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# Journal for all the Mariners

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## Support and Aid to Seafarers at Tokyo Port

**T**he Mission to Seafarers (MtS), founded in London in 1856, is a charity supporting seafarers around the world. In Japan, it has offices in Kobe, Yokohama, and Tokyo. Its main activities include improving the welfare of seafarers who call at ports around the world and providing mental health support. Spiritual care that empathizes with their emotions and spirits, as well as physical support, is also an important part of MtS activities.

We interviewed Misaki Iwai, the person in charge of MtS Tokyo, who supports seafarers visiting Tokyo Port in numerous ways every day.

### Misaki Iwai Discusses The Mission to Seafarers (MtS) Tokyo

Misaki Iwai of MtS Tokyo has been engaged in volunteer activities for seafarers for many years, striving to provide mental health support to those who work hard at sea.

Iwai, a native of Matsumoto City, Nagano Prefecture, has always treasured her Catholic faith.

She was introduced to seafarer support activities in 2000. Her involvement began with a Christian organization she belonged to at the time, which was engaged in volunteer work for foreigners. At first, she was not aware of the existence of "seafarers," but through various encounters, she was mysteriously led to the path of volunteer work for seafarers.

A seafarer welfare program was launched in 2002 in Tokyo Port, and in 2022, the operation of the program was transferred to MtS, which has continued to visit ships calling at Tokyo Port to provide support. Activities at Tokyo Port are carried out in collaboration with MtS Yokohama's port chaplain and volunteers, led by Iwai. Currently, seafarers

from about 20 ships, on average, visit MtS Tokyo per month.

Asked about that surprisingly large number, she laughed and said, "Due to a reduction in the number of ports of call and berthing times, it is a quarter of what it used to be. Of course, stamina is also a factor."

"I want to actually go to the ship and see for myself the lives and environment of the seafarers," Iwai said. "Meals and the cleanliness of the ship are also important points to check."

"I can see their relationships and concerns by talking while looking at their faces. It is important to listen carefully to see if they are suffering in any way."

Communication on the ship is in English.

"Rather than speaking good English, it is more important to listen carefully to what the other person is saying and try to convey my own thoughts," Iwai said.

In recent years, she has had many opportunities to meet female seafarers.

"I was surprised to see female crewmembers from Sri Lanka and the Philippines working together with male colleagues to accomplish difficult tasks."

The most common consultations from seafarers are about labor issues. In addition to conversations during ship visits, seafarers can consult with MtS via email.

In recent years, communication conditions at sea have improved dramatically with the introduction of Starlink, but before that, MtS sometimes provided portable Wi-Fi routers.

In addition, MtS is taking measures to ensure hygiene, such as preventing contamination

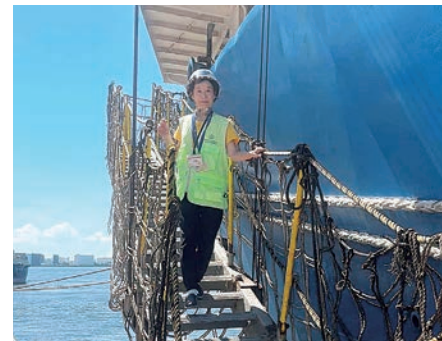


tion of drinking water, and provides support in cooperation with the International Transport Workers' Federation (ITF) when requested.

What has left a lasting impression on her so far is the smiles of the seafarers.

"They always greet me with a smile, making me feel glad I came. I have never had a bad experience visiting a ship. I learn a lot from them every day. The seafarers work as a team with a sense of mission, and I think they are very cool. The work of a seafarer is lonely," Iwai said. "Just knowing that people care about seafarers working at sea is a great emotional support for them, making them feel that they are not forgotten."

"Our lives are supported by the work of seafarers. Without them, our affluent lifestyle would not be possible. I hope everyone gratitude and appreciate to the essential workers who are seafarers."



Iwai values smiles and conversation to build closer relationships with seafarers

#### MtS

The Mission to Seafarers (MtS) is an international seafarer support organization affiliated with the Anglican Church, headquartered in London. Founded in 1856 as a Christian charity, it supports the physical and mental health and welfare of seafarers in over 200 ports around the world, regardless of nationality or religion.

