suez Canal as far as

Oman.

Guards placed on vessels – with combat experience in Africa and the Middle East – will be armed or unarmed, depending on their clients' wishes.

At least two leading shipping companies have expressed interest in engaging the services of SecuroQuest, which chief executive offi-

cer Schalk Fourie described as being unique in being able to introduce a hands-on experience of African ideology and thinking to the challenges faced by shipping lines from Somali-based pirates. "We're able to bring first world technology and methodology to what is a third world pirate environment, which requires a thor-

ough knowledge of how the pirates think and act," Fourie said.

"This will not be a gunslinger cowboy approach to a serious international problem, but a proactive response aimed at preventing pirates from getting on board merchant ships sailing from the Suez through the Red and Arabian seas." (Source: *Tradewinds Today*)

'Nautilus' engineer guilty

The former chief engineer on the Cypriot-flag chemical tanker *Nautilus*, operated by Spain-based Consultores de Navegacion S.A., pleaded guilty to using falsified records to conceal improper discharges of oil-contaminated bilge water. The U.S. Justice Department said that Carmelo Oria, a Spanish citizen, faces up to six years imprisonment and a US\$250,000 fine.

Things to be aware of in preventing and countering heatstroke

What is heatstroke?

Heatstroke is a condition in which the body becomes overheated in a relatively short amount of time. This can be a life-threatening condition, requiring urgent medical attention.

Abnormally high body temperatures (hyperthermia) may occur in several different circumstances, such as:

- Classic heatstroke (also called sunstroke, which is a little misleading because the condition can arise without the direct effect of the sun) is when, typically, the skin is flushed, red and dry
- Heatstroke caused by exertion, which often occurs in conjunction with pronounced physical exertion, e.g. sports activity
- In extensive burns (including sunburn), where the sweat glands have been damaged or destroyed
- In a number of less common medical conditions, such as over activity of the thyroid gland (thyrotoxicosis)

When can heatstroke occur?

Heatstroke occurs when the body cannot dispose of excess heat

in the normal way. Heatstroke and fever can be distinguished as follows:

- A fever is where the body's mechanism for regulating temperature is functioning but set at a higher level. The patient is, typically, flushed and bathed in sweat
- Primary hyperthermia (e.g. heatstroke) is where temperature regulation is either partially or totally out of action. The patient often sweats only a little or not at all and the skin is flushed red, hot and dry

What puts the traveler at risk of suffering heatstroke?

- Surroundings with high temperature, high humidity and strong sunlight (typically in the tropics)
- Too much physical exertion (e.g. sports), particularly in the above conditions, extensive sunburn, particularly in a hot and humid climates
- Lack of fluids/salt in hot (particularly tropical) surroundings; and excessive alcohol consumption under the same conditions

What can you do to help yourself?

- It is important to get used to

the heat and humidity slowly, particularly before physical exertion. This acclimatization to the tropics can typically take one to three weeks

- Make sure you drink plenty of salty liquids (at least 3 to 5 liters a day, but not alcohol). In very hot conditions you may need to drink much more and a good tip is to start the day by drinking at least two liters
- Make sure you supplement your salt intake (for example by eating chips and/or taking salt tablets)
- Wear light, airy, loose-fitting clothing (light cotton)
- Be careful if you undertake any hard physical exertion, particularly if your fluid/salt intake is low
- Stay in the shade or, if possible, in an air-conditioned environment
- Take frequent dips in cool water (sea or pool), particularly if you are sunbathing a lot

When does heatstroke become critical?

- It becomes critical when your body temperature reaches around

41 degrees Celsius (measured in the rectum)

- You feel increasingly unwell, tired and dizzy, and your head may hurt and you may feel "distant"
- If your skin becomes flushed red and dry (e.g. perspiration is reduced or not functioning)
- You produce less urine, which is of a dark yellowish color (which indicates a shortage of fluid)
- You become less alert, with a tendency to faint, and experience confusion, impairment or loss of consciousness and convulsions
- At temperatures above 42 degrees Celsius the situation starts to be serious. Cell damage to the brain, liver, kidneys and skeletal muscle can occur, in addition to bleeding disorders

Countering a heatstroke

If a person suffers from heatstroke, it is important to put him or her in the shade and preferably in a cool environment (ideally an air-conditioned room at a temperature of 15 degrees Celsius to 18 degrees Celsius).

The patient should be undressed and made to lie naked, or covered only by a thin sheet.

If the patient's temperature rises to 39.5 degrees Celsius, and the skin is still dry and burning hot (or with only very slight sweating) he or she should be showered with cool water (15 degrees Celsius to 18 degrees Celsius).

You can also put the person in a bath of cool water while massaging the skin to increase circulation. Another possibility is to cover the patient with wet sheets or towels, changing them often, preferably in combination with an electric fan, or something similar to bring the temperature down further.

Do not use water cooler than 15 degrees Celsius because this will restrict heat loss as the blood vessels in the skin will contract.

