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Journal for all the Mariners

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Japan Maritime Public Relations Center
2-12-6 Minato, Chuo-ku, Tokyo 104-0043 Japan
Tel: 03-3552-5034
Fax: 03-3553-6580
E-mail: kaijo-no-tomo@kaijipr.or.jp



Photo courtesy: TOKOKAI

Japanese Lighthouses Watch over Ships and Seafarers

Sadamisaki Lighthouse

The Sadamisaki Peninsula—commonly referred to as *Misaki 13 Ri*—stretches roughly 50 kilometers in length, with a maximum width of 6.2 kilometers and a minimum of just 0.8 kilometers. Its coastline is lined with steep ria-style cliffs, where curious rock formations and boulders create striking scenery at every turn. At the very tip of this long, narrow peninsula—jutting out from Shikoku as if pointing toward Kyushu—stands the lighthouse marking Shikoku's westernmost point. To the south lies the Uwa Sea, and to the north, the Seto Inland Sea. Looking down from the cape, you can see the *Hayasuiseto*, a notoriously perilous waterway since ancient times. Here, powerful currents swirl with a force comparable to those of the Naruto Strait, and the rock reef known locally as *Haya* or *Hae*—specifically

the Kogane-haya reef—appears and disappears among the waves. East of the lighthouse, Mt. Tsubaki serves as an excellent vantage point. In summer, you can watch fishermen gathering shellfish and seaweed, large vessels crossing the Hōyo Strait, and—across the water—the 200-meter chimney of Saganoseki in Kyushu rising close before your eyes. The mountain ranges of Kyushu are also visible, and to the south lies Hiburī Island, famed for its association with Fujiwara no Sumitomo, the feared pirate king of the 10th and 11th centuries. Ikata Town, the westernmost town on Shikoku, enjoys a mild climate and is one of Japan's leading citrus-producing regions. Surrounded by rich fishing grounds, it is known for landing a wide variety of seafood, including Cape horse mackerel and Cape mackerel.

Location: 2935 Shono, Ikata Town,
Nishi-Uwa District, Ehime Prefecture
First lit: April 1, 1918
Structure: Concrete
Tower height: 18 m
Illumination: Fl (3) W 20s (Group 3 white flash
every 20 seconds)
Range: 19.0 nautical miles (approx. 35 km)





Massive Car Carriers Arrive at Tokyo and Yokohama Ports as Japan Celebrates ‘Marine Day’

Across Japan, a variety of ocean-themed events were held around July 20, the national holiday known as “Marine Day.” Activities included tours of massive car carriers, welcoming families and children aboard.

On July 20, the Marine Day Commemorative Event 2026 took place at the Tokyo International Cruise Terminal in Aomi, featuring a tour of the *Lazulite ACE*, an LNG-fueled car carrier operated by Mitsui O.S.K. Lines (MOL). Inside the terminal, NYK, MOL, and “K” Line hosted booths introducing different types of vessels and maritime careers, aiming to deepen children’s understanding of the shipping industry and the work of seafarers.

On August 9, as part of the “Yokohama Marine Expo 2026,” a tour of the NYK car carrier *Cosmos Leader* was held at the Yokohama Port Osanbashi International Passenger Terminal. Approximately 1,800 visitors were on hand for the event. Officers provided in-depth explanations of onboard facilities and navigation instruments, while a projection-mapping display on the cargo deck offered an immersive look at the routes and ports of call of ocean-going cargo vessels.

Mission Accomplished: 53rd Anti-Piracy Task Force Returns Home

The 53rd Anti-Piracy Task Force, which departed Japan on January 28 for the waters off Somalia and the Gulf of Aden, completed its mission and returned to the Japan Maritime Self-Defense Force’s Ominato Base in Mutsu City, Aomori Prefecture, on August 1.

The unit, consisting of approximately 200 personnel led by Captain Toshio Tsutsumi, operated aboard the destroyer *Yudachi*. During the deployment, the task force conducted zone-defense operations to ensure the safe navigation of merchant vessels in the waters off Somalia and the Gulf of Aden and conducted intelligence-gathering activities essential for

safeguarding Japanese -affiliated ships in the Middle East. The mission was completed without incident.