Main activities include exchanges through ship visits, consultation services regarding working and living conditions, and support for seafarers' families who must live apart from them due to long voyages.

MtS also established "seafarer centers" in over 100 locations around the world where seafarers can relax when their ship is in port. These centers offer free Wi-Fi, allowing them to contact their families and friends, and provide various support services.

Chaplains and volunteers visit ports around the world, empathize with the seafarers' anxieties and concerns while expressing gratitude and encouragement, and provide necessary support.





# NYK-TDG Maritime Academy Holds Commencement Ceremony for 80 Graduates

On July 4, the NYK-TDG Maritime Academy (NTMA), a merchant marine academy jointly operated by NYK and the Transnational Diversified Group (TDG) near Manila, held a commencement ceremony for 80 students, the academy’s 14th batch of graduates.

Many distinguished guests were on hand for the ceremony, including Japanese Ambassador to the Philippines Kazuya Endo and attorney Jerome T. Pampolina, Department of Migrant Workers (DMW) Assistant Secretary for Sea-based OFW Concerns. NYK President Takaya Soga, Director and Managing Executive Officer Yasunobu Suzuki, and TDG Chairman and Founder J. Roberto C. Delgado also joined the event, offering their congratulations to the graduates.

In his speech, Soga remarked, “Your journey here began in 2020, during one of the most uncertain times in recent history — the COVID-19 pandemic. Even with all this chaos, the shipping industry remains as essential as ever. Your job as seafarers is about more than just moving goods. I hope you all will be embodying our mission of ‘Bringing value to life’ every day, with every voyage.”



NTMA was established to train seafarers according to NYK’s high standards. Last year marked a milestone with the appointment of NTMA’s first female president, and this year the academy celebrates its 18th anniversary. With the enrollment of its first cohort of female students last year, NTMA is committed to contributing to the development of the Philippines’

maritime industry through diversity-focused education and contributions to society. Additionally, NTMA is dedicated to cultivating transformative leaders who will pursue continual self-improvement and contribute to society at a time when innovations such as decarbonization technologies and autonomous vessels are rapidly advancing.

From left, NYK President Takaya Soga, RussellJ. Fernandez, recipient of the Class of 2024 NYK-TDG Award of Excellence, and TDG Chairman and Founder J. Roberto C. Delgado

## NYK Reaches Agreement to Acquire Kadmos, an Innovative End-to-end Salary Payments Platform for Seafarers

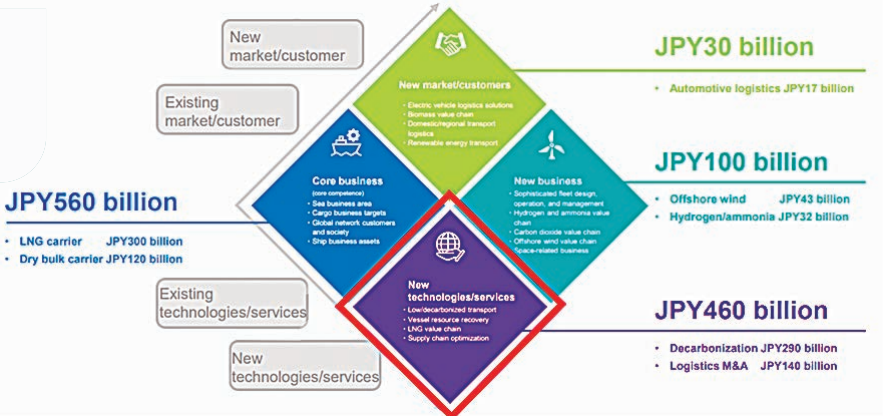
On June 23, NYK announced that it reached an agreement to acquire 100% of Kadmos Holding GmbH (Kadmos), a global end-to-end maritime salary payments platform provider headquartered in Germany.