If possible, the patient should be taken to a doctor, or better still a hospital, as soon as possible. A person with heatstroke often needs oxygen, a drip (fluid infusion into a vein) and sometimes medication. (Source: Men's Health)

VOICES from SEAFARERS



Capt. Jesus De Isidro and crew of **M/V CAPE HOPE**

We are grateful for JSU union officers having taken time to visit us onboard, and giving us the latest information on the shipping industry. The shipping crisis is now picking up momentum as more vessels are laid up or its operations halted, and the JSU is doing its part to try to alleviate the effect of the crisis among seafarers; this has helped to lift our spirits. We hope that you will continue with your support and visits to all your member vessels, and provide us with the latest updates in shipping.



Crew of **M/V ATLANTIC ACE** with union officer Eduardo Galang

We would like to thank the JSU for its support of member-seafarers. Please continue the ship visitations.



Capt. Ray Luis Capalaran and crew of **M/V TRANS LEADER**

Free e-mail access is one of the services we need help in availing so that we can keep in constant touch with our family back home. Thank you for your support.



Capt. Mario R. Ladra and crew of **M/V GLOBAL PRESTIGE**

I am proud to be a member of the JSU and am fully satisfied with the services that they are providing for its members. For those ratings who cannot take the board exam and are being left behind without getting their dream positions, I hope your interest to become officers will continue with the implementation of the walk-in exam being offered through funding by the JSU.

JOKE CORNER

Seaman's Confession

A married seaman goes to confessional and tells the priest, "I almost had an affair with a woman."

The priest asks, "What do you mean, almost?"

"Well, we got undressed and rubbed together, but then I stopped."

The priest replies, "Rubbing together is the same as putting it in. You're not to go near that woman again. Now, say five Hail Mary's and put \$50 in the poor box."

The seaman leaves confessional, says his prayers, and then walks over to the poor box. He pauses for a moment and then starts to leave.

The priest quickly runs over to him and says, "I saw that. You didn't put any money in the poor box!"

"Well, Father, I rubbed up against it and you said it was the same as putting it in."

By Union Officer Eduardo E. Galang

The good seaman weathers the storm he cannot avoid, and avoids the storm he cannot weather.

– Proverb –

Seaway notice: max. allowable draft

From Montreal to Lake Ontario, the maximum allowable draft will be 80.8 dm, subject to favorable water elevations (effec. March 31). This increase applies to all vessels. Mariners are reminded that for ships loaded to a draft greater than 80.0 dm, speeds will be monitored carefully between St. Lambert Lock and St. Nicolas Island. (Source: Marlink)

Best defense against pirates

Our members' ships have been affected by pirate attacks on both west and east coasts of Africa.

As such, experience gained from the significantly increased pirate attacks on merchant ships in the Gulf of Aden and off the coast of Somalia has identified some effective precautions that crews and owners can take to protect themselves.

First, before transiting the Gulf of Aden, register the ship with Maritime Security Centre – Horn of Africa (MSCHOA) as well as the position, speed and course of the vessel with U.K. Maritime Trade Office Dubai (UKMTO) well before arrival at the transit corridor. To register see details below:

MSCHOA – Via Web site for reporting: www.mschoa.org; **tel:** +44 (0) 1923 958545; **fax:** +44 (0) 1923 958520; **Email:** postmaster@mschoa.org

UKMTO – **Email:** UKMTO@eim.ae; **tel:** +971 50 552 3215; **fax:** +971 4 306 5710; **telex:** (51) 210473

It appears so far that none of those ships that have taken both these precautions have been hijacked. However, still less than 40 percent of ships transiting the area register with the security center.

Some common vulnerabilities have been identified from analysis of successful attacks made against ships. These are frequently exploited by pirates:

- Low speed – to date no successful attacks have occurred on ships at 15 knots or more
- Low freeboard
- Inadequate planning and procedures

• Visibly low state of alert or evident self protective measures – vigilance should be highest at dawn and dusk, when the majority of attacks have taken place

• Slow response by the ship – the majority of attempted hijacks have been repelled by those ships' crews who have planned and trained in advance of the passage and employed passive counter measures to good effect

Attacks have been successfully undertaken at a greater range from the shore using a pirate "mother ship," a larger ship carrying personnel, equipment and smaller assault craft. Commonly two or more small high-speed (up to 25 knots) open boats or "skiffs" are used in attacks often approaching from the port quarter and stern. (Source: UK P&I Club)

Caution urged at Mexican ports

Mariners venturing ashore at Mexican ports are being urged to take special care because drug-related violence is escalating.

Most attacks on foreigners have occurred in areas bordering the United States, but an intelligence analyst in Washington told *Fairplay* that ports also pose a special danger: "Drug dealers in Mexico operate both in the border area and near ports where

illicit drug shipments often come ashore in smaller craft."

He urged mariners to travel ashore in groups, avoid "dangerous" areas of towns, stay alert to threats and remain in contact with the ship or its agent. He also suggests that seafarers establish a "duress code" to use on the phone when in the presence of potential criminals.

