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Japanese Lighthouses Watch over Ships and Seafarers

Ono Lighthouse



Photo courtesy: TOKOKAI

The mouth of the Ono River in Ono-machi, Kanazawa City, Ishikawa Prefecture, has served as a gateway for trade with the Asian Continent since the Nara period (710-794). During the Edo period (1600-1868), it flourished as a port of call for the Kitamae-bune merchant ships, supported by the prosperity of the Kaga Domain—known as the ‘Million-Koku Domain.’ The origins of the lighthouse at Ono Port reportedly date back to 1878, when Asa Kanshichi, a shipowner from Ono-machi, used his own money to erect a light pole—a round wooden pillar topped with a fish-oil lamp—at the river mouth as a navigational marker.

Kanshichi continued enlarging the

light pole to make it more effective, but from 1897 to 1912, Ono-machi Town built and managed a light pole on Mount Hiyoriyama. In the Taisho era, a privately owned light pole was installed at the river mouth, consisting of an 11-meter cedar log fitted with a single 500-candela light bulb. On March 1, 1934, it was officially designated as a navigational aid, after which Ono Town assumed responsibility for its management. The light pole was transferred to the Japan Coast Guard in 1950 and replaced with the current lighthouse in 1953. Standing 26.4 meters tall, the present Ono Lighthouse—a rectangular tower—is cherished by the citizens of Kanazawa as a distinctive local landmark.

- Location: Ono-machi, Kanazawa City, Ishikawa Prefecture
- Start of operation: March 1, 1934
- Structure: Concrete
- Height: 26 m
- Illumination: Fl W 10s (Single white flash every 10 seconds)
- Range: 16.5 nautical miles (approx. 31 km)



The Milan–Cortina 2026 Winter Olympics Come to a Close

Talluah Proulx Becomes 1st Woman to Represent Philippines in Winter Games

From February 6-22, the 25th Winter Olympic Games took place in the northern Italian cities of Milan and Cortina d'Ampezzo. A total of 116 events across eight sports were contested, with approximately 2,900 winter athletes competing at the highest level.

Representing the Philippines, Francis Ceccarelli and Talluah Proulx participated in the alpine skiing giant slalom and

slalom events. Ceccarelli finished 54th in the giant slalom and was disqualified in the slalom. Proulx drew significant attention as the first female athlete to represent the Philippines at the Winter Olympics. At 17, she also became the youngest Filipino ever to compete in the Winter Games. She placed 52nd in the giant slalom and 50th in the slalom.



Athletes from the Philippines walk during the Olympic opening ceremony at the 2026 Winter Olympics, in Livigno, Italy, Friday, February. 8 (Photo courtesy: AP/Aflo)

NYK-TDG Maritime Academy Holds Commencement Ceremony



NYK-TDG Maritime Academy Holds commencement ceremony

On March 5, 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 the 76 students comprising the academy’s 15th class of graduates.

Several distinguished guests were on hand for the event, including Japanese Ambassador to the Philippines Kazuya Endo and Jose Francisco B. Benitez Director

General of the Technical Education and Skills Development Authority (TESDA)—the Philippine government agency responsible for technical education, vocational training, and skills development. From NYK, key figures such as President Takaya Soga, Senior

Managing Executive Officer Nobuhiro Kashima, and other top executives attended the event. TDG Chairman and Founder J. Roberto C. Delgado also joined to congratulate the graduates.

In his remarks, President Soga noted: “When you entered NTMA in 2021, the world was still struggling with a global pandemic. You began your maritime education not here on campus, but online — far from the shared experiences that usually mark the start of academy life. Despite these unusual and difficult circumstances, you continued forward. Your presence here today proves your strength, discipline, and determination. I truly commend each one of you for this achievement.”