In 2019, NYK established MarCoPay Inc. in Manila as a financial services platform. MarCoPay has since evolved to offer loans and insurance designed to support the well-being of Filipino seafarers and their families. It serves shipowners and ship-management companies employing Filipino seafarers and has solidified its market position as the only digital salary payments provider for Filipino seafarers with an electronic money issuer license from Bangko Sentral ng Pilipinas, the Philippines’ central

bank.

However, MarCoPay services were only available to shipowners and management companies with a high percentage of Filipino crewmembers, and with a maximum estimated market share of around 6% of the 1.6 million crew members worldwide, the challenge was to acquire products that could be offered on a global scale.

The acquisition of Kadmos enables NYK to integrate a platform that supports seafarers of all nationalities into its digital payments business portfolio. NYK will play a pivotal role in driving market-wide adoption of the joint products and advancing the overall well-being of the maritime industry’s essential workforce.



NYK’s Medium-term Business Investment Policy

## MOL Hosts University Students from Australia for Environmental/Safety Learning Session and Ship Operation Experience

On July 3, as part of its social contribution activities, Mitsui O.S.K. Lines, Ltd. (MOL) welcomed 15 university students from Australia to its Head Office building for an overview of the company, an environmental and safety instructional session, a tour of the Safety Operation Supporting Center (SOSC), and hands-on experience with a ship-handling simulator. The students (seven from Queensland University of Technology, six from Deakin University, and one each from the University of Melbourne and Macquarie University) were eager to learn, and each session offered plenty of opportunities to ask questions and exchange opinions. The company developed and presented this event as part of a program based on the Australian government’s New Colombo Plan (NCP).

MOL pursues “BLUE ACTION MOL,” striving to balance corporate growth with a sustainable society, and has incorporated “for ALL,” its intention to pursue social contribution activities, into these words, setting the MOL Group’s social contribu-



Realistic, hands-on experience with the ship handling simulator

tion activities as “BLUE ACTION for ALL.” Activities like welcoming the Australian students represent MOL’s initiatives on “next-generation human capital development.”

MOL will continue to proactively welcome students and other visitors from Japan and around the world and provide opportunities for them to deepen their understanding of the ocean shipping industry, as it works to become a corporate group that can contribute to industry and society as well as the development of the next generation.

## Drake’s Drum Classic Stories of the Sea By Akinori Sugiura

The Plymouth Museum in the U.K. has a small drum that Sir Francis Drake, famous for his circumnavigation of the globe and defeat of the Spanish Armada, reportedly had made to convey orders to his subordinates. In 1596, during his final voyage to the West Indies, Drake, who was on his deathbed, ordered the drum sent back to his hometown of Devon and sounded whenever danger threatened England. People have reported hearing the drum beat on its own on a number of momentous occasions—for example, during the Anglo-

Dutch war when Robert Blake was the admiral of the British Navy; when Admiral Lord Nelson, hero of the Battle of Trafalgar, was made a Freeman of Plymouth; when Napoleon was brought into Plymouth Harbor as a prisoner; and in 1918, during World War I, when a British fleet patrolling in the foggy North Sea, surrounded by a superior German force, was on the verge of defeat. At that moment, the sound of a small drum beating from somewhere inside the flagship *Royal Oak* rang out, leading to a miraculous victory.



IMO: September 25 Is World Maritime Day, under the Theme

‘Our Ocean, Our Obligation, Our Opportunity’

The World Maritime Day theme for 2025 is “Our Ocean, Our Obligation, Our Opportunity,” reflecting the ocean’s vital role in the world economy, with more than 80% of global trade transported by sea. The ocean is a source of jobs and food for millions of people, a home for countless marine species, and a regulator of the planet’s climate, mitigating the impacts of climate change.

As the largest sector operating in the ocean space, shipping has a central role to play in the protection of the marine environment and management of ocean resources.

The International Maritime Organization

(IMO) has a long-standing commitment on this issue, as evidenced in the robust global regulatory framework supporting cleaner, safer seas, and a growing portfolio of technical assistance initiatives to support ocean protection in 176 Member States.

