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# Journal for all the Mariners

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MAAP students participating in the All-Japan Cutter Competition



## MAAP Cutter Club Competes in All-Japan Cutter Competition

~ Popular On-campus Activity with 100 Members ~

On May 24, students from the Cutter Club of the Maritime Academy of Asia and the Pacific (MAAP) in the Philippines took part in the All-Japan Cutter Competition held at the National Defense Academy in Yokosuka, Kanagawa Prefecture.

MAAP is a maritime university established in 1998 by the Associated Marine Officers' and Seamen's Union of the Philippines (AMOSUP), the nation's largest seafarers' union. In 2009, the JSU-IMMAJ Campus was opened on the MAAP grounds to train cadets for International Mariners Management Association of Japan (IMMAJ) member companies.

This year, MAAP was approved to participate in the All-Japan Cutter Competition as an open entry for the second consecutive year. A delegation of 23—20 members of the Cutter Club and three accompanying faculty members—traveled from the MAAP campus to Japan. After open practice sessions on May 22 and 23, the team competed in the main event on the 24th.

Although MAAP was not included in the official rankings because the event al-

lowed open participation, the team delivered an outstanding performance in the qualifying race. They recorded the third-fastest time among the 10 participating schools—finishing behind only the National Defense Academy and the Japan Coast Guard Academy—and advanced to the final race.

In 2022, IMMAJ received a cutter from the Tokyo University of Marine Science and Technology, completed the necessary repairs and maintenance, and subsequently donated it to MAAP. The academy's Cutter Club was established later that same year.

Although it is relatively new, the Cutter Club has quickly grown into one of the most popular sports clubs on campus and now has approximately 100 members. As a fully residential university, MAAP maintains a strict daily schedule from wake-up to bedtime. Students devote themselves to club activities by making effective use of early mornings and weekends, fitting them in between their academic and extracurricular commitments.

On May 26, MAAP students visited a ship management company, where they



Rowing the cutter with strength and focus

received a briefing on the company's operations and the role of ship management. They also had the opportunity to meet Filipino seafarers working in shore-based positions in Japan, who shared advice and insights on the mindset required for their duties as well as practical guidance drawn from their professional experience.

According to IMMAJ, the visit enabled the students to deepen the knowledge and perspectives necessary for future employment in the Japanese merchant fleet, making it a highly valuable learning experience for their career development.



MAAP students participating in the All-Japan Cutter Competition

# New Electronic UMS Check System Introduced for 'K' Line Managed Vessels

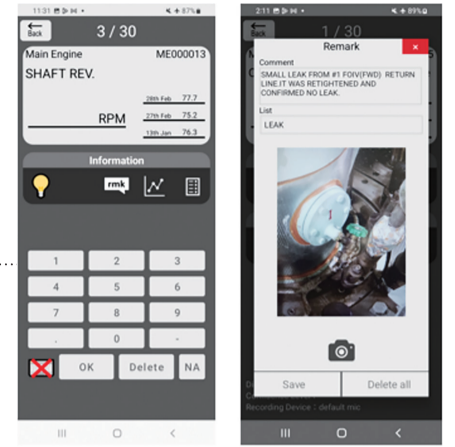
Kawasaki Kisen Kaisha, Ltd. ("K" Line) is moving to implement the Electronic Unattended Machinery Space (UMS) Check System, which was developed to collect and manage data from UMS checks conducted onboard vessels, throughout its managed fleet. This system was designed to reduce crew workload, increase safety, and facilitate the effective utilization of operational data throughout vessels managed by "K" Line. Following multiple onboard operational trials between 2024 and 2026, "K" Line plans to begin the phased full-scale implementation of the system in around July.

UMS checks are inspection and verification procedures conducted prior to operations in UMS, such as in operational modes in which the engine room is left unattended when navigating at night or while at berth. These checks include approximately 1,000 individual inspection items. To date, crewmembers, including engineers, have recorded each inspection item manually on paper. This paper-based process required the use of both hands, creating slip, trip and fall risks, particularly in unstable conditions such as on moving vessels or in areas with unstable footing.

