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# Journal for all the Mariners

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Photo courtesy: TOKOKAI



## Japanese Lighthouses Watch over Ships and Seafarers

# Irozaki Lighthouse

The Irozaki Lighthouse was first lit on August 21, 1871. The wooden lighthouse at that time stood just over 6 meters high and was described by an English-language newspaper as the smallest lighthouse in Japan. But even before that, a magnificent Tomyodo Japanese-style lighthouse called Minatoakashido was already in place at Irozaki. Old documents from the town of Minamiizu-cho record that, starting in 1636, bonfires were lit every night to guide ships. In the Meiji era (1868-1912), the Mikomotoshima Lighthouse was constructed off the coast of Irozaki to aid foreign ships, and the Tomyodo Japanese-style lighthouse

was closed down to prevent misidentification of its light. However, demands by Japanese boatmen led to the construction of a small wooden Irozaki Lighthouse, which stood in contrast to the Mikomotoshima Lighthouse.

The lighthouse served for more than half a century, until 1933, and was transformed into the present reinforced concrete lighthouse. The view of the cliffs directly below the lighthouse, the sea breeze blowing through the cliffs, the strange rocks of Minami-Izu depicted in *ukiyo*e woodblock prints, and the magnificent view of Pacific Ocean are still as inspiring as ever.

Location: Minamiizu-cho, Kamo-gun, Shizuoka  
Prefecture  
Start of operation: August 21, 1871  
Structure: Concrete  
Height: 11m  
Illumination: Fl WR 16s (single white and red light flashing once every 16 seconds)  
Range: White light 20.0 nautical miles (about 37 km);  
Red light 18.0 nautical miles (about 33 km)

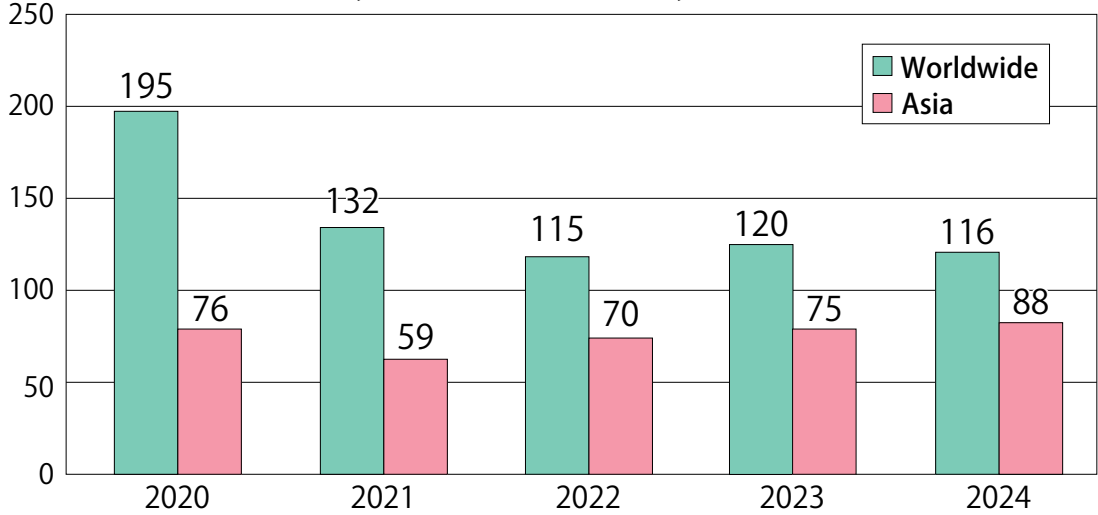




# IMB2024 Announcement: 116 Piracy Incidents Worldwide, Crew Casualties Increase

According to the ICC International Maritime Bureau (IMB), 116 cases of piracy and other incidents were reported in 2024. Crewmembers were notably victimized, and the number of hostage-taking incidents increased significantly, from 73 to 126. In particular, 30 hostage-taking incidents, or 23%, occurred in the Gulf of Guinea, and all 12 reported kidnappings occurred there. The following are some key points from IMB’s report on piracy and armed robbery in 2024.

