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MAAP Cutter Club Students

MAAP Cutter Club Students Join Japanese Cutter Competition

The cutter crew of the Maritime Academy of Asia and the Pacific (MAAP) in the Philippines participated in the All-Japan Cutter Competition held at the Japan Coast Guard Academy in Kure City, Hiroshima Prefecture, on May 24.

Unfortunately, it rained on the day of the competition, so the final race was replaced with a time trial, which was unusual. Although MAAP didn't make it into the official rankings because it participated on a demonstration basis, the team still took third place out of 10 schools, right after the National Defense Academy and the Japan Coast Guard

Academy, which is pretty awesome.

In 2022, the International Seafarers' Labor Association received a cutter from Tokyo University of Marine Science and Technology and donated it to MAAP, and the Cutter Division was launched in the same year. Currently, the club has about 100 members and is one of the school's most popular sports clubs. We are currently in the process of arranging for the donation of a second boat.

MAAP is a maritime university established in 1998 by AMOSUP, the largest seafarers' union in the Philippines. In 2009, it opened the JSU-IMMAJ Campus as part of MAAP to educate and



The Cutter Race

train cadets for member companies of the International Maritime Management

Association (IMMAJ).
(Photo courtesy: IMMAJ)

IMO Celebrates 'Day of the Seafarer' on June 25 with Launch of 'My Harassment-Free Ship' Campaign



DAY OF THE
SEAFARER
—25 JUNE—

Maritime professionals from around the world gathered to celebrate Seafarers' Day on June 25. This year, the International Maritime Organization (IMO) launched the "My Harassment-Free Ship" campaign, a bold initiative to promote a culture of respect and zero tolerance for bullying and harassment at sea. Seafarers are the backbone of global trade, yet many face bullying, harassment, and discrimination, with studies showing that over 50% of female seafarers, and a significant number of males as well, have experienced harassment at sea that threatens their safety, mental

well-being, and career progression. The maritime industry must take decisive action to foster workplaces that are safe, inclusive, and harassment-free.

This campaign seeks to:

- Raise awareness about the reality of harassment at sea.
- Promote proactive industry action to implement zero-tolerance policies.
- Encourage reporting and accountability through safe and accessible channels.
- Equip seafarers with resources and support to navigate and combat harassment.



The Asian Shipowners' Association (ASA) held its 34th Annual General Meeting in Jakarta on May 27, under the theme "Asia's Role in International Shipping." More than 200 people participated, including members of the Japan Shipowners' Association and other ASA member associations. The main points reported by each committee at the ASA General Meeting are as follows.

Primacy on Safeguarding Seafarers' Mental Health

Seafarers serve as the indispensable backbone of global trade, enabling the uninterrupted movement of essential goods across oceans. Yet, their critical role comes at a profound personal cost: enduring extended isolation, and prolonged separation from loved ones. These cumulative stressors significantly elevate risks of anxiety and depression, possibly creating mental health problems.

The amendments to the Maritime Labour Convention (MLC) 2006, adopted in April 2025, represent a significant step forward in addressing these issues, by designating seafarers as key workers, strengthening repatriation provisions, implementing visa-free shore leave policies, and enhancing anti-bullying and harassment measures.

ASA appreciates the new amendments and calls for collective action to embed mental health safeguards into industry practices, intensify awareness-raising initiatives, and accord seafarers' mental health the same level of importance as their physical safety.

Reaffirming the Vital Need for Liability Limitations in Global Shipping

ASA strongly underscores the indispensable role that limitation of liability plays in safeguarding the future of international maritime trade. In the wake of a recent major incident involving severe infrastructure damage and complex legal proceedings, ASA is sounding a clear warning about the risks of undermining this fundamental principle.

Limitation of liability is not merely a legal technicality- it is the backbone of maritime commerce. By capping liability for shipowners and managers at a reasonable level, as set out in international conventions and the laws of many Asian jurisdictions, this principle enables shipowners to operate with the confidence and predictability needed to keep global supply chains running. It strikes a critical balance, ensuring that claimants receive fair compensation whilst protecting the shipping industry from potentially crippling, unlimited financial exposure.

The current climate of heightened scrutiny and calls for reform threatens to unravel a system that has underpinned centuries of safe and efficient sea transport.

Weakening or abolishing liability limitations would have profound and far-reaching consequences. It would drive up costs, deter investment, and disrupt the insurability of

shipping operations, with negative repercussions rippling through economies and affecting consumers everywhere.