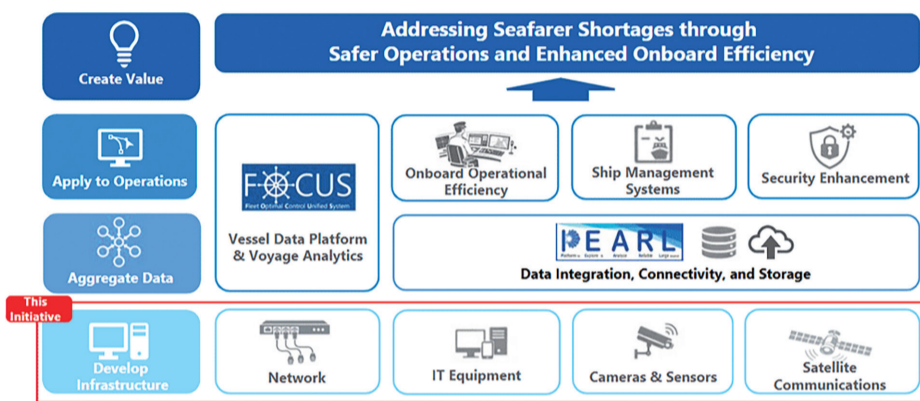
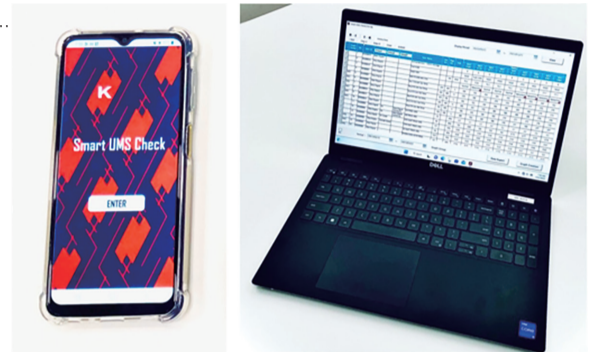
To address these challenges, "K" LINE has developed a system that enables inspection data to be recorded using smartphones and a dedicated application. By making one-handed data entry possible, crewmembers can use the other hand to support themselves. They can also stow the smartphone in a pocket while moving, keeping both hands free for improved onboard safety. Additionally, the elimination of paper records makes it possible to reduce printing and storage costs, eases the administrative workload, and reduces "K" LINE's environmental impact.

Previously, inspection data for each vessel was stored on paper. The new system centralizes the collection and long-term storage of data. This facilitates the continuous monitoring of equipment conditions, making it easier to spot abnormalities at the earliest stage. In the future, "K" LINE aims to leverage AI to analyze the accumulated data and further enhance its proactive and systematic safety management.

Electronic UMS Check System (smartphone screen)



Device configuration (measurement smartphone and data management PC)



## MOL Standardizes Onboard IT Infrastructure, Starting with Newbuilding Vessels

Mitsui O.S.K. Lines, Ltd. (MOL) has established new common standards for onboard IT equipment and system specifications. The company will apply these new standards from the design phase of newbuilding vessels, and then gradually roll them out to existing vessels as well. This initiative is part of "DX Action 2.0," under Phase 2 of the group management plan "BLUE ACTION 2035," and aims to review onboard networks and other systems to further advance standardization.

Historically, the IT equipment and systems installed on vessels have differed depending on the vessel type, shipyard, and ship management company. These differ-

ences brought a host of challenges, such as the need to conduct feasibility studies for individual vessels when introducing new systems, hindering efficient system utilization. By standardizing onboard IT equipment and systems, MOL will gradually establish a foundation that enables the effective use of AI and digital technologies on board, as well as more robust security. The implementation of these standards, along with the expanded use of AI and digital technologies and strengthened security measures, will enable MOL to make more effective use of vessel data, thereby enhancing operational safety and improving working conditions for seafarers.

## NYK Holds Global Tanker Quality Meeting 2026

Nippon Yusen Kabushiki Kaisha (NYK) held the Global Tanker Quality Meeting 2026 at its Tokyo headquarters on May 29. Since 2015, NYK has continuously hosted this meeting with ship-management companies involved in liquid-bulk transportation—including oil tankers, liquefied natural gas (LNG) carriers, and liquefied petroleum gas (LPG) carriers. The meeting is intended to enhance operating safety and quality management across NYK's Energy Division fleet, while contributing to greater reliability throughout the industry. This year's event drew 40 participants, including representatives from ship-management companies and other parties within and outside the NYK Group.