Trends in piracy and armed robbery cases: 2020-2024



## Trends in piracy and armed robbery incidents in 2024

### Worldwide

In all, 116 cases of piracy and armed robbery were reported in 2024. The breakdown of incidents includes 94 boarded vessels, six hijacked vessels, three vessels that were fired upon, and attempts against 13 vessels.

Although the number of cases decreased by four compared to 2023 (120 cases), the number of cases in which crewmembers were taken hostage increased sharply.

As for crew casualties, 126 hostages, 12 kidnappings, and one injury were reported. There were no fatalities.

### Asia (Southeast Asia, East Asia, Indian continent)

A total of 88 cases were reported in 2024, an increase from 75 in 2023.

In the Singapore Straits, 43 cases were reported in 2024 (compared to 37 in 2023), remaining at a high level. In most cases, the target was a passing vessel underway at night, indicating opportunistic crimes. But 13 crewmembers were taken hostage, five were threatened, and one was injured. In 19 incidents, robbers were armed with knives and in eight cases they were armed with guns.

Indonesia (excluding the Singapore Strait) reported 22 cases in 2024 (up from 18 in 2023). Twenty of the cases were armed robberies and two were hijackings

by pirates. Thirty-one crewmembers were taken hostage, and one was threatened. In 10 incidents, robbers were armed with knives, and in three cases they were armed with guns.

Bangladesh reported 14 cases, the most in a decade. Two crewmembers were taken hostage and three were threatened. Seven incidents of robbers armed with knives were reported.

### Gulf of Guinea

Eighteen incidents were reported in the Gulf of Guinea in 2024 (down from 22 in 2023).

All 12 reported kidnappings (100%) and 30 of 126 hostage cases (23%) were due to incidents in the Gulf of Guinea.

### Somalia, etc.

Off Somalia, eight cases were reported in 2024, a sharp increase from one in 2023. Three of these cases were hijacking incidents.

## Summary of major cases of piracy and armed robbery

### Asia

**Singapore Straits** Vietnam-flagged bulk carrier (underway, boarded) ▽ November 23, 2024, at around 1:50 a.m. (local time) ▽Singapore Strait ▽ While underway, three or four robbers armed with knives boarded the vessel and stole engine parts from the engine room. The Coast Guard arrived and searched the vessel, but did not

find any suspects. One crewmember sustained minor injuries during this incident.

**Indonesia** Indonesian-flag tugboat and barge (underway, hijacked) ▽ February 1, 2024, at around 8:12 p.m. (local time) ▽ Indonesia ▽ About 18 nautical miles southwest of Tanjung Malatayur, Central Kalimantan ▽ While underway, five to eight robbers armed with guns boarded the tugboat and barge, held the crew hostage. They then navigated the ship, and the next day rendezvoused with an off-take barge into which the cargo was stolen. The pirates subsequently escaped. The crew managed to free themselves and discovered that the cargo had been stolen and the navigation equipment damaged. Fortunately, the crew was able to sail to a safe anchorage.

**Indonesia** Indonesian-flag tugboat and barge (underway, hijacked) ▽ September 22, 2024, at around 7:30 p.m. (local time) ▽ Indonesia ▽ About 47 nautical miles south of Tanjung Malatayur, Central Kalimantan ▽ While underway, four robbers armed with guns and knives boarded the tugboat and barge, tied some of the crew members hand and foot, locked them up and took them hostage. They transferred cargo on the barge to a tanker, damaged communications equipment and navigational instruments, took the crewmembers and money and goods from the tugboat, and fled. An alarm was raised and the crew assembled. The robbers fled.

**Bangladesh** Marshall Islands-flag cargo ship (at anchor, boarded) ▽ December 19, 2024, at around 9:30 p.m. (local time) ▽ Bangladesh, Chottogram Anchorage ▽ While the ship was at anchor, seven robbers armed with knives boarded, threatened the crew on duty, took their belongings, stole ship equipment, and escaped on a wooden boat.