ASA urges all regulators and stakeholders to recognise that limitation of liability is not a loophole for avoiding responsibility, but a carefully crafted safeguard that supports both justice and economic stability. ASA remains steadfast in its commitment to constructive engagement but is unequivocal in its belief that the preservation of liability limitations is essential to the resilience and prosperity of the shipping industry in Asia and around the world.

Unified Action on Maritime Security and Enhanced Awareness on Environmental Impact

ASA has urged the maritime industry to maintain heightened vigilance and strengthen cooperation in response to evolving maritime security (MARSEC) threats along key global shipping routes. ASA emphasised the importance of continued collaboration with regional authorities and international partners to ensure timely incident reporting and enhance maritime domain awareness.

Simultaneously, ASA highlighted the pressing need for alignment and readiness as the International Maritime Organization (IMO) advances toward finalizing its greenhouse gas (GHG) reduction framework.

Updates from MEPC 82 and 83 revealed various proposals on fuel standards, emissions levies, and incentive schemes for low- and zero-emission technologies. ASA acknowledged the complexity of balancing ambitious environmental goals with operational realities—especially for smaller operators and developing regions—and called for practical, fair, and inclusive implementation strategies.

ASA reaffirmed its commitment to supporting initiatives that enhance maritime safety and reduce emissions and encouraged all stakeholders to actively contribute to shaping effective and inclusive global regulations.

Ensuring the Principles of Free Trade and Fair Competition

Amid intensifying economic conflicts and the growing rise of protectionism and unilateralism worldwide, ASA is concerned about the principles of free trade, fair competition, and market access now being undermined, posing a serious threat to the sustainable development of global trade and the resilience

of supply chains. In response to these challenges, ASA adopted its statement in March 2025, in which Asian shipowners encourage their governments to promote non-discriminatory measures for foreign-flagged vessels and to adopt internationally harmonized, transparent, and predictable regulatory frameworks within their jurisdictions for cross-border shipping.

Furthermore, it is indispensable to continue close communication with the Canal authorities to ensure safe, smooth, and stable transits of the canals, key chokepoints affecting global maritime trade.

Commitment to the Greener Lifecycle of Shipping

The global shipping industry has faced unprecedented complexity due to tightening environmental regulations and geopolitical tensions, and this has been profoundly reflected in the ship recycling market. ASA further promotes and strengthens the long-standing policy of encouraging ship recycling countries to prepare adequately for the entry into force of the Hong Kong Convention, ensuring that priority is given to the use of HKC-certified yards and call for wider ratification of the HKC.

In addition, ASA calls for the soonest solution to possible conflicts between the Hong Kong Convention and the Basel Convention and encourages the EU-SRR to be aligned with the HKC in the first instance. ASA supports the reduction of regional measures and ensures global policy coherence to promote the development of the ship recycling industry in the direction of greening, standardizing, and improving the quality of



Eleanor Keukura Roi

ship recycling, and to build a green shipping circular system.

At the ASA AGM, Eleanor Keukura Roi, Vice-Chairperson of ASA and CEO of Cook Islands Ship Owners Association (CISOA) was appointed as the 35th ASA Chairperson. She said "I am deeply honored to be nominated as the next Chairperson of the ASA. I would like to thank ASA members and Secretariat for their dedicated leadership and tireless efforts in strengthening ASA's voice across the global maritime stage. Building on this strong foundation, I look forward to working closely with our members to deepen regional collaboration and drive forward our shared priorities in connectivity, sustainability, and digital transformation."

Yukikazu Myochin, President of the Japanese Shipowners' Association (JSA) was also appointed as the Vice-Chairperson of ASA. The next ASA AGM is tentatively scheduled for May 2026 in the Cook Islands.

Mark Twain
Classic Stories of the Sea
By Akinori Sugiura

Mark Twain, known for *The Adventures of Tom Sawyer* and *Adventures of Huckleberry Finn*, grew up on the banks of the Mississippi River during the steamboat era and was a writer who had experience as a pilot himself.

Steamboats traveling up and down the Mississippi River frequently measured the water level to avoid running aground on shoals. They did this by throwing a weight attached to a long rope into the

water, waiting for the weight to reach the riverbed, and then holding the rope vertically to check the depth. There were marks every fathom along the rope, and since the Mississippi River was usually about two fathoms deep, the call of the sounder shouting "Mark Twain (second mark)" echoed across the river surface and could be heard clearly. The real name of the writer who used Mark Twain as his pen name was Samuel Clemens.