Foreground, from left, NYK President Soga, Lanz Ruzzel A. Tulagan, Class of 2025 NYK-TDG Award of Excellence winner, TDG Founder and Chairman Delgado



Graduates tossing their caps

IMO Secretary-General Visits NYK Training Center and Maritime Academy in the Philippines

On February 18, as part of his official engagements with maritime stakeholders in the Philippines, Arsenio Antonio Domínguez Velasco, secretary-general of the International Maritime Organization (IMO), visited NYK-Fil Maritime E-Training Inc. (NETI) and NYK-TDG Maritime Academy (NTMA), the NYK Group’s training center and maritime academy in the Philippines

The visit included a tour of NETI’s advanced simulator facilities, showcasing cutting-edge maritime education and training technologies that support

global shipping operations. At a forum with NTMA cadets, the secretary-general delivered an inspiring address, followed by an open and candid exchange of views with future seafarers. Cadets had the opportunity to directly raise questions with the secretary-general on maritime safety, environmental sustainability, the advancement of women, and career development.

A commemorative tree-planting ceremony was also held as a symbol of joint efforts to protect the environment and promote sustainable maritime transport.

Contract Signing Ceremony for Phase 2 of Northern Lights JV DA

Kawasaki Kisen Kaisha, Ltd. (“K” Line) held a ceremony to commemorate the signing of a time charter contract and a shipbuilding contract for a newly built 12,000 m³ liquefied CO₂ carrier on March 4, in Øygarden, Norway. The new vessel will be constructed for phase 2 of the Northern Lights JV DA, which “K” Line jointly won with MISC Berhad.

Among the stakeholders on hand for the event were Tim Heijn, Managing Director, Northern Lights; Zahid Osman, President & Group CEO, MISC Berhad; Yingzhi Sun, President, Dalian Shipbuilding Offshore Co., Ltd.; Satoshi Kanamori, Senior Managing Corporate

Officer of “K” LINE, and many others.

The ceremony also included a visit to Northern Lights’s CO₂ storage facility in Øygarden, and the *Northern Pathfinder*, a vessel for phase 1, with “K” Line Energy Shipping (UK) LIMITED, a London-based “K” Line” subsidiary responsible for ship management. The four companies agreed to deepen their common understanding of carbon capture and storage (CCS) as an essential solution to achieving the global climate change goals, and to strengthen cooperation to provide safe and reliable liquefied CO₂ transportation and storage services, helping to create a carbon-neutral society in Europe.



CG rendering image of the vessel

MOL Makes 1st Entry into European Offshore Wind CSOV Business

On March 9, Mitsui O.S.K. Lines, Ltd. (MOL) announced that it is teaming up with Schoeller Holdings Ltd., a Cyprus-based global shipping company on ownership of two commissioning service operation vessels (CSOVs), with delivery scheduled in 2027. MOL has also decided to invest in Deutsche Offshore Schifffahrt, a Germany-based offshore energy vessel developer and commercial operator, which will operate the vessels. Through this project, MOL will participate in the offshore wind support vessel business in Europe for the first time, following its SOV business in Taiwan.

Offshore wind power is positioned as a key pillar of medium- to long-term energy policy across Europe, supported by strong policy measures. Large-scale offshore wind projects continue to expand in

the region, and demand for CSOVs is expected to grow further.

The MOL Group aims to achieve net-zero emissions by 2050 and is promoting the transformation of its business portfolio by increasing the share of non-shipping businesses that are less susceptible to shipping market volatility, thereby securing profitability even during downturns in the shipping market. Under this policy, this project represents an important milestone in expanding MOL's offshore wind-related business from Asia into Europe. Going forward, MOL will continue to strengthen businesses that contribute to GHG emission reductions, support the realization of a decarbonized society, and pursue sustainable growth and enhanced corporate value through a strengthened earnings base.

About Those Figureheads on the Prows of Ancient Ships...

Classic Stories of the Sea By Akinori Sugiura

On ancient Roman galleys, which sank enemy vessels by ramming them with their bows, decorative elements were concentrated almost entirely at the stern. These ships were known for their luxurious, fan-shaped stern ornaments, often compared to a swan’s tail. Although busts of brave soldiers were sometimes mounted there, the shift from oar-powered galleys to sailing ships gradually rendered the ram obsolete, and decorative motifs began to appear at the bow as well. In place of the ram, carvings of fierce

beasts such as lions or figures of powerful warriors were used to intimidate opposing ships. Phoenician vessels featured horse figures, regarded as masculine symbols; Athenian ships displayed bronze animals or mythological deities; and Carthaginian ships favored representations of the sun god Amun. The New Testament also records that the twin gods Castor and Pollux adorned the prow of the ship carrying Paul, and that another vessel from Alexandria bore a figure of the god Dioscurus.