### Gulf of Guinea

**Benin** Fishing boat (nationality unknown) (underway, boarded) ▽ December 5, 2024, at around 23:55 (local time) ▽ Benin, Cotonou Anchorage ▽ While underway, five robbers armed with guns boarded a fishing boat from a wooden boat, held the crewmembers as hostage, stole two cell phones, kidnapped the captain, and fled. Currently under investigation.

**Carbo Verde** Palau-flagged product tanker (underway, hijacked) ▽ May 17, 2024, at around 3:10 a.m. (local time)

▽About 363 nautical miles southwest of Nova Sintra, Cape Verde ▽ While underway, the vessel was hijacked by 10 pirates armed with guns, and all crewmembers were tied hand and foot and herded onto the bridge. The pirates stopped the engines and stole the crewmembers’ belongings and ship equipment. While the ship was adrift, they waited for their accomplices to reload cargo and fuel onto another ship. The entire crew was then moved to the helm station and told that they could not leave for two hours because explosives had been planted. When the crewmembers emerged two hours later, there were no pirates or explosives in sight. Cargo and fuel were not stolen, and the pirates escaped after damaging communications and internet equipment, navigational instruments, and engine parts. The crew then repaired the main devices and equipment and reached port.

**Equatorial Guinea** Tuvalu-flagged product tanker (underway, boarded) ▽ January 1, 2024, at around 8:45 p.m. (local time) ▽ About 45 nautical miles south of Bioko Island, Equatorial Guinea ▽ While underway, six pirates armed with guns boarded the vessel, fired on the bridge, broke in, and kidnapped nine crewmembers, including the captain and chief engineer. The remaining crewmembers sailed the vessel to a safe port and notified the authorities. The nine kidnapped crewmembers were released during the night of January 29 and 30.

### Somalia, etc.

**Somalia** Sri Lankan-flagged fishing boat (underway, hijacked) ▽ January 27, 2024, at about 7:30 a.m. (local time) ▽ Off the coast of Somalia, around 960 nautical miles east of Mogadishu ▽ Hijacked by three armed pirates while underway. On January 29, the Seychelles Coast Guard discovered the hijacked fishing boat, and after a brief firefight, the pirates surrendered, the fishing boat was handed over, the crewmembers were rescued, and all were safe.

**Somalia** Bangladesh-flagged bulk carrier (underway, hijacked) ▽ March 12, 2024, at about 12:53 p.m. (local time) ▽ Off the coast of Somalia, near Mogadishu 550 nautical miles ▽ Hijacked by pirates. All 23 crewmembers were held as hostage and sailed to the Somali coast and anchored. The vessel was released on April 14.

## Ship’s Tug-of-war Classic Stories of the Sea By Akinori Sugiura

Early steamers were external wheeled ships with large paddle wheels on both sides serving as propellers. However, these external wheels not only reduce the speed of a ship by providing extra resistance to the hull, but they also make excellent targets for warships in battle, so protection of propellers was a major issue for navies in the early steam era. Just around that time, the screw propeller was adopted for practical use, but people were skeptical about its

effectiveness, since it operates underwater and out of sight. What motivated Britain’s Royal Navy to switch from external wheeled ships to screw-propelled vessels was a tug-of-war between the external wheeled ship *Alecto* and the screw-propelled *Rattler*, in which thick ropes were tied to the sterns of both ships, which then went full speed in opposite directions. The *Rattler* pulled the *Alecto* at an average speed of 2.5 knots, demonstrating the superiority of screw propulsion.



# IMOMEPC83 Draft Amendment Approved to Promote Introduction of Zero-emission Ships in International Shipping

The 83rd session of the Marine Environment Protection Committee (MEPC 83) was held April 7-11 in London. Discussions focused on how to achieve the goal of “zero greenhouse gas (GHG) emissions from ships globally, aiming for net-zero emissions by or around, i.e., close to 2050.” The committee reached agreement in principle on a draft amendment to the Marine Pollution Prevention (MARPOL) Convention, including a fuel standard as well as an economic element for zero-emission ships and other vessels. The proposed amendments will be discussed for adoption at a meeting scheduled for October of this year, and will take effect as early as March 2027.