At the homecoming ceremony, Captain Tsutsumi reported that the mission had been successfully accomplished and that all crewmembers had returned safely. Chief of Staff Taro Takaishi of the Joint Operations Command then read an address from Joint Operations Commander Taki Tawara, stating:

“In addition to ensuring the safety of maritime traffic—including Japanese-affiliated vessels—this deployment made a significant contribution to maintaining international order through participation

in joint Japan-Indonesia exercises, as well as the international fleet review and multinational exercises hosted by the Indian Navy. I express my utmost respect for the successful completion of this mission.”

Commander Katsushi Omachi of the Self-Defense Fleet also praised the unit’s achievements: “During the deployment, the unit produced significant results, including intelligence-gathering operations under tense conditions in which Japanese-related vessels were detained in the Persian Gulf, and contributions to the safety of ships through countermeasures against the increasing number of pirates off Somalia and in the Gulf of Aden. I extend my deepest respect for your efforts and hope you will draw on this experience in your future duties.”



Participants with the *Yudachi* behind them

Representatives from the Japan Shipowners’ Association, the International Seafarers’ Labor Association, and the All Japan Seamen’s Union attended the ceremony, and expressed their gratitude for the crew’s efforts over the more than six-month deployment: “We sincerely thank you for your dedication to ensuring the safety of the Japanese merchant fleet.”

NYK Hosts 22nd Fleet Safety Management Meetings in Tokyo and Imabari

NYK held its 22nd Fleet Safety Management Meeting in July, with sessions at the company’s Tokyo Head Office and in Imabari City, Ehime Prefecture, bringing together domestic and overseas shipowners and ship-management companies. Participants shared information on NYK’s safety measures and lessons learned from past accidents to foster safety awareness.



NYK Fleet Safety Management Meeting in Imabari

The meeting was conducted in a hybrid format, combining both in-person and online participation. More than 320 participants, representing 113 companies from Japan and overseas contributed to vibrant, insightful discussions.

This year’s meeting was held as part of Beyond Naka-no-Se, NYK’s annual safety management campaign running from

July 1 to September 30. The campaign is an enhanced version of the company’s longstanding Remember Naka-no-Se initiative, originally launched in response to lessons learned from the *Diamond Grace* oil spill in July 1997, and renewed under its current name beginning in fiscal 2026. Through this initiative, NYK executives and employees, along with partner companies, reaffirm their shared commitment to safe operations, environmental stewardship, and the goal of zero accidents.

Captain Ralph John Sarabia Tabucan, who served as moderator of the Tokyo meeting, is a member of the first graduat-

ing class of the NYK-TDG Maritime Academy (NTMA), a maritime academy jointly operated by NYK and the Transnational Diversified Group in the Philip-

Marking World Oceans Day with Worldwide Cleanup Activities

The “K” Line Group conducted cleanup activities around the world before and after World Oceans Day on June 8, with group company employees eagerly volunteering to help.

The group has been implementing these activities since FY2023.

This year, approximately 630 employees and their families from 12 group companies around the world took part in cleanup efforts during the two-month period around World Oceans Day from the end of May to early July, exceeding last year’s participation. Volunteers collected garbage on beaches, in

neighborhoods around offices, and other places on land.

Moving forward, the “K” Line Group will continue its efforts to realize one of the group’s values—contributing to the global environment and a sustainable society—by raising employees’ awareness of environmental conservation through activities like these.



“K” Line RoRo Bulk Ship Management Co., Ltd. Manila Branch

Seafarers' Occupational Safety and Health Month Kicks Off

— Theme: “Small Actions, Big Safety” —

September 2026 marks the 70th “Seafarers’ Occupational Safety and Health Month.” Japan’s Ministry of Land, Infrastructure, Transport and Tourism (MLIT) promotes this initiative to prevent on-the-job accidents among seafarers by raising awareness of safety and health at sea and encouraging voluntary safety and health activities by shipowners and seafarers.

- The priority areas under this year’s implementation plan are as follows:
1. Measures to prevent injuries and fatalities, particularly during onboard operations
 2. Measures to prevent fatal accidents caused by falling overboard or maritime disasters
 3. Measures to prevent injuries and fatalities on fishing vessels
 4. Promotion of safety measures related to vessel equipment and other physical infrastructure
 5. Measures to safeguard crewmembers’ health
 6. Measures to prevent infectious diseases, including COVID-19
 7. Prevention of harassment and promotion of mental health
 8. Promotion of health management utilizing IT
 9. Measures to prevent heatstroke
 10. Other health-management initiatives
 11. Measures to prevent injuries, fatalities, and illnesses tailored to age demographics
 12. Other occupational safety and health initiatives

This year, in line with the *Seafarer Accident Prevention Implementation Plan*, MLIT will work to enhance safety and further advance accident-prevention measures.