U.S. and Israel Attack Iran Strait of Hormuz Effectively Blockaded

On February 28 (Japan Standard Time), the United States and Israel carried out an attack on Iran. As a result, as of March 17, the Strait of Hormuz has been effectively blockaded. The strait is the world's most critical maritime chokepoint, through which roughly one-quarter of global seaborne crude oil trade, as well as liquefied petroleum gas (LPG) and liquefied natural gas (LNG), passes. In February, an average of 129 vessels transited the Strait of Hormuz per day, but by early March, traffic had virtually come to a halt (Source: UNCTAD).

As of March 13, 45 Japan-affiliated vessels were present in the Persian Gulf. In the early hours of March 11, the containership *ONE Majesty*, owned and operated by Mitsui O.S.K. Lines Ltd.(MOL),

sustained damage to part of its stern while anchored in the Gulf. No crewmembers were injured, and the vessel reportedly remains capable of sailing under its own power. Meanwhile, according to reports, a cargo ship owned by a Thai company was attacked on the morning of the 11th.

According to an IMO report, as of March 24, a total of 18 vessels have been damaged in the Strait of Hormuz and the broader Middle East region. There are also reports that naval mines have been laid in the strait, further heightening tensions.

The IMO Council met from March 18-19, 2026 to discuss the situation in the Middle East and its impact on shipping and seafarers.

Arsenio Dominguez, Secretary-General of the IMO, delivered the following closing remarks.



A fire breaks out on a Thai cargo ship after it was struck in the Strait of Hormuz on March 11, 2026. A Thai cargo ship came under attack on Wednesday while sailing in the Strait of Hormuz, said the Royal Thai Navy. So far, 20 crew members have been rescued and taken to Oman for settlement. (Photo courtesy:Royal Thai Navy/Handout via Xinhua/Aflo)

Delivered 19 March by IMO Secretary-General Mr. Arsenio Dominguez

Distinguished delegates,

Let me start by thanking you for your comments during this extraordinary session of the Council to address the impacts on shipping and seafarers of the situation in the Arabian Sea, Sea of Oman, and the Gulf region, particularly in and around the Strait of Hormuz. The world is watching. The very fact that we have come together so swiftly sends a clear message to the rest of the world: that IMO remains steadfast in its responsibility for international shipping, and above all, for the well-being of seafarers.

The root causes of the situation may lie beyond the mandate of IMO, but as a responsible Organization, we cannot and must not disregard the immense negative impact that geopolitical conflicts impose on seafarers, but beyond that, on the global community that depends on essential trade transported by sea.

I have paid particular attention to your statements, in which you have reiterated key principles:

- respect for the freedom of navigation;
- the paramount importance of the safety of seafarers and shipping;
- the conviction that seafarers and shipping must never be used as collateral victims of any geopolitical conflict; and
- the importance of dialogue and diplomacy in de-escalating tensions and restoring stability in the region.

In your deliberations, you have also taken clear and important decisions:

- to condemn threats and attacks against merchant vessels;
- to confirm the need to exercise navigational rights and freedoms of vessels;
- to encourage restraint and de-escalation;
- to demand a halt to all attacks on innocent seafarers;
- to call for the preservation of the safety, welfare and well-being of seafarers;
- to commit to the provision of essential supplies to the vessels in the region; and

to facilitate crew change for seafarers.

One specific decision you have taken is of particular operational importance in demonstrating that all our statements related to how much we value seafarers. I refer to the establishment of a humanitarian corridor to evacuate ships in the Persian Gulf through the Strait of Hormuz.