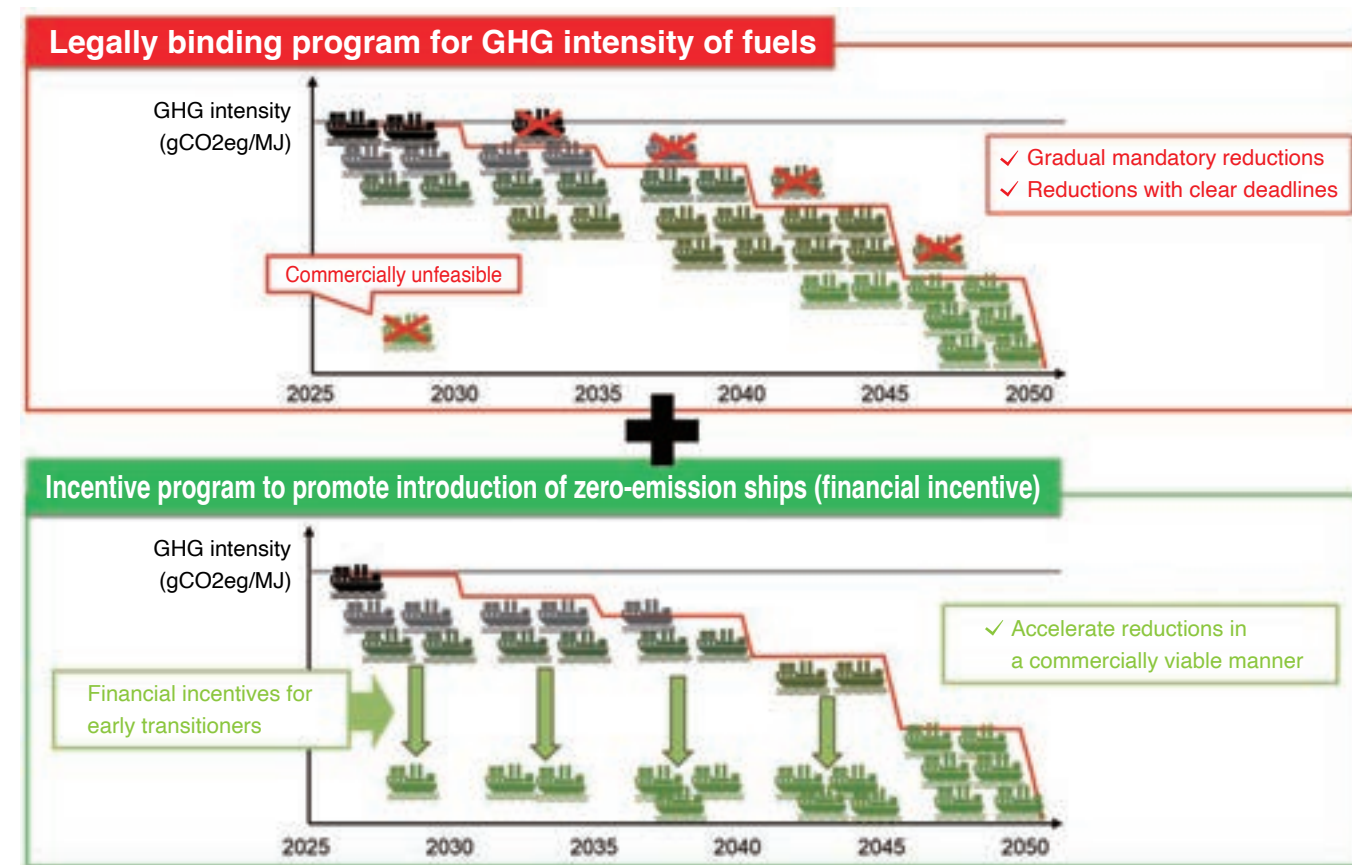
(1) Legally binding framework for GHG intensity of fuels used

▽ A framework has been agreed upon to legally designate the GHG intensity (GHG emissions per megajoule (MJ) of the fuels and energy) and to gradually tighten the regulatory value toward 2050.