MOL Training Center in Philippines Becomes One of the World's Largest Providers of DNV-certified Training Programs

The MOL Group company MOL Training Center (Phils.) Inc. (MOLTC(P)) now offers the largest number of training programs certified by DNV, one of the world's leading certification bodies supporting businesses assurance.

This is due to the center's LNG Carrier Standard Training Course, which is recognized as compliant with the latest model course set by the International Maritime Organization (IMO) and received certification as the first maritime training institution in the Philippines to achieve this. MOLTC (P), as a standalone training center, has become

the company with the highest number of DNV-certified training programs in the world totaling six, the same as the MOL Group's base in India, MOL Maritime (India) Pvt. Ltd.

On June 3, MOLTC(P) celebrated the 20th anniversary of its establishment and introduced its cutting-edge engine simulator and newly introduced LNG/chemical cargo handling simulator, which complies with the latest SIRE requirements (IMO 1.36 Model Course) and meets the competency standards required for seafarers aboard LNG carriers as stipulated by SIGTTO, leading to this latest certification.



'K' LINE Group-Managed *Oceanic Breeze* Receives Director-General Award from Japan Meteorological Agency



Oceanic Breeze, which received the Director-General Award

The vessel *Oceanic Breeze*, managed by K Marine Ship Management Pte. Ltd., "K" Line's in-house ship management company, received the Director-General Award from the Japan Meteorological Agency (JMA) at "K" Line's Tokyo head office on June 3. The award recognizes the vessel's longstanding contributions to maritime weather observation and reporting, which have greatly advanced the country's meteorological services.

The JMA presents the Director-General of the Japan Meteorological Agency Award to vessels engaged in maritime weather observation and reporting every year on June 1, which is Meteorological Memorial Day.

Maritime weather observation is considered significantly more challenging than land-based observation due to geographical and technical

constraints, with a particularly evident lack of observational data in the vast open ocean. In these circumstances, weather reports from vessels are a valuable source of data for meteorological agencies around the world. These reports are not only used in the development of weather forecasting models and weather charts in various countries but also contribute to ensuring the safety of maritime traffic, the early detection of extreme weather, and the research and monitoring of global climate change. As mobile observation platforms, ships are indispensable components of the modern meteorological observation network. The continuation of these reporting activities significantly contributes to future weather disaster prevention and environmental conservation efforts.

NYK Exec and JSA Rep Carl-Johan Hagman Named Vice Chairman of International Chamber of Shipping

At the annual general meeting of the International Chamber of Shipping (ICS) held in Athens on June 12, Carl-Johan Hagman, who serves as European Regional Representative of the Japan Shipowners' Association (JSA) NYK Executive Officer, and NYK Group CEO for Europe, was appointed Vice Chairman of the ICS.



Carl-Johan Hagman

Upon his appointment, Hagman stated, "As the world demands high-quality, low-environmental-impact transportation systems, the shipping industry is at the center of this transformation. ICS represents the views of the international shipping industry and strongly supports the unified legal framework of the International Maritime Organization (IMO), which oversees the oceans that cover 71% of the Earth's surface. Ensuring a fair and level playing field in international shipping is the best way to fulfill our fundamental mission of building global prosperity through trade.

"The Japan Shipowners' Association (JSA) is one of the most technologically advanced and dynamic maritime clusters in the world, and it is a great honor for me to represent this organization. I will continue to strongly support the activities of the ICS."

John Denholm of the U.K. was elected as the next ICS President and is scheduled to officially take office at the annual general meeting in June 2026. In addition to Representative Hagman, Gaby Bornheim of Germany and Claes Berglund of Sweden were appointed as Vice Presidents.

ITF 2025 Summit Held in Leipzig with Focus on 'Resilience'

From May 21-23, the ITF 2025 Summit was held in Leipzig, Germany, with discussions focusing on the theme of "Transport Resilience to Global Shocks." Following is a summary of the event.

Ministerial Roundtable

Discussions were held on the theme of "Building maritime transport resilience in an uncertain world."

Special Ministerial Roundtable on Ukraine

Under the theme of "Uniting Efforts for Ukraine's Transport Sector: Navigating Challenges with Distinct Approaches," discussions were held on how countries and organizations can collaborate to support the restoration and reconstruction of Ukraine's transportation infrastructure.

Council of Ministers

The ITF's policy recommendations on the use of artificial intelligence by transport authorities and comprehensive road safety policy were approved.

Open Cabinet Meeting

Discussions were held under the theme of "Bridging Interests and Perspectives: Cooperation with the Private Sector for Enhanced Resilience."