This year’s World Maritime Day theme emphasizes the link to wider global efforts to protect the ocean, including the conclusion of the UN Agreement on the Conservation and Sustainable Use of Marine Biological Diversity of Areas beyond National Jurisdiction (BBNJ Agreement), the negotiation of a new instrument to address plastic pollution and the third UN Ocean Conference in June 2025.

Our Ocean

needs all of us to work together to maintain a healthy ocean.

Our Obligation

to support all States to ratify and implement IMO treaties which protect the ocean.

Our Opportunity

to build stronger partnerships to protect the ocean from pollution and preserve biodiversity.

WORLD MARITIME DAY 2025

IMO

17 PARTNERSHIPS FOR THE GOALS

2025

The theme will allow all stakeholders to showcase the deep interconnection of shipping and IMO in the ocean space, highlighting the importance of collaboration and coordination to ensure the safe, sustainable use of ocean resources.

In the evening of World Maritime Day, IMO Headquarters will be bathed in blue light to promote this year's theme. IMO invites Member States and cooperating inter-governmental organizations and non-governmental organizations to mark the occasion by illuminating landmarks.

The World Maritime Day Parallel Event will be celebrated in the United Arab Emirates on September 29 and October 1.



The Kawasaki Kisen Kaisha, Ltd. (“K” Line) car carrier *Oceanus Highway* has started using bio-LNG fuel supplied by Shell Western LNG B.V. (Shell). The vessel received 500 tons of bio-LNG from Shell at the Belgian port of Zeebrugge on June 16.

The bio-LNG fuel—liquefied bio methane (LBM) derived from renewable organic waste and residue—is ISCC-EU certified to have a carbon intensity of less than zero on a lifecycle basis, from fuel production to consumption. Bio-LNG is a drop-in solution that is fully compatible with the existing LNG infrastructure, making it an effective means of decarbonization for the shipping industry.

Shell Downstream LNG Vice President Dexter Belmar said: “Bio-LNG is a scalable solution we can use today. It is great for Shell to collaborate with key shipping players like “K” Line that are taking the lead in the adoption of bio-LNG. Together,

we’re helping to build industry-wide momentum in the transition to renewable fuels. Bio-LNG’s increasing availability and commercial viability gives our customers confidence that their dual-fuel LNG fleets are ready to further reduce emissions.”

“K” Line Environmental/Technical Strategy Group General Manager Hiroto Arai said: “Our goal is to achieve net-zero GHG emissions by 2050, and reducing greenhouse gas emissions in maritime transport is one of our top priorities. Our beginning to use bio-LNG fuel is a significant step towards our net-zero GHG emissions goal. Additionally, we feel that our partnership with Shell, a leading global energy company, puts us in a position where we will be able to substantially impact the shipping industry’s transition to renewable fuels. We will continue to work diligently on the introduction of renewable fuels to achieve net-zero GHG emissions by 2050.”



July 21 of this year marked the 30th anniversary of Marine Day as a Japanese national holiday, and throughout July, events celebrating the sea and ships were held across the country.

On July 12 and 13, the Ocean Hub Yokohama Umi Expo 2025 was held at the Osanbashi Yokohama International Passenger Terminal. The event featured tours of NYK’s car carrier *Pleiades Leader*, stage performances by seafarers, and the opportunity to go inside a reefer container. Many parents and children participated in the event. At the passenger ship terminal, car ferries and the cruise ship *Asuka III* could be seen berthed side by side.

On July 21, a commemorative event for Marine Day 2025 was held at Tokyo International Cruise Terminal, featuring a tour of an MOL car carrier, a concert by the Japan Coast Guard Band, and various exhibit booths related to the sea and ships, attract-



ing many visitors to the venue. The opening ceremony was attended by Prince Akishino and Princess Kiko, who joined in celebrating the 30th anniversary of Marine Day.

IMO MSC 110<sup>th</sup> Session Highlights

Session OKs stronger safety requirements for pilot transfer and marks considerable progress toward non-mandatory MASS Code

The 110th session of the International Maritime Organization (IMO) Maritime Safety Committee (MSC 110) was held from June 18-27. Developments included the adoption of a treaty amendment to enhance the safety of pilot transfer arrangements and progress on international rules covering autonomous ships (MASS Code). The results of the meeting are summarized below.