▽ This framework is expected to lead to a shift in fuel from heavy oil to alternative fuels with lower GHG emissions, thereby ensuring a reduction in GHG emissions from international shipping.

(2) Incentive program to promote the introduction of zero-emission ships

▽ The committee agreed upon a program to establish an international fund at the IMO with contributions paid by ships using fuels that do not meet the GHG intensity standard and incentivize early fuel conversion by awarding incentives from this fund to ships



using fuels with low GHG intensity, such as zero-emission vessels.

▽ This program is expected to accelerate global efforts to supply alternative fuels, while promoting the construction of zero-

emission ships, and facilitating their early adoption and operation. By doing so, it aims to ensure that zero-emission fuel ships maintain cost competitiveness through incentives, even against vessels operating near regulatory

limits with fuel cost advantages.

Because, for vessels on the edge of the regulation with a cost advantage in fuel, the incentive will ensure that zero-emission fuel vessels are cost-competitive.

## NYK World's 1<sup>st</sup> Commercial-Use Ammonia-Fueled Tugboat Cuts GHG Emissions up to 95%

The world's first commercial-use ammonia-fueled vessel, the tugboat *Sakigake*, has successfully completed a three-month demonstration voyage. The vessel was completed by NYK and IHI Power Systems Co.,



Commemorative ceremony

Ltd. (IPS) on August 23, 2024, in cooperation with Nippon Kaiji Kyokai (ClassNK) as part of a Green Innovation Fund Project under Japan's New Energy and Industrial Technology Development Organization (NEDO). On March 28, a commemorative ceremony was held at the port of Yokohama. Former Prime Minister Yoshihide Suga, Parliamentary Vice-Minister of Economy, Trade and Industry Akiyoshi Kato, Parliamentary Vice-Minister of Land, Infrastructure, Transport and Tourism Yasuhiro Takami, and Yokohama Mayor Takeharu Yamanaka were also on hand for the event.

Afterward, NYK Group company Shin-Nippon Kaiyosha deployed the *Sakigake* in a three-month demonstration voyage while conducting tugboat operations in Tokyo Bay. NYK and IPS analyzed the ammonia co-firing and GHG-reduction rates during vessel operations and confirmed them to consistently exceed 90% and rise to approximately 95% in each of the main engine load ranges. This demonstration test marked the world's first such trial and confirmed that ammonia is one of the most



The *Sakigake*

viable and promising options as a next-generation fuel for vessels.

The *Sakigake* will remain in service in Tokyo Bay, and NYK will continue to accumulate knowledge related to the development and operation of ammonia-fueled vessels.

## 38<sup>th</sup> Interim Meeting of ASA Shipping Policy Committee

The Asian Shipowners' Association (ASA) held the 38th Interim Meeting of Shipping Policy Committee (SPC) in Singapore on 27 March in conjunction with Singapore Maritime Week. Around 30 participants mainly from ASEAN, China, Hong Kong, Japan and South Korea joined the meeting in person or online.

The meeting drew attention to the recent intensification of economic conflicts worldwide and the rise of protectionism and unilateralism. SPC members shared the view that the widespread adoption of protectionist policies could pose a serious threat to the sustainable development of global trade and supply chains.

Under such circumstances, the committee adopted the ASA SPC Statement, reaffirming its longstanding commitment to supporting the principles of free trade, fair competition, and market access amid intensifying economic conflicts and the growing tide of protectionism and unilateralism.

Keiji Tsuchiya, Chair of the SPC, stated, "Asian shipowners continue to collaborate with their governments to advocate for the non-discriminatory treatment of foreign-flagged vessels and to promote the adoption of internationally harmonized, transparent, and predictable regulatory frameworks within their jurisdictions."