With nearly two years having passed since the Oil Companies International Marine Forum (OCIMF) introduced Ship Inspection Report Programme (SIRE) 2.0, this year's discussions focused on improving operational quality. Topics included trends in key observations identified during inspections, as well as initiatives by individual ship-management companies to maintain quality standards for aging vessels.

Participants shared on-site challenges



View of the venue

and examples of initiatives taken by their respective companies and engaged in practical exchanges and active discussions from an operational perspective regarding approaches and directions for future improvements. These exchanges helped participants deepen their understanding of key considerations for SIRE 2.0 readiness and effective ship-management practices.

NYK will continue to promote information-sharing and constructive dialogue through the meeting and remains committed to enhancing safety and quality standards across the Energy Division fleet. The company will also continue collaborating with all related parties to advance effective initiatives that reflect on-site conditions, thereby improving the reliability of energy transportation.

## Launching Ceremonies Classic Stories of the Sea By Akinori Sugiura

Among the rituals held during a ship's construction, the launching ceremony is by far the most spectacular. A launch marks the birth of a ship, and the process leading up to it is often likened to the growth of a fetus. At a typical launching ceremony, the ship is first given its name. Then the bow rope is cut, and as the vessel glides down the slipway, a bottle of champagne is smashed against the bow. This triggers a mechanism that bursts a ceremonial ball, releasing a shower of five-colored streamers and confetti, while a group

of doves takes flight. The Vikings of Northern Europe reportedly sacrificed slaves or prisoners during launching ceremonies. In later centuries, the custom of breaking a bottle of red wine against the bow—likely as a symbolic substitute for blood—became widespread. Over time, red wine gave way to white wine, and eventually to champagne. Yet in every era, one belief has remained constant: if the bottle fails to break cleanly, it is considered a bad omen that will bring misfortune to the ship.

## 'K' Line, Akademi Laut Malaysia Sign MoU to Launch Scholarship Program

Kawasaki Kisen Kaisha, Ltd. ("K" Line) and Akademi Laut Malaysia (ALAM), Malaysia's leading maritime education and training institution, have signed a memorandum of understanding (MoU) to start a scholarship program for ALAM students. This represents "K" Line's first initiative to nurture maritime talent in Malaysia.

The scholarship program is intended to foster the development of outstanding personnel who will play key roles in the future maritime industry and help ALAM students chart their academic and maritime career pathways. Through this program, students will receive financial support and

shipboard training opportunities aboard ships managed by the "K" Line Group. This will provide hands-on training in practical operations, supporting students' future growth as maritime professionals.

Through this initiative, "K" Line and ALAM will contribute to the development of maritime education in Malaysia and cultivate a highly trained maritime workforce.



# Genbu Named 'Ship of The Year 2025'

The coastal container ship *Genbu*, which features a broad range of newly developed autonomous navigation technologies from around the world, has been selected as the "Ship of the Year 2025" by the Japan Society of Naval Architects and Ocean Engineers (JASNAOE).

The Ship of the Year award is presented annually to vessels or floating structure built in Japan that have attracted significant attention and demonstrate excellence in technical, aesthetic, and social value. This year marks the 36th presentation of the award.

Below, we introduce the *Genbu* and other award-winning vessels.



Ship of the Year: Coastal Container Ship *Genbu*

## Ship of the Year 2025: *Genbu*

Developed as part of Phase 2 of The Nippon Foundation's "MEGURI 2040" project, this vessel is fully equipped to implement unmanned operation and was designed with the goal of transitioning to continuous commercial service following the

trial operation phase. Through advanced autonomous navigation and remote monitoring technologies, it is expected to help reduce crew's workloads, prevent marine accidents, and contribute to addressing the "2024 problem in Japan's logistics sector." Combining state-of-the-art environmental performance with crew quarters designed to prioritize the seafarers' comfort and well-being, this next-generation coastal container ship showcases Japan's marine engineering capabilities to the world.