This year’s English slogan is “Small Actions, Big Safety.”

The 70th Safety and Health Campaign for Seafarers

1st to 30th September 2026



Slogan: TAKENO Atsushi Photo: UMEMURA Kentaro

Promotion Ministry of Land, Infrastructure, Transport and Tourism
Fisheries Agency

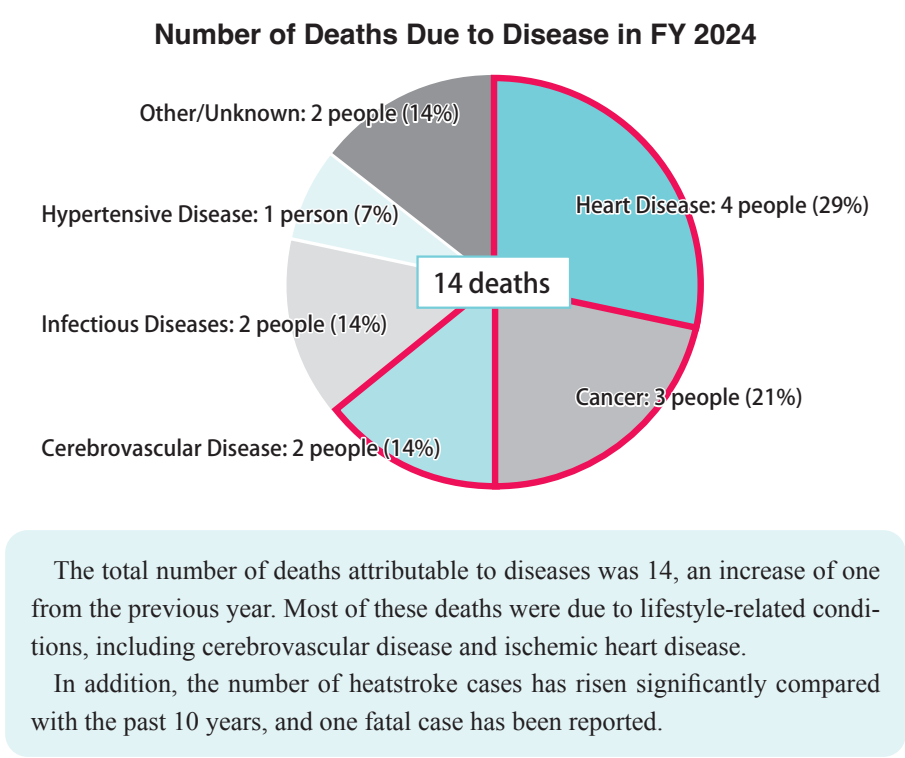
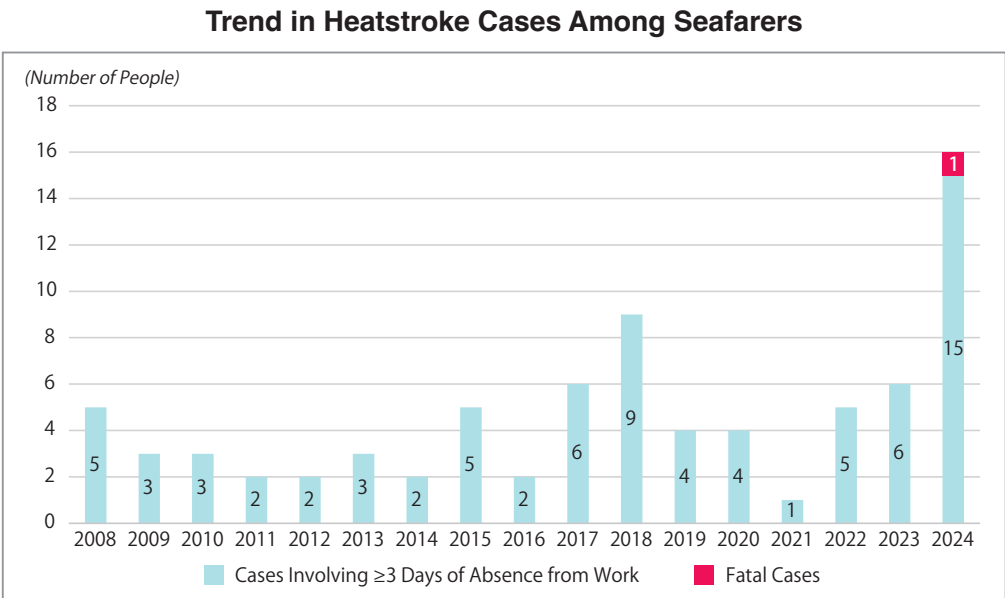
Cooperation The Association for Sanitation and Safety Promoting for Seafarers
The Regional Seafarer Occupational Safety and Health Council