SPC delegates attending the 38th Interim Meeting online and SCA presenters Discussion during the meeting



CG rendering of the LNG carrier equipped with two Wind Challengers

MOL has agreed with Tokyo LNG Tanker Co., Ltd. (TLT), a wholly owned subsidiary of Tokyo Gas Co., Ltd., to install two Wind Challenger

## MOL's 'Wind Challenger' Hard Sail System to Be Installed on Newbuilding LNG Carrier

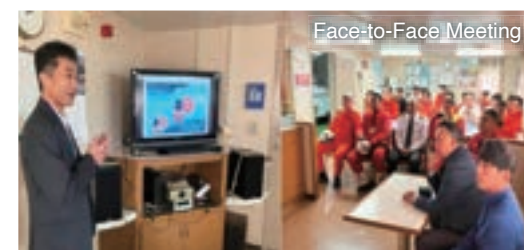
wind-assisted propulsion systems on a newbuilding LNG carrier that will be under a long-term charter to TLT. The Wind Challenger was co-developed by MOL and Oshima Shipbuilding Co., Ltd.

This is the world's second Wind Challenger to be installed on an LNG carrier. Two bulk carriers equipped with the system have already been delivered and seven more are scheduled for delivery. One of the features of the Wind Challenger is its telescopic sail, which helps reduce fuel consumption and greenhouse gas emissions.

## 'K' Line Safety Campaign

"K" Line has launched its 2024-2025 safety campaign, focusing on the prevention of injuries, accidents caused by negligence, and heavy weather damage. This campaign is conducted every winter and aims to further promote and enhance safety awareness by sharing information both at sea and onshore. As of March 17, more than 200 vessels and approximately 4,700 participants have taken part in this campaign, including about 480 onshore staff and management.

Following last year's campaign, land-based employees visited ships to conduct face-to-face meetings



Face-to-Face Meeting

on board and also held online conferences with ships' crews. Additionally, "K" Line held a seminar in Manila and conducted a safety campaign for crewmembers of chartered vessels. It states, "By exchanging information with ship captains and crews, each of them was able to reconfirm the importance of the mission for its common goal of ensuring safe operations."



# Captain Jima's Fun Pilot Diary

## ② Apostleship of the Sea (AOS) National Conference 170723 - NA

In this issue, I want to tell you about the national conference of the Apostleship Of the Sea (AOS) in July 2017.

AOS is a charitable organization that has long been present in ports around the world. Christian volunteers from the group visit ships when seafarers call at port, present them with cards, newspapers, and other gifts, and provide a microbus so they can travel to and from the city much more conveniently. I have often had occasions to use their services in ports around the world. I became a pilot and worked at the pilotage, and in Nagoya, the priest of my church had been involved in that AOS activity for many years, so I wanted to do a campaign to raise awareness of the organization and its work.

This national conference, held in Nagoya, brought together priests, sisters, and lay people serving seafarers from all over Japan. So, we held a program to take visitors on a vessel tour of the port so they could see it with their own eyes. They took the 200-ton *Port of Nagoya 2* cruiser owned by the Nagoya



The Port of Nagoya 2

Port Authority (affiliated with Nagoya City) for a one-and-a-half-hour tour around the Port of Nagoya. The steel mill quay, the quay for car carriers and containerships, and so on, are places I frequently go on a pilot boat, so I provided some information to supplement the presentations by officials who were onboard for the tour.

Everyone who took the cruise said my remarks made the conversation more enjoyable, so it enhanced my reputation, and was a great honor for Captain Jima.

Afterwards, I returned to the church to hear the head of the Nagoya branch of the All Japan Seamen's Union (JSU) speak about the current situation facing seafarers and then attend a reception, where we deepened our collective understanding of the reality of seafarer service in a variety of ways. AOS is active in the Japanese ports of Tomakomai, Yokohama, Nagoya, and Kobe. I was humbled by the current state of their services to foreign seafarers.

The Nagoya Port Authority requested this cruiser tour of the port, which was made possible by the fact that it was a group of volunteer seafarers.

Tour participants commented, "Thanks to you, we were able to see the scenery of the port from the sea side, which we are not able to see, with Captain Jima's excellent explanation, and it was a memory we will cherish for a lifetime."