These recommendations are

similar to warnings issued today by the U.S. Transportation Security Administration to truckers who venture across the U.S. Mexico border to make pickups or deliveries.

Since 2004, more than 200 Americans have been killed in violence spurred by warring drug cartels fighting each other and the government. (Source: *Fairplay*)

U.S., Canada plan pollution control zones

To require use of low-sulfur fuel within 200 miles

The United States and Canada plan to establish new pollution-control zones for ports along their coasts, a policy that would force domestic and foreign ships alike to curb emissions linked to thousands of illnesses and premature deaths each year.

The restrictions announced by the Environmental Protection Agency (EPA) outlined in a request to the International Maritime Organization, will require large vessels such as oil tankers, cruise ships and cargo ships to

either use low-sulfur fuel or new technology to ensure that they emit less sulfur dioxide, nitrogen oxide and soot while within 200 nautical miles of the lower 48 states. It would also apply to the seven populated Hawaiian Islands and one uninhabited nature preserve, Kahoolawe, as well as to Anchorage.

The EPA said creation of this "emissions control area" will save as many as 8,300 American and Canadian lives every year by 2020 and protect Americans living as far inland as Kansas.

"This is an important – and long overdue – step in our efforts to protect the air and water along our

shores, and the health of the people in our coastal communities," said EPA Administrator Lisa P. Jackson in Port Newark, N.J., with Coast Guard and state officials.

The International Maritime Organization – a United Nations body that oversees air pollution and other policies for oceangoing vessels – approved the concept of emission control areas in October, and the announcement represents the strongest interpretation possible under that law.

Under the proposal ships must use fuel with no more than 1,000 parts per million of sulfur beginning in 2015. (Source: *Washington Post* / March 31, 2009)



Programs such as these are intended to increase the number of future marine officers who will man Japanese-owned vessels.

Training ship: To benefit Japan, Philippine maritime industries

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of Japan (IMMAJ), in cooperation with the Associated Marine Officers' and Seamen' Union of the Philippines (AMOSUP), which manages the MAAP.

The shortage of marine officers is still a concern to the JSU and Japanese shipping companies. Therefore, programs such as these are intended to increase the number of future marine officers

who will man Japanese-owned vessels.

Guests who attended the "embarkation ceremony" included Hideo Ikeda, General Director of International Affairs Bureau of the JSU; Vice Adm. Eduardo Ma. Santos AFP (Ret), MAAP President; Takao Manji, Chairman of the IMMAJ; Capt. Yoshinari Okano, President of NIST, as well as Japanese officers and instructors of the *M/V Seibun Maru*.

Santos emphasized the signifi-

cance of this training, saying that it will be beneficial to future officers of the maritime industry of both Japan and the Philippines.

Meanwhile, Ikeda encouraged the Japanese cadets to emulate the positive attitudes of the Filipino cadets, while advising all trainees to learn from each other's respective cultures.

The cadets will disembark at the Port of Kobe at the end of two months' training.

Tossing sends wrong signal

Crying wolf in this case translates to "beacon overboard" – and paying a fine of US\$5,500 for "falsely activating an emergency position indicating radio beacon (EPIRB)," as the Federal Communications Commission (FCC) termed it.

The owner of Honolulu fishing vessel *Princess K* had acquired a new digital EPIRB a year ago. He placed the old unit in a plastic bag and – once under way – told a crewman to "take care of it." He tossed it overboard.

But that activated the unit and triggered "transmission of false distress communications" – and a Coast Guard search that cost more than \$35,000 in aircraft time alone.

The FCC originally demanded that the owner pay an \$8,000 fine, but the agency reduced the fine and reminded vessel owners that they are "responsible for the actions of their employees." (Source: *Fairplay*)

ITF: JSU urges employment safety net for seafarers

From Page 1

one demanding further wage hikes in relation to officers' wages and the other insisting that employment be secured for seamen who are affected by the scrapping and laying up of ships.

Meanwhile, the JSU asked the meeting to consider the fact that Japan's Big Three shipping companies – Nippon Yusen Kaisha (NYK), Mitsui O.S.K. Lines (MOL) and Kawasaki Kisen Kaisha ("K" Line) – have unveiled plans to reduce their fleets of chartered ships by 5 percent to 10 percent.

The JSU added that the government of the Philippines' Overseas Workers Welfare Administrations (OWWA) should take the initiative in setting an employment safety net for Filipino seamen.

In terms of International Bargaining Forum (IBF) negotiations, the meeting decided to request the wage hikes and the application of disability compensation payments for those who suffer lifetime injuries during their period of employment. In the end, it was decided to make all requests with no cost issues.

ALL JAPAN SEAMEN'S UNION
15-26, Roppongi 7-Chome,
Minato-Ku, Tokyo 106-0032

Tel.: (03) 5410-8320

Fax: (03) 5410-8336

E-mail: iss@jsu.jp

Internet: <http://www.jsu.or.jp>

Publisher: Shinichi Tanaka

Send inquiries to the attention of Mr. Masanobu Makizoe, Director, Foreign Trades Dept.