**1. Adoption of draft amendments to treaties, etc.**

To prevent accidents caused by malfunctions in pilot transfer arrangements, MSC

110 reviewed standards for pilot transfer arrangements and adopted a draft amendment to Regulation 23 of Chapter V of the International Convention for the Safety of Life at Sea (SOLAS Convention). In addition, MSC 110 revised the performance standards for pilots boarding and disembarking from ships, and added new provisions regarding the replacement period for pilot ladders and man ropes (ropes used as an auxiliary means between pilot ladders and ships during pilot transfer), as well as the drum diameter when storing pilot ladders on winch reels.

**2. Discussion towards regulating maritime autonomous surface ships (MASS)**

Specific requirements for each chapter were discussed until the previous meeting (MSC 109) last December, as the Code for Maritime Autonomous Surface Ships (MASS Code) will be applied on a non-mandatory basis for the time being, and some chapters, such as navigation safety, remote operation, and communication connectivity, were finalized. At this meeting, based on the progress made so far, discussions covered specific proposals for non-mandatory codes, and reached agreement on functional requirements such as resilience, security, search and rescue, cargo transport, and machinery and electrical equipment, as well as fundamental provisions such as the objectives and application of codes, inspection and certification,

basic concepts related to the operation of autonomous ships, and system design requirements; and agreed to focus on discussing issues related to human factors in the future. As a result of these deliberations, the non-mandatory code proposal was finalized, except for requirements related to human factors and definitions of terms.

Furthermore, a roadmap for establishing codes was discussed based on current progress, and agreement was reached on maintaining the goal of adopting non-mandatory codes in 2026 and mandatory codes in 2030. In addition, MSC 110 agreed to hold the 4th Automatic Ship Navigation Working Group meeting at the end of September this year to proceed with the formulation process.



# Captain Jima's Fun Pilot Diary

## ㊥ Many Memories of the Owari Maru Come Back to Me 200517-1291-BL-NA-OUTSIDE THE PORT-F11

I went up to the bridge, greeted the captain, received the helm from the bay pilot (from this point on, the pilot would be in charge of steering the ship), explained the steering procedures to the captain until the ship arrived, and was about to enter the Nagoya Port East Channel—that's when a young man who appeared to be Filipino suddenly spoke to me.

"You're Captain Masujima, right? I was a messman (the lowest-ranking crewmember) who worked with you on the *Hotaka Maru (HM)*! I am currently working as a first mate on this ship. I remember many things Captain did for me while I was on board. Thank you very much for your kindness at that time."

"Hmm?" I responded. That's right, on the *HM*, he couldn't perform his duties at first, the captain's room was a mess, and he was sloppy with the bedmaking. I scolded him harshly, showed him how to do it, and trained him! He was a smart guy, but he tended to be a little too clever, so he was disliked by the deck crew... this guy was being bullied a little, and I helped him out!

Normally, I would offer a firm handshake and a hug, and we would celebrate our reunion, but this was during the COVID-19 pandemic, so even on the bridge, we were maintaining our social distance as we worked. But I was very happy that the first mate greeted me warmly.

The first ship today was another *Owari*

*Maru* (an iron ore carrier, 320m LOA, 110,000 gross tons), which I boarded while underway outside Nagoya Port and arrived at the Nippon Steel wharf.

**This OM is probably the fourth generation.**

*Ahhh, memories...about four years after I joined Okada Shosen Co., Ltd., I spent about a year aboard the second-generation Owari Maru, my last ship as a third mate. The ship mainly loaded iron ore on the northwest coast of Australia and in India, and then transported it to Kamaishi, Chiba, Nagoya, Kitakyushu (Tobata), and other locations. That suddenly came to mind.*

*...In the barren, reddish-brown wilderness of Port Hedland, Western Australia, the main unloading port, we only had the opportunity to go ashore once every few voyages to go shopping at the supermarket. When the ship called at a port in India, the pilot was accompanied by his attendants and was very arrogant.*