ITF 2025 Summit

MPA and NYK Group Advance Collaboration on Maritime Autonomous Surface Ship Trials

The Maritime and Port Authority of Singapore (MPA), Nippon Yusen Kaisha (NYK), and MTI Co., Ltd. (an NYK Group company), conducted a joint workshop on June 4 to collaborate on port-to-port Maritime Autonomous Surface Ship (MASS) trials.

The collaboration is among the initiatives from the MPA-NYK memorandum of understanding in 2024 to deepen partnerships and accelerate maritime decarbonization, digitalization, and manpower development efforts. Held in Singapore, the workshop brought together over 60 participants from MPA, NYK, MTI, Singapore Maritime Institute, industry partners including ClassNK and Japan Radio Co., as well as research specialists from the Technology Centre for Offshore and Marine, Singapore (TCOMS), Singapore Institute of Technology (SIT), Singapore Polytechnic (SP), Singapore University of Technology and Design (SUTD),



Group photo

and the Agency for Science, Technology and Research (A*STAR). The MASS trials will test the interoperability of autonomous vessels with port-based systems, including MPA's Vessel Traffic Information System, and enable the development of best practices and standards for navigation safety, route planning, fuel consumption, AI-based decision-making, communications, and cybersecurity in the port of Singapore.

Captain Jima's Fun Pilot Diary

23 Picture Book Called *Kamotsusen no Ichinichi* (A Day in the Life of a Cargo Ship)

There is a unique bookstore called “Tom’s Garden” in Nagoya, Japan. The first floor is a café, and the loft-like second floor is lined with the latest picture books, foreign antique books, and new publications, creating a space that picture book enthusiasts will find irresistible. I happen to be a picture book enthusiast, and my wife, who is also very knowledgeable about picture books, introduced me to the book mentioned in the title, so I went to buy it.

My wife, who loves picture books, happened to find this bookstore on the internet or something and bought this book, *Kamotsusen no Ichinichi* by Natsuki Tanigawa. Nowadays, if you click on Amazon, the book you want will arrive in a few days. However, I sometimes deliberately go to a bookstore, wander around the store, and buy a book that catches my eye. When buying books online, it is inevitable that you will have a narrow perspective based solely on the information displayed on the screen. When I wander around bookstores, I sometimes come across books that I never would have thought to look for myself. My wife found a bookstore specializing in picture books, and I somehow felt like actually going there. And there, I picked up the book and bought it. I was surprised when I read it. Although it is slightly different in form from the ocean-going

ship we were on, this picture book vividly depicts the appearance of coastal ships sailing within Japan. The illustrations have a dynamism that differs from TV broadcasts, and the name of the ship, *Mitsuhiro 7* (75 meters long, 499 tons), is clearly written on the cover of the book (see photo). This ship also calls at Nagoya Port, and even we pilots have heard of it. On the cover of the books, the waves created by the ship departing from the calm harbor are also very realistic. The contrast between the blue of the sea and the blue of the sky gives a calm feeling, making me want to quickly open the book.

The pictures are more realistic than photographs, with fine details, but they are drawn with a warm touch that is appealing.

Both coastal and ocean-going cargo ships operate 24 hours a day, 365 days a year without interruption. They quietly and diligently transport the things we need in our daily lives. Compared to ocean-going ships, which are relatively favorable in many ways, a coastal ship is a harsh working environment. I wanted to introduce this subtle aspect to everyone, so I decided to write about it.

I also wanted to mention that there is an amazing bookstore in Nagoya called “Tom’s Garden.”

And I would like to express my gratitude to my wife for introducing me to this book.

From the editorial desk: Natsuki Tanigawa’s *Kamotsusen no Ichinichi* (published by Fukuinkan Shoten) is currently out of print.



Capt. Masujima



Natsuki Tanigawa,
Kamotsusen no Ichinichi
(published by Fukuinkan Shoten)



The coastal ship is vividly depicted.



Brain Teaser Let's find out!

Who's out of Your League?