- Ship type: 696 TEU coastal containership (equipped with cutting-edge autonomous navigation functions)
- Shipowner: SEA GROVE CO., LTD.
- Designer/Shipbuilder: Kyokuyo Shipyard Corporation
- Gross tonnage: 5,689 tons
- Speed: 15.0 knots (service speed)
- Cargo: 696 TEU
- Notable equipment: Autonomous navigation functions (e.g., sensor fusion, collision avoidance, system health monitoring), automatic berthing and unberthing functions, and an adaptive automatic ballast control system

## Technology Special Award: *Ten-Oh*

This next-generation tugboat is equipped with a BEH2YDRO hydrogen dual-fuelled internal combustion engine (ICE), which mixes hydrogen with diesel fuel to achieve both reduced carbon dioxide (CO<sub>2</sub>) emissions and high operational reliability. It also integrates onboard high-pressure hydrogen supply and safety management systems,

while maintaining the responsiveness and maneuverability required for port operations. The *Ten-Oh* is designed for immediate

deployment in real-world operational settings.

- Ship type: Tugboat equipped with a BEH2YDRO hydrogen dual-fuelled internal combustion engine (ICE)
- Shipowner: Kanbara Kisen Co., Ltd.
- Designer/Shipbuilder: Tsuneishi Shipbuilding Co., Ltd.
- Gross tonnage: 287 tons

- Speed: 14.3 knots
- Complement and passengers: 6 crew and up to 12 passengers (for voyages under 3 hours)
- Notable equipment: a BEH2YDRO hydrogen dual-fuelled internal combustion engine (ICE), hydrogen storage systems, hydrogen supply and refueling systems, and hydrogen safety systems



Technology Special Award: *Ten-Oh*

## Small Passenger Ship Sector: *Somei*

Designed as an innovative next-generation vessel to replace conventional cargo ships, the *Somei* adopts a compact, shallow-draft hull capable of carrying RORO trailers for heavy cargo, thereby reducing cargo handling time and improving transport efficiency. It incorporates advanced technologies—including a high-efficiency cargo

handling system, an efficient maneuvering system, and the "eNavi Seto Plan" navigation support system—and offers the same cargo capacity as a conventional RORO ship

twice its size. In addition, allocating part of the significantly reduced cargo handling time to voyage time dramatically improves energy efficiency.

- Ship type: Small RORO ship
- Shipowner: Daisen Transportation Co., Ltd.
- Designer/Shipbuilder: Kyokuyo Shipyard Corporation
- Gross tonnage: 2,502 tons
- Speed: 13.3 knots (service speed)
- Cargo capacity: Approx. 60 tons of steel bars

- per trailer × 12 trailers/Approx. 36 tons of wire rod per trailer × 19 trailers (Total: approx. 1,400 tons)
- Notable equipment: High-efficiency cargo handling system (including a large inter-deck transfer elevator), advanced navigation system, eNavi Seto Plan



Small Passenger Ship Sector: *Somei*

## Fishing Ship/ Research Ship Sector: *Toba Maru*



Fishing/Research Ship Sector: *Toba Maru*

Built using cutting-edge domestic technology, this training vessel is designed to support research, education of next-generation marine engineers, and disaster-relief operations. It is the first training ship equipped with an autonomous navigation system and remote-control capabilities, and it features an integrated information console. With its upgradeability and next-generation propulsion system, the *Toba Maru* functions as an evolving educational platform that can flexibly adapt to technological advancements. In the event of a disaster, it delivers significant social value by providing water and power supplies, functioning as a floating mobile phone base station, and supporting helicopter operations.

- Ship type: Training ship
- Shipowner: National Institute of Technology (NIT)
- Designer/Shipbuilder: Mitsubishi Heavy Industries Maritime Systems Co., Ltd.
- Gross tonnage: 397 tons
- Speed: 13.10 knots (maximum trial speed) 12.50 knots (service speed)
- Complement and passengers: 9 crew, 3 faculty members, and 48 students
- Notable equipment: Autonomous navigation system; remote steering system; remote control system for transferring water between tanks in the fresh water system; ship-to-shore communication system (data link and image transmission); Smooth Bow; variable-period anti-rolling tank propulsion motor × 1 (360 kW × 885 rpm); bow thruster and stern thruster; ship-based mobile communication base station function for disaster situations; water-making system for disaster relief; emergency power supply (for electric vehicles and general household appliances); infrared thermal cameras for disaster relief and search-and-rescue operations; advanced marine electronic display devices; dynamic positioning system (DPS); integrated information bridge console (standing/seated); ship-mounted embarkation and disembarkation equipment; biodiesel fuel (BDF) fuel system; women-only areas (living quarters, bathrooms, laundry room, etc.); barrier-free accessibility (wheelchair-accessible elevators, etc.)