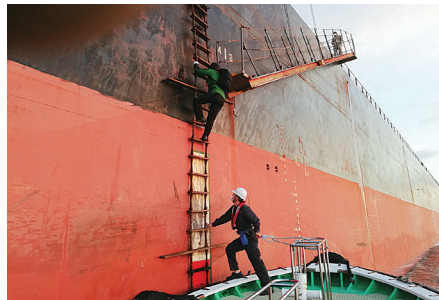
*When the Owari Maru arrived in Nagoya, the pilot failed to guide the ship into port, slightly damaging the quay, and the captain wrote a marine casualty report. For me, the settlement of the casualty was a new experience, and I learned a lot from it.*

*My wife visited the Owari Maru, which had called at Kamaishi Port in Iwate Prefecture, bringing our eldest daughter, who had just turned one year old, all the way from Tokyo. When I saw my eldest daughter for the first time in six months, she finally stood up and smiled at me. I clearly remember my eyes welling up with tears.*

While such memories



Capt. Masujima

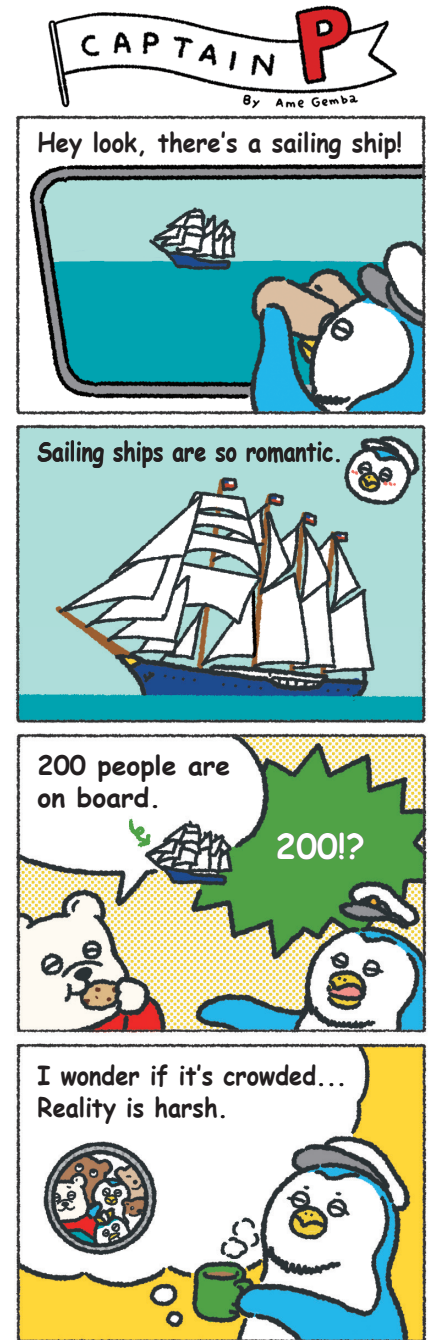


Boarding the ship with a rope ladder while underway outside Nagoya Port

flashed through my mind, the *OM* was already entering the Nagoya East Air Route. And now, I would be piloting the ship of the same name into port. The Nagoya Nippon Steel quay is a private quay, and some parts of it are in poor condition. The fenders (hard rubber buffers between the ship and the quay) are not evenly spaced and vary in strength. In addition, unpredictable tidal currents swirl around the quay, making it difficult even for experienced pilots to navigate.

Today, two of us were on board. Since my senior was in charge, I, as his subordinate, was responsible for maneuvering the ship to breakwater, and my role was strictly auxiliary. I woke up at 2:00 a.m. to board the ship at 5:00 a.m. at Nagoya Port, and although I slept for about six hours, I still felt sleepy.

However, seeing my senior climbing the ladder as shown in the photo, I couldn't help but feel nervous and determined. For the past week or so, I have been working as a "harbor duty officer" specializing in berthing and unberthing around Nagoya Port and Yokkaichi Port. Even amid the COVID-19 pandemic, the logistics industry remained busy, with many of us waking



up between 2 a.m. and 4 a.m. every day to work on berthing huge ships over 300 meters long, leaving us exhausted.