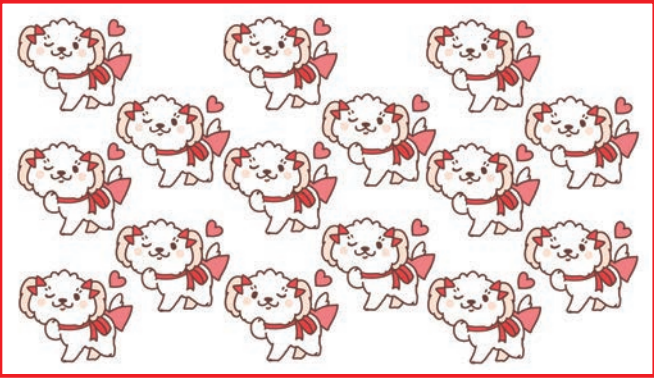


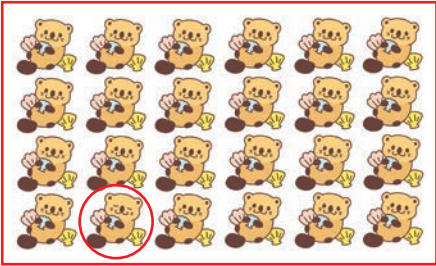
Illustration courtesy: illustAC

July has arrived! You must be expecting this summer to be the hottest one ever. This month’s “Brain Teaser” comes from an illustration of dogs. Dogs cannot sweat like humans and have difficulty regulating their body temperature, so the summer heat can be very dangerous for them. In recent years, heatstroke prevention products for dogs have become popular, with cooling vests and shoes that protect the soles of their feet becoming “hot” topics.

To prevent heatstroke in dogs, it is important to walk them in the cool morning and evening hours and to remember to keep them hydrated. Even when you are away from home, keep the air conditioner of indoors to maintain a comfortable environment for your pet. Dogs are our precious family members. We want both people and animals to stay healthy and enjoy this summer to the fullest.

So... if you look closely, you will see that one dog is different from the others.

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



Only one sea otter had its eyes closed.

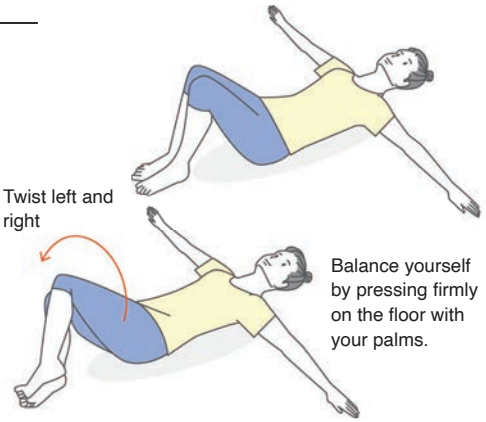
Use the Wall for this Easy Stretch!

Stretch to Refresh: Try These Moves to Stretch Your Lower Back

This stretch gently stretches the lower back and improves core flexibility. The point is to perform the movements slowly without holding your breath.

- (1) Lie on your back, bend your knees, and place the soles of your feet on the floor.
- (2) Spread your arms out to the sides at shoulder height and place your palms on the floor.
- (3) Keeping your knees together, slowly lean to one side. Be careful not to lift your shoulders off the floor.
- (4) Press down firmly on the floor with your palms to maintain your balance.
- (5) Return to the starting position and repeat (1)-(4) on the other side.

Illustration courtesy: illustAC



Today's Delicious Dish:

Simple *Hiyajiru* is a Delicious Cold Savory Soup

Adding another vegetable dish, such as a salad of tomatoes seasoned with shredded ginger and salt, is ideal. And barley is a healthy alternative to rice, since it is a grain rich in dietary fiber.

■ Ingredients (4 servings)

- 4 cups rice
- 1-2 blocks silken *tofu*
- 1 can tuna
- 2 cucumbers (finely chopped)
- 2 pieces *myoga* ginger (finely chopped)
- 10 *shiso* leaves (finely chopped)

- 5 tablespoons ground sesame seeds
- 1 pack *katsubushi* (dried bonito flakes)
- 3 tablespoons *miso*
- 1 teaspoon *sake*
- 2 cups water

■ How to cook

1. Cut the cucumber into small pieces, mix with salt and sugar (1/2 teaspoon each, not included in the ingredients list), and let sit until soft. Squeeze out the excess water.
2. Dry roast sesame seeds and bonito flakes in a Teflon-coated frying pan and place in a

blender. Spread *miso* in the frying pan and cook, then add to the blender. Heat *sake* and water in the microwave for about 10 seconds, then add to the blender and blend until smooth.

3. Pour mixture in (2) above into a container, crumble the *tofu* with your fingers, add it, and chill in the refrigerator.

4. Serve rice in a bowl, top with *tofu* and cold soup, and garnish with tuna, cucumber, *myoga* ginger, and *shiso* leaves.



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>