## Japan Shipowners' Association and Partners Meet with Philippine Secretary of Migrant Workers

On May 27, the Japan Shipowners' Association (JSA) attended an exchange meeting and luncheon hosted by the Philippine Embassy in Japan, where it was invited to meet with a delegation led by the Philippines' Department of Migrant Workers (DMW) Secretary Hans Leo J. Caedac.

In addition to Secretary Caedac, the Philippine delegation included Patricia Yvonne M. Caunan, Administrator of the Overseas Workers Welfare Administration (OWWA), as well as representatives from relevant government agencies. From the Japanese side,

attendees included JSA Chairman Hitoshi Nagasawa; Shinichi Tanaka, Acting President of the All Japan Seamen's Union; and Kiyotaka Aya, Chairman of the International Mariners Management Association of Japan (IMMAJ).

During the exchange of views, the parties reaffirmed that Filipino seafarers play a vital role in supporting global shipping and Japan's international shipping industry. They also shared concerns regarding the safety of seafarers, particularly those stationed in the Middle East and the Persian Gulf. The dis-



DMW Secretary and officials from Philippine government agencies

cussion covered a wide range of issues, including the enhancement of seafarers' safety, health, and welfare, as well as administrative procedures related to Filipino seafarers. Building on the long-standing cooperative relationship in the maritime sector, both sides also agreed on the importance of continuing to strengthen dialogue and collaboration among stakeholders.

Regarding the rotation of Filipino seafarers in the Middle East in light of recent international developments, Chairman Nagasawa expressed his gratitude for the measures that were deemed feasible on a conditional basis, taking into account the dialogue among relevant parties as well as requests from the JSA and IMMAJ.

# Captain Jima's Fun Pilot Diary

## 35 'Koichi' License Renewal 180621 - Nagoya Port

There are various types of maritime licenses, and the one I originally held was the First-Class Marine Engineer (Navigation) license—commonly known as the captain's license for international routes. This license permits the holder to operate vessels of any size, although a separate license is required for vessels under 24 meters in length (under 20 tons). The license examination was extremely challenging and required considerable effort and practical experience.

I worked hard to obtain the qualification in my late 20s, and still remember the moment I passed—jumping for joy from the bottom of my heart and feeling an indescribable sense of satisfaction and accomplishment.

In 2012, I obtained my pilot's license, which is a higher-level qualification. After becoming a pilot, I began enjoying black sea bream fishing in my spare time. However, when fishing from a small boat, the vessel falls under the category of boats under 24 meters in length, which requires a separate license. As a result, in my fourth year as a pilot, I needed to obtain the "Small Vessel Operator's License (*Kogata Ikkyu*)" license—nicknamed "Koichi" by ocean-going sailors.

Since I already held an ocean-going ship captain's license, most of the written exam was waived, leaving the practical exam as

the main requirement. The instructor, a former car-ferry captain, frequently offered words of encouragement during the training, saying, "Thank you for your hard work."

Just like a driver's license, this *Koichi* license must be renewed every five years, a process that also requires a refresher course. Unlike with cars, however, there is no dedicated license center. Instead, I go to a building in Kanayama, Nagoya, sit through nearly an hour-long lecture given by a young guy (pardon me—"the instructor"), then head to the Transport Bureau across from Nagoya City Hall to complete the renewal procedures. Only after that do I finally receive my new license (see photo).

But there was one thing that caught my attention during the seminar. The instructor took time to carefully read and clearly explain the important rules that small-vessel operators must follow—listed both in the textbook and on the back of the license.

- (1) Prohibition against operating a vessel while intoxicated
- (2) Operation by a licensed operator only
- (3) Prohibition of dangerous operation
- (4) Wearing life jackets, etc.
- (5) Conducting pre-departure inspections
- (6) Maintaining a proper lookout
- (7) Performing rescue operations in the event of an accident

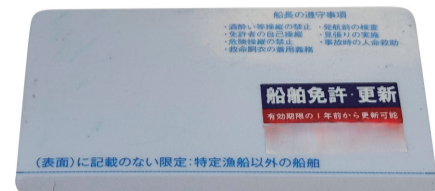
The list begins with prohibitions, followed by items related to safety management, while "saving lives"—the most



Capt. Masujima



Small Vessel Operator's License (Class 1)



Back of the license



Life jackets are essential

essential and important responsibility—appears at the very end. Is it strange that I, an experienced pilot, feel that any manual that doesn't place this first is fundamentally flawed?