I will take this instruction very seriously, along with other instructions such as keeping you informed of developments and publishing the decisions you have taken today.

I can assure you that will continue maintaining dialogue with all of you, including holding informal briefings, whenever necessary.

But allow me to be more direct to all of you now.

These decisions must not remain within this room. I urge you to take them back to your capitals, elevate them to the highest levels of your governments, and engage with the relevant UN agencies.

Everyone needs to be aware of the risks to innocent seafarers, and how imperative the freedom of navigation is for the benefit of all in the world, especially for global food and energy security.

I am ready to start working immediately in negotiations to establish a humanitarian corridor to evacuate all vessels and seafarers trapped. However, for this to materialize, I will need the understanding, commitment and, above all, the concrete actions from the countries involved. I will also involve the interested parties, including as well as relevant UN agencies.

Recently, I read an article which really touched me. It made me realize how powerless I am in directly helping seafarers. Its message was simple yet powerful. Its headline said it all: "When seafarers die, statements are not enough. Vessels can be insured, cargo can be insured; but a human life cannot be replaced."

I will not stop making statements. Neither will I stop putting seafarers first in all my statements on geopolitical events affecting shipping, nor when I speak to the media. Because even today, few truly comprehend the risks seafarers face for the benefit of others.

I say this because we all need to go beyond the

statements of the last two days. Let us make this extraordinary session unequivocal evidence that we mean what we say.

Look around and take a moment to reflect on the comfort and security we enjoy.

Then think of the men and women on board vessels at this current moment – uncertain of what tomorrow might bring. What if you were one of those seafarers who just wanted to return home? Ask yourself: if one of those seafarers were your family member, what would you expect to be done? What would you do?

If brought face to face with one of those seafarers, what would you say you did to help?

I will continue with my work on the matter at hand with all of you, with the shipping industry, and with the relevant UN agencies.

In the meantime, I will also ask you to demand that all those ships flying your flags which are positioned east of the Strait of Hormuz, do not take any unnecessary risk by sailing west of the Strait. We must not expose seafarers to a higher risk than they already face now.

Let it be the responsibility of each and every one of us to demonstrate that inaction is not an option, that words alone do not suffice. Together, we can drive the change required to protect the wellbeing of those who have no voice and safeguard the principle of freedom of navigation.

Before we conclude, I would like to express my sincere appreciation to everyone who made this extraordinary session possible under such compressed timelines.

I would like to express my deepest gratitude to the Chair, Mr. Victor Jimenez Fernandez of Spain, whose outstanding leadership has once again ensured a successful conclusion to this session given the short notice.

My sincere appreciation also goes to the Vice-

Chair, Ms. Amane Fethallah of Morocco, for her steady support throughout.

Although it was only decided last week to convene this meeting, the Secretariat has risen to the occasion with remarkable efficiency, professionalism and dedication. This is no small achievement, and it reflects the deep commitment of all involved.

The work of the Council is unique among IMO meetings, requiring coordination across all Divisions of the Secretariat. I am deeply grateful for the dedicated efforts of my Office and the Administrative Division in leading the preparation and coordination of this session.

My appreciation also extends to the Maritime Safety Division and the Legal Affairs and External Relations Division for their work on key agenda items, and to all other Divisions for their continued support.

Allow me to make special mention of the Conference Division. Their efficiency, precision and commitment have been instrumental in ensuring the smooth conduct of this meeting, particularly given the short notice.

I also wish to thank our interpreters, whose professionalism ensured seamless communication and mutual understanding throughout our discussions.

As we conclude, I wish each of you a well-deserved and restful weekend. May your journeys home be safe and smooth, and may you return refreshed and ready for the important work that lies ahead.

Thank you.