Capt. Masujima



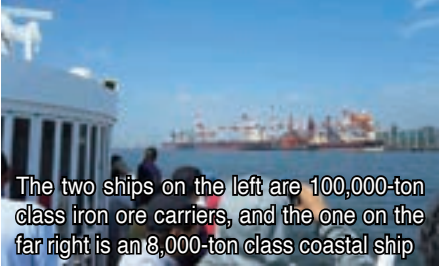
A 50,000-ton car carrier berthed at Kinjo Pier, carrying 6,000 vehicles



A containership (30,000 tons) at Tobishima Pier, carrying 3,000 containers



Captain Jima in the center



The two ships on the left are 100,000-ton class iron ore carriers, and the one on the far right is an 8,000-ton class coastal ship



## Brain Teaser Let's find out! Who's out of Your League?

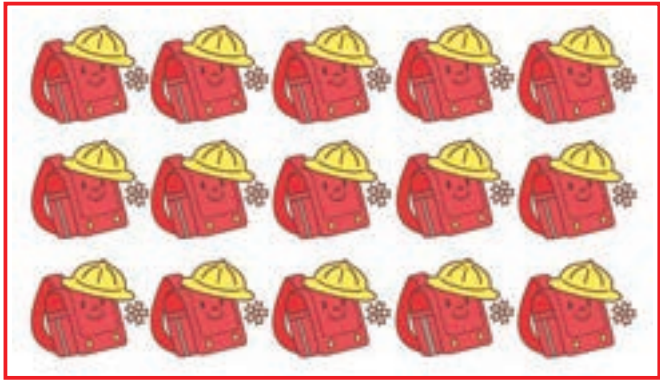


Illustration courtesy: illustAC

April has arrived! This month's "Brain Teaser" comes from an illustration showing school backpacks. Box-shaped *randoseru* school backpacks are unique to Japan. Their history dates back to the Meiji Era (1868-1912) and is said to have started with the "lancel," a military backpack that originated in the Netherlands.

Today, there's a term called *ran-katsu* (*randoseru* activities) that refers to activities by parents and grandparents to seek better products for their children and select school bags at least one year before the start of elementary school. Despite the declining birthrate and aging population, the number of children is decreasing, yet *ran-katsu* continues to heat up year after year, and high-priced, high-quality products are popular.

So... if you look closely, you will see that one *randoseru* is different from the others. Which one is it? (The answer will be in next month's issue.)

Here is the answer to last month's (April) Brain Teaser.



The flowers on the front of the bouquet were different colors.



Illustration courtesy: illustAC

## Use the Wall for this Easy Stretch! Stretch out Your Shoulders and Chest

- (1) Stand sideways in front of a wall and place one hand on the wall slightly above shoulder height.
- (2) Twist your body toward the opposite side of the wall and hold the position for 15 to 30 seconds.
- (3) Feel the stretch in the sides of your body, especially your shoulders.
- (4) Repeat Nos. 1-3 for the other side.

## Today's Delicious Dish: Mozuku Hot and Sour Seaweed Soup

This dish can be transformed into an Asian-style soup highlighting the sourness of *mozuku* seaweed. The flavor is subtle. And you can adjust the level of spiciness to suit your taste.

### ■ Ingredients (4 servings)

- 140g seasoned *mozuku* seaweed
- 70g thinly sliced pork loin
- 50g boiled bamboo shoots
- 1/3 block of *tofu*

- 1 egg, beaten
- 1/4 package *kaiware daikon* (daikon radish sprouts)
- 1 teaspoon soy sauce
- 1 teaspoon chicken broth
- 1/2 teaspoon chili oil
- 3 cups water

### ■ How to cook

1. Cut *tofu* into 1 cm cubes. Cut bamboo shoots into thin strips. Wash the *kaiware*,

- remove the roots, and cut in half.
2. Fill a pot with water and bring it to a boil, then add chicken soup stock, pork, and bamboo shoots, and remove fat from the surface as it comes to a boil.
3. Add *mozuku* seaweed with its marinade in No.2 above, *tofu*, and soy sauce, bring to a boil, add beaten egg, turn off heat, and add chili oil. Finish by garnishing with *kaiware*.



Source: Ministry of Agriculture, Forestry and Fisheries website (Recipe, perfectly matched for rice)  
<https://www.maff.go.jp/j/seisan/kakou/me-zamasi/recipe/index.html>