Under such circumstances, I reunited with the first mate mentioned at the beginning of this article for the first time in about 15 years. It felt like arriving at an oasis in the desert and being served a cold glass of juice.

### Brain Teaser Let's find out!

## Who's out of Your League?

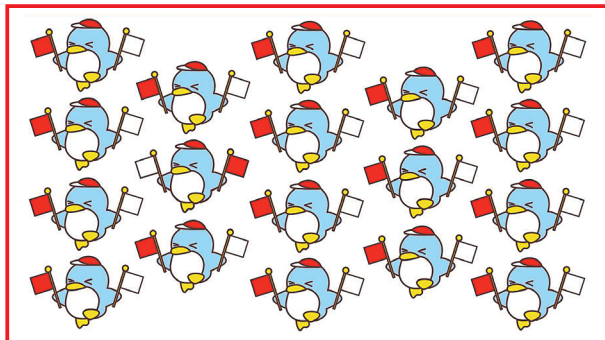
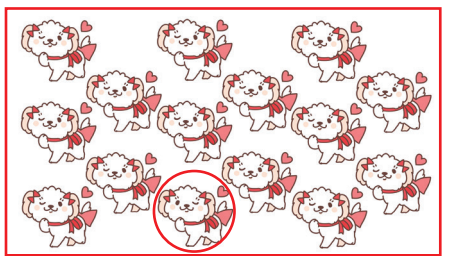


Illustration courtesy: illustAC

August has arrived! This summer is another extremely hot one. This month's "Brain Teaser" comes from an illustration of penguins. We usually think of penguins living on the ice of Antarctica, but they are not all in cold regions; they also inhabit the Galapagos Islands near the Equator. Depending on the species, their size, plumage patterns, and behavior vary greatly. In recent years, global warming has caused a serious decline in ice and food shortages, casting a shadow over the lives of penguins. Being conscious of the environment is the first step in protecting them.

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

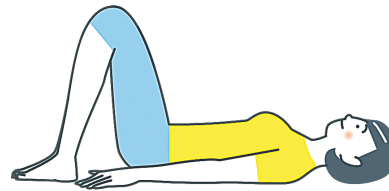
### Here is the answer to last month's (July) Brain Teaser.



Only one of them was winking with its left eye.

## Use the Floor for this Easy Stretch! Work Your Abs to Prevent Lower Back Pain

- (1) Lie on your back, bend your knees, and place your feet flat on the floor.
- (2) Place your hands at your sides with your palms facing down.
- (3) Lift your hips and waist so that your shoulders and knees are in a straight line.
- (4) Hold this position for a few seconds.



- (5) Slowly lower your hips back to the floor and return to the starting position.
- (6) Repeat (1)-(5) 10 to 15 times.

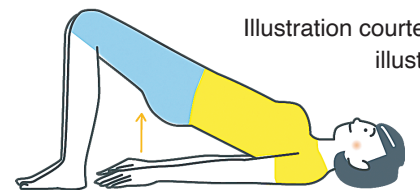


Illustration courtesy:  
illustAC

## Today's Delicious Dish: Stir-fried Kelp and Pork

The *umami* flavor of *kombu* kelp permeates the ingredients, pairing well with the rice. Use cut *kombu* to reduce cooking time. This classic Okinawan dish is ready in no time.

■ Ingredients (4 servings)  
20 grams of dried *kombu* kelp  
250 grams of pork belly  
½ carrot

1 cup of *dashi* broth  
2 tablespoons of soy sauce  
1 tablespoon of *mirin* (Japanese sweet rice wine)

### ■ How to cook

1. Soak the dried *kombu* kelp in water for 30 minutes. Cut the carrot into thick strips.
2. Heat a frying pan and stir-fry the pork

belly.

3. Drain the dried kelp, cut it into pieces with kitchen scissors if it is too long, and add it to (2) above.
4. Add the carrot and *dashi* broth, bring to boil, skim off the foam, add the seasonings, and simmer over low heat.
5. Simmer until the liquid has evaporated, and it's ready to serve.



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