We Want to Hear Your Ideas for 2026 Seafarer Occupational Safety and Health Monthly Campaign

The Association for Promoting Safety and Sanitation for Seafarers (Sensaibo) is calling for opinions, experiences, and slogans (in Japanese and English) to promote seafarers' safety, sanitation, and health during the Seafarer Occupational Safety and Health Monthly Campaign from September 1-30. Based on your input, the association will produce posters and other materials for distribution throughout Japan. Applications will be accepted until

Friday, May 23

Application Guidelines

- (1) Opinions/Experiences ▽ Opinions on specific cases and proposals for solutions, etc. ▽ The format is a Microsoft Word document, A4 size, horizontally written, about 2,000 words. The winner of the Excellence award (one entry) will receive 30,000 yen, and the winner of the Merit award will receive 10,000 yen.

- (2) Photos ▽ "Seafarer's Perspective" or "Family Perspective," etc. ▽ Two photos will be selected for the poster. ▽ JPEG format (about 300dpi) ▽ A slogan appropriate for the photos is also called for at the same time. Please submit a slogan along with your photo. A 30,000-yen prize will be awarded for the poster, and 5,000-yen prize will be awarded for the photo selected as the cover of the association's magazine.
- (3) Slogan ▽ "Seafarer's Perspective" or "Family Perspective," etc. ▽ Japanese text is limited to about 25 characters and English text is limited to about 10

words. List one entry per line in Excel spreadsheet software. The Excellence award winner(s) will receive a 10,000-yen prize and Merit award winner(s) will receive 5,000-yen prize.

How to apply

Each entry must be sent as an attachment to hptanto@sensaibo.or.jp with the subject line "70th Monthly Opinion Experience/Photo/Motto Application" and your name, address, telephone number, and email address.

Entries can also be submitted through the website of the association, which also provides application guidelines.

Captain Jima's Fun Pilot Diary

32 Jima's Solo Ship Exhibition During the COVID-19 Pandemic 200719 - Nagoya Port

The following describes an event held in July 2020 during the COVID-19 pandemic, organized with great caution and thorough safety measures.

During the pandemic, Jima—who tends to feel lonely without people around—found himself wondering: *Isn't there some kind of fun event I could hold while still avoiding the "Three Cs"?*

Jima has always loved detailed, hands-on work, and his long-standing hobby of making paper-craft ships gained even more momentum during the stay-at-home period. Before he knew it, he had built more than five ships. As for the Daiso Petit Block ships, he ended up making more than five of those as well—two of them original designs.

Then it hit him: *If I display these ships and share the stories behind them, that alone could make for a fun event.* Since it would be a solo exhibition, visitors wouldn't need to worry about crowding, and the "Three Cs" could be avoided. And while I'm at it, I could even add a little mini-live performance.

Determined to do things properly, I assigned someone to the reception desk and held the exhibition under strict safety measures: monitoring entry and exit (with a limit of 15 visitors), temperature checks, hand sanitization, mandatory masks, and thorough ventilation of the venue.

As a result, the crowd stayed comfort-

ably sparse, and the small live performance was a great success. In the morning, just under 20 people visited the exhibition, and some friends even came specifically to hear his guitar solo, making it an intimate and deeply engaging performance.

In the afternoon, visitors continued to drop by at a relaxed pace, and his talk sessions were lively and enjoyable. Then, for the mini-live performance he held as a bonus to the exhibition, a professional pianist and a *chanson* singer even rushed over to join in, adding a special flourish to the event. It turned out to be a wonderfully successful ship exhibition.

Below are some photos of the model. The paper-craft ship shown here is the liquefied natural gas (LNG) carrier *LNG Flora*.

And this is a good opportunity for me to give a brief explanation of LNG carriers and a quick overview of Japan's energy situation.

This vessel is the first in a series built to transport LNG from places such as Borneo and the Persian Gulf to supply fuel for the Tokai Gas power plants in Nagoya and Yokkaichi, which serve Japan's Chukyo region. Although I never had the chance to pilot this particular ship, I have piloted countless vessels of the same class—Moss-type LNG carriers. Their main en-



Capt. Masujima



A 1/800-scale paper model of the LNG carrier *LNG Flora* (approx. 30 cm long)



The paper model of the *Asuka II*, with its Daiso Petit Block counterpart in the foreground.

gine is a steam turbine that, remarkably, runs on the ship's own cargo of LNG. Because of this, the response when switching between forward and reverse is noticeably different from that of a typical diesel-powered ship, making berthing operations during pilotage extremely nerve-racking.