Disease Prevention: Top Priority Steps for FY2026

Based on the most recent data on disease occurrence among Japanese seafarers (FY 2024):

- **Lifestyle-related diseases:** Approximately 33% of all reported cases, accounting for roughly 64% of all deaths among seafarers in the Japanese merchant fleet.
- **Heatstroke:** Fatal cases were reported, and the number of incidents increased to **2.67 times** the level of the previous fiscal year

	Fiscal Year 2024	
	Number of people	Percentage (%)
Infectious Diseases	91	16
Musculoskeletal Disorders	91	16
Cardiovascular Diseases	69	12
Gastrointestinal Diseases	65	11
Neoplasms (Including Cancer)	57	10
Respiratory Diseases	47	8
Mental and Behavioral Disorders	41	7
Other	108	19
Total	569	100



Raising a Hand to Salute

Classic Stories of the Sea

By Akinori Sugiura

Until the late 18th century, it was a strict rule in Western military forces that subordinates were required to remove their hats when addressing a superior. According to an 1826 diary kept by a non-commissioned officer aboard the U.S. warship *Constitution*, sailors lined up on deck would lift their hats one by one as the captain passed during an inspection; those without hats would grasp their tied-back hair and bow. When a subordinate removed his hat to salute, the superior needed only to touch his own hat lightly in return. The raised-hand salute was formally adopted by Britain’s Royal Navy in 1890, following an incident at an officer commissioning ceremony in Osborne. Queen Victoria, upon seeing the officer candidates standing in formation without hats, became displeased and ordered them to put on their hats and salute with their hands raised. The hand salute performed by sailors today can be traced back to this event.

Captain Jima's Fun Pilot Diary

37 A Challenging Job Facing Strong Winds, Followed by a Fun, Delicious Hitsumabushi Dinner

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On Saturday, April 27, 2019, strong winds—peaking at around 15 m/s from the northwest to west—swept across the Port of Nagoya. Despite these conditions, we managed to dock three vessels. It had been some time since an operation demanded such intense concentration, and it took quite a toll on our physical stamina. The most challenging maneuver was the small 10,000 metric ton bulk carrier (carrying steel) that I handled at noon (photo: a vessel of the same type). With winds blowing at roughly 15 to 13 m/s from the northwest northwest—right on the borderline for canceling the berthing—I made the decision only after much hesitation.

In our Pilots' Association, if the wind speed clearly exceeds 15 m/s, we can confidently declare "berthing canceled." The most troublesome situation is when the wind fluctuates up and down.

Fortunately, just as we started the maneuver, the wind dropped slightly to around 13 m/s, allowing us to "slot in" smoothly and safely. ("Slotting in" refers to berthing in a space where other vessels are positioned ahead of or behind the designated berth.)

I had already prepared for the worst. If a northerly wind of 15 m/s developed in front of the quay, creating a headwind, I intended to drop the bow anchor and use its holding force, along with the bow tug, to resist the vessel's drift toward the quay. To counter the



A 20,000 metric ton bulk carrier of the same type stern's tendency to swing in, I preset the rudder hard to starboard—an unsettling setup for a starboard side berthing—and ordered "one kick ahead." This slight forward movement of the propeller produces no effective headway, meaning the vessel remains essentially stationary. I kept reminding myself that this precautionary kick would not move the vessel forward, using it solely as a safeguard against unexpected developments.

Although the clearance between vessels was 50 meters at the bow and 100 meters at the stern, the vessel ahead was practically looming over our bow—so close that I genuinely thought we might collide. It made for a nerve-wracking berthing operation that was mentally quite taxing.

The 28th was a full day off, but even on Monday the 29th—still feeling the lingering fatigue—we docked three vessels at Nagoya Port and Yokkaichi Port. A junior colleague boarded that day to observe the piloting.

Navigating while explaining various details was also quite exhausting, but if we don't train the younger generation, our profession has no future.



Boarding a vessel at anchor in strong winds is nerve racking. Climbing the swaying P rudder in the wind is a dangerous task.



Nagoya's specialty, *unagi no hitsumabushi*. The "regular" portion for my junior colleague is at the upper right, and my "small" portion is at the lower left.

By the time I finished the third vessel in the evening, I was completely worn out. Even so, I went out for a drink with that junior colleague at a sushi restaurant.

We started with *sashimi*—seasonal *torigai* clams and sea bream—along with a drink. After that, I enjoyed Nagoya's famous specialty, *hitsumabushi* (thinly slice grilled eel served atop rice), which was exceptionally delicious; this was a dish I had not enjoyed in a long time, and it tasted at least three times better than usual. After a grueling day—getting up at 3:00 a.m. and finishing at



7:00 p.m. with three vessels—relaxing with my junior colleague was truly enjoyable.

NUMBER PLACE

Level: Easy

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

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 3×3 block. Use the given hints to fill every cell consistently and complete the puzzle.

Here we are in September. The mornings and evenings are beginning to feel cooler, and the first hints of autumn are slowly appearing. In Japan, September is designated as "Seafarers' Occupational Safety and Health Month," a time dedicated to preventing accidents and illnesses on board vessels.

Precisely because these tasks have become routine, it is important to revisit basic procedures and communication practices. We uphold safety through everyone's attentiveness and the cooperation of all crewmembers. Why not take this opportunity to reflect on safety and health aboard your vessel? We

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

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

hope you enjoy this month's puzzle as well. (The answers will appear in next month's issue.)

Use the Floor For Easy Stretch! Stretch the Sides of Your Upper Body for a Sense of Refreshment!

- (1) Sit cross-legged on the floor with your back straight.
- (2) Reach both arms straight overhead and press your palms together.
- (3) Exhale, keeping your pelvis upright and slowly lean your upper body to one side.
- (4) Hold for 15–30 seconds, breathing naturally and feeling the stretch along the side of your ribs and torso on the leaning side.
- (5) Inhale as you return to the center, then repeat on the other side.

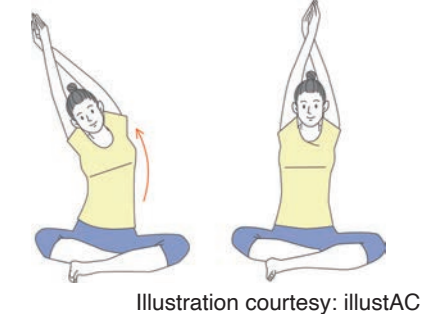


Illustration courtesy: illustAC

Today's Delicious Dish: Herb-Crusted Fried Pacific Saury

- Ingredients (4 servings)
 - 2 Pacific saury
 - ½ carrot
 - 30 g green beans
 - ½ head broccoli
 - ½ stalk celery
 - 3 olives
 - Pinch of parsley
 - Pinch of fresh thyme
- [Sauce]
 - 3 tablespoons vinegar
 - 1 teaspoon sugar
 - 3 tablespoons olive oil
- ½ teaspoon *kanzuri* (a Japanese fermented chili paste)
- 1 tablespoon soy sauce
- [For Frying]
 - Breadcrumbs, as needed
 - Flour, as needed
 - Egg
 - Vegetable oil
- How to Cook
 1. Fillet the saury into three pieces, cut each fillet into thirds, then slice into 2 cm strips. Season lightly with salt and pepper.
 2. Finely chop the parsley, thyme, and rose-

- mary, then toss the herbs with the seasoned fish from Step 1.
3. Dredge the fish in flour, dip in beaten egg, and coat with breadcrumbs. Fry slowly over low heat until golden and crisp.
4. Prepare the sauce by combining the vinegar, sugar, olive oil, *kanzuri*, and soy sauce. Mix thoroughly.
5. Cut the carrot, green beans, and broccoli into bite sized pieces and blanch them.
6. Thinly slice the celery and olives.
7. Arrange the fried fish on a plate, then add the vegetables from steps 5 and 6 in a col-



orful pattern. Just before serving, drizzle the sauce over the top.
Source: Ministry of Agriculture, Forestry and Fisheries website (Recipes, perfectly matched for rice)
<https://www.maff.go.jp/j/seisan/kakou/me-zamasi/recipe/index.html>