On international vessels, emergency drills—including life-saving exercises—are conducted at least once a month, espe-



Packing for the next voyage...



Hey, you're not packing an umbrella?



The wind will blow it right out of your hand!



At sea, a raincoat is always your best bet!

cially when new crewmembers join. After all, human life comes first. All other compliance matters come second. I believe human life outweighs even the Earth itself.

### NUMBER PLACE

Level: Intermediate

5			7				
	3			9		2	8
			6	3	7		1
				8	2		
	7		9				
9						7	6
6			1	8			
	1		3		6	8	4
8	5	2		9			7

### This Month's 'Number Place' Puzzle

**How to Play**

"Number Place" is a puzzle where you fill empty cells with the numbers 1 through 9, ensuring that no number repeats in any row, column, or 3x3 block. Use the given hints to fill every cell consistently and complete the puzzle.

It's now July, and summer is finally in full swing. The sun is beating down, and reports of intense heat are coming in from all over the country. In Japan, we have the "Marine Day" national holiday, creating more opportunities for people to enjoy the ocean and boats. Visiting the beach or see-

ing vessels out on the water is something unique to this time of year. At the same time, with the continued high temperatures and humidity, fatigue can build up without you even noticing. Be sure to stay hydrated and get plenty of rest. Please enjoy this month's puzzle at your leisure. (The

The answers to last month's (June Issue) puzzle are below

8	2	1	6	7	3	5	4	9
3	5	7	9	1	4	8	6	2
4	6	9	8	2	5	7	1	3
1	3	4	7	8	2	9	5	6
6	8	5	4	9	1	2	3	7
7	9	2	5	3	6	4	8	1
2	4	8	1	6	7	3	9	5
5	1	3	2	4	9	6	7	8
9	7	6	3	5	8	1	2	4

answers will appear in next month's issue.)

## Use the Floor For This Easy Stretch! Here's How to Reduce a Poochy Stomach

- (1) Lie on your back with your arms relaxed at your sides.
- (2) Keeping your feet together, lift your legs until your hips and knees form a 90-degree angle.
- (3) Engage your core and slowly lower your legs toward the floor in a smooth arc.
- (4) Stop just before your feet touch the floor, then return your legs to the 90-degree position.
- (5) Perform a set of 10 repetitions, maintaining steady breathing throughout.

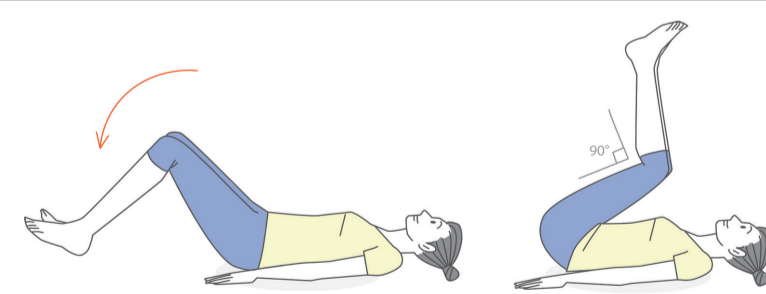


Illustration courtesy: illustAC

## Today's Delicious Dish: Garlic-Seared Tuna Steak with Tomato Sauce

- Ingredients (1 serving)
- 85 g tuna (lean)
- [A: Marinade]
- Garlic, finely chopped
  - Olive oil, as needed
- [B: Tomato Sauce]
- Onion, sautéed until tender
  - Mixed greens

- Canned whole tomatoes
  - Olive oil
  - Salt
  - Soy sauce
- Mix all the above ingredients in a blender.
- How to Cook
1. Marinate the tuna in marinade (A) overnight.

2. Heat a little oil in a skillet and sauté the tuna until both sides are golden brown.
3. Plate the tuna and generously spoon tomato sauce (B) over the top.

Source: Ministry of Agriculture, Forestry and Fisheries website (Recipe, perfectly matched for rice)



<https://www.maff.go.jp/j/seisan/kakou/mezamasai/recipe/index.html>