This vessel carries approximately 70,000 tons of LNG. I've heard that this amount corresponds to the electricity consumed by 50 million households in a single day. Since Aichi Prefecture has 3.24 million households, a simple calculation shows that one shipload provides enough electricity for about 15.4 days. In other words, just to reliably supply Aichi Prefecture alone, we need two to three of these massive ships every month. Our modern lifestyle is supported by burning this enormous volume of LNG.

Today, thermal power generation using LNG accounts for about 60% of Japan's total electricity production. The remaining 30% comes from coal- and oil-fired thermal power, as well as hydroelectric power, while solar power is said to account for roughly 10%.

It's easy to make paper-craft models of the LNG carriers and passenger ships



shown in the photos by downloading the templates from the Nippon Yusen Historical Museum website and printing them on A4 photo paper.

NUMBER PLACE

Level: Easy

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

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.

April has arrived, and spring is now in full bloom. When we think of springtime in Japan, cherry blossoms naturally come to mind. It is the season when flowers begin to open in the streets and parks, and the scenery takes on a soft, gentle brightness. Looking up at the cherry blossoms in

full bloom can lift your spirits, even in the midst of a busy daily routine. With the start of the new fiscal year, many new things begin to happen around us, but it is also important to pause from time to time and appreciate the changing seasons. Even while at sea, you may find yourself sensing the

The answers to last month's (March issue) questions are below.

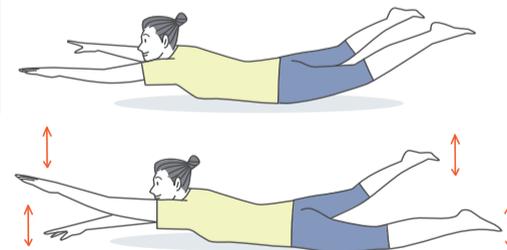
3	7	6	9	1	5	4	8	2
5	1	4	8	2	6	3	7	9
9	2	8	7	3	4	5	6	1
2	4	9	1	8	3	6	5	7
7	6	5	4	9	2	1	3	8
1	8	3	6	5	7	9	2	4
8	5	1	3	7	9	2	4	6
6	9	2	5	4	8	7	1	3
4	3	7	2	6	1	8	9	5

arrival of spring in the subtle shifts of the landscape. (Find the answers in next month's issue.)

Use the Floor For This Easy Stretch! Strengthen Your Back Muscles with the 'Superman Kick'

- (1) Lie face down with your arms extended straight in front of you and your legs extended straight behind you.
- (2) Gently lift your arms and legs off the floor, as if lengthening your spine.
- (3) Move your right arm and left leg, then your left arm and right leg in small, alternating kicking motions.
- (4) Continue for about 10–20 repetitions over 20–30 seconds, keeping your breathing steady throughout.

Illustration courtesy: illustAC



Today's Delicious Dish: Bok Choy with Savory Tuna Sauce

A classic combination of tuna and egg served in a thick, savory sauce. The crisp-tender texture of the bok choy pairs beautifully with the rich topping.

Ingredients (4 servings)

- 3 heads of bok choy
- 1 can of tuna (80 g)
- 1 egg
- 200 ml water
- 1 teaspoon chicken bouillon powder

- 1 teaspoon sesame oil
- Salt and pepper to taste
- [Cornstarch slurry]
- 1 tablespoon cornstarch
- 1 tablespoon water

How to cook

1. Wash the bok choy, separate the leaves, blanch them, and cut them into 4–5 cm pieces. Drain the oil from the tuna.
2. In a frying pan, bring the water to a boil.

Add the chicken bouillon and tuna, mix well, then add the cornstarch slurry to thicken the sauce.

3. Bring the mixture from Step 2 to a gentle boil, then slowly pour in the beaten egg in a circular motion. Add the bok choy and let it come to a brief boil.
4. Season with salt and pepper. Finally, add the sesame oil, turn off the heat, and it's ready.



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>