NEWSLETTER
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http://www.wmujapan.net
September
2016

Japan Field Study Trip in 2016

The Journey and Arrival: Saturday-Sunday, May 14-15

For the WMU Sasakawa Fellowship Programme students, the field study trip to Japan is the highlight of their year. And so, 21 excited students arrived early at Malmö Centralen station to begin their journey. After many hours in the air, we glimpsed the landscape that would become a familiar sight - the ocean and mountains of Japan - as we came in to land at Kansai International Airport.

We were welcomed by a familiar face (and the camera lens) of Mr Shinichi Ichikawa from the Sasakawa Peace Foundation and the new face of Ms Miyoko Wada, who would be our trusty tour guide for the whole week. With our greetings and introductions complete, heads counted and bags loaded onto an air-conditioned coach, we set off for Kobe and our hotel, which would be our base for the next few days. Kobe is a long and narrow coastal city, on a thin piece of land between the steep inland mountains and the waters of Osaka Bay, a beautiful place to begin our week.

At our hotel, we found another familiar face greeting us, Mr Eisuke Kudo. After a brief orientation session we proceeded to a Welcome Reception, attended by senior representatives of the maritime industry and maritime academic institutions. Mr Anas Alamoush delivered a heartfelt address on behalf of the students. The reception ended with the students performing the WMU song, capping off a wonderful beginning to our week.

Ashiya & Himeji: Monday May 16

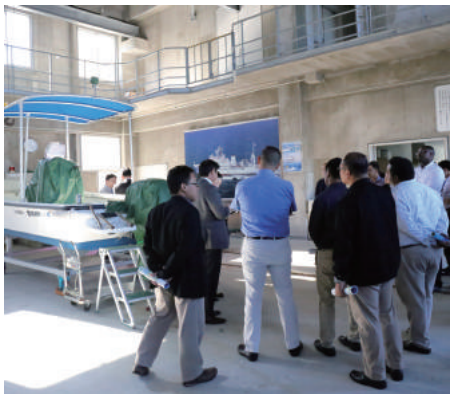
Well-rested and well-fed, we left the hotel for our first site visit at the Marine Technical College in Ashiya, Kobe. We were welcomed there by former WMU Professor Toshio Hikima and received an introduction to the institution by the Rector, Mr Reiji Tanabe. We then enjoyed a tour of the facilities on campus, which included a range of different simulators.

The afternoon was spent at the Hamanaka Chain Factory in Himeji, Hyogo. Many students had expressed an excited interest when seeing this location on the schedule, and we were indeed given a fascinating tour, which gave us knowledge of the chain manufacturing process and an insight into an industry which supports maritime and offshore activities.

Fukuyama & Yamaguchi: Tuesday May 17

An early start to the day, with a short walk to Shin-Kobe station to catch the Shinkansen "bullet train", and with Ms Wada's help we all boarded safely. Before too long, travelling at full speed and covering many kilometres southwards along the coast we were able to see more of the beautiful Japanese countryside.

Our first stop of the day was the Tsuneishi Shipbuilding Company in Fukuyama, Hiroshima, where we were given a very interesting tour of the shipyard. The students were able to see different stages of ship construction and were impressed by what they saw with regards to energy efficiency and safety on modern ships. Mr Sokhdara Srey found himself volunteered to take part in the ladder safety training, much to the amusement of his fellow students.



From Fukuyama we travelled further south on another Shinkansen to the very tip of the main island of Honshu, to the National Fisheries University, set in an idyllic location in a sheltered bay in Yamaguchi, Shimonoseki. After an introduction to the University and its different programmes of study by President Keiji Washio, the students received a detailed explanation of the Ministry of Agriculture, Forestry and Fisheries, under whose auspices the University runs. They were grateful for an extensive question and answer session before a tour of the campus and facilities.

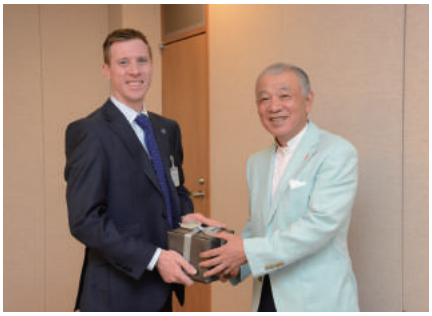
From Yamaguchi we travelled over the Kanmonkyo Bridge to the southern island of Kyushu to our new hotel in the castle town of Kokura.

Kitakyushu & Tokyo: Wednesday May 18

As a visitor to Japan it is easy to forget that the country is so long from North to South, but the heat and humidity of the morning and the palm trees lining the roads on our way to our first destination served as a reminder of how far south we had come.

The morning had a distinctly green theme. Our first visit was to the Port of Kitakyushu, Fukuoka. The lectures here provided a wealth of information and gave the students a fascinating insight into the remarkable transformation of Kitakyushu City, which is a global success story with regards to overcoming the effects of pollution. From here we travelled down the road to the Hibiki LNG Base, where after a short introduction we were given a tour of the facilities. We were fortunate to be taken onto the roof of the main building where we had a bird's eye view of the entire site.

Our brief stay on the island of Kyushu was now over as we travelled to the airport to board a plane to Tokyo, which would serve as our base for the remainder of our stay in Japan. After landing at Haneda Airport, we took another air-conditioned coach into the centre of the city, taking in the buildings, bridges and public gardens of Tokyo on our way. At the other end we were rewarded by the sight of The Nippon Foundation building.



A mixture of excitement and nerves could be felt in the room as we patiently waited for the arrival of Dr Yohei Sasakawa. This was, after all, the day the students had all been waiting for, and they were extremely happy that Dr Sasakawa was able to find time in his busy schedule to see them. Mr Henry Mwasaru delivered an address on their behalf, passionately speaking of the responsibility all the Sasakawa Fellowship Programme students have to serve the maritime industry and make the world a better place, and thanking Dr Sasakawa for the opportunity to do so. Dr Sasakawa then addressed the students, speaking of his own philanthropic missions. Fortunately, we were able to squeeze in a short photo opportunity, and the students were very happy to be able to exchange business cards and present Dr Sasakawa with gifts from their home countries.

Tachikawa & Machida: Thursday May 19

Another early start and a bus ride out of the city to the Japan Coast Guard Research Center in Tachikawa, Tokyo. The tour of the facilities gave the students an appreciation of the wide range of specialist research undertaken at the center, and they were grateful that in each area there were willing members of the research team on hand to answer their questions.

From Tachikawa we then made our way to the Kawasaki Kisen Kaisha, "K" Line Training Center in Machida, Tokyo. The students were particularly excited about visiting such a major shipping and logistics company. Captain Eiji Kadono gave a welcome speech, after which we heard lectures on the history and outline of the "K" Line Company and its seafarer education programme. A tour of the facilities was followed by another extensive question and answer session. The students were particularly interested to hear about the origin of the ship's names.

Tokyo: Friday May 20

For our morning in Tokyo we were treated to some of the best views of the city from the dizzying heights of the Tokyo Skytree. While the clouds were not kind enough to grant us a view of Mount Fuji, some 120km away, we were treated to a fabulous view of the city and Tokyo Bay, down to Yokohama on one side and Chiba on the other.

After lunch we made our way to the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) in an area of Tokyo filled with government ministry buildings. Deputy Director-General, Mr Koichi Kato, gave some opening remarks to the students, welcoming them to the Ministry. Mr Wynchester Florentino addressed the representatives of the Ministry, expressing thanks on behalf of the students. Then Mr Takenori Oka delivered an informative presentation on the structure of the Ministry and maritime policy in Japan. He was also able to answer some of the questions sent in advance of the visit.

Following our appointment at the Ministry we had just enough time to take in the beautiful Hamarikyu Gardens, former Imperial gardens now open to the public, before it was time to go to our Farewell Reception. This took place on the 35th floor of the Kasumigaseki Building, with a fantastic view of the city, including the iconic Tokyo Tower, and as we looked down, even The Nippon Foundation building we had visited just days before. The week had gone by so quickly, and this was a fitting end to our official field study programme, in the company of senior representatives of The Nippon Foundation, Sasakawa Peace Foundation, the MLIT, members of the diplomatic corps, maritime industry officials and WMU graduates.

Mr Hiroshi Terashima, President of the Ocean Policy Research Institute at the Sasakawa Peace Foundation and former WMU Governor, opened the meeting before Mr Hiroaki Sakashita, Director-General of the Maritime Bureau at MLIT, made a toast. A dinner buffet was served, and Ms Fatima Zahra El Marzouki spoke on behalf of the students, thanking the hosts for the wonderful opportunity they had been given. The evening was rounded off by the energetic singing of the WMU song, where the students were joined by the WMU graduates.

Kamakura: Saturday May 21

With our official programme over, we had the opportunity to experience some cultural sites on our last full day. We travelled south to the seaside resort town of Kamakura, Kanagawa, on what happened to be a beautiful sunny morning. Our first stop was the Buddhist temple of Kotoku-in, which is renowned for its monumental large bronze Amida Buddha. We were not only impressed by the size of the Buddha but that it had survived many earthquakes and a tsunami!

From Kotoku-in we made a short journey down the road to Tsurugaoka Hachimangu, a Shinto shrine in the centre of the city of Kamakura. Fortunately for us we had Ms Wada on hand to explain to us the significance of the different parts of the shrine, and the sense of tradition was further enhanced by the fact that there was a traditional wedding occurring that day. After spending some time within the gardens around the shrine we were able to explore the town, which was filled with souvenir shops and restaurants. And with the sun still shining, we made our way back to Tokyo, a perfect end to a perfect week.

Departure: Sunday May 22

We left for Narita International Airport early on Sunday morning, feeling lucky to have spent the past eight days in this beautiful country. We had been to nine field study locations spread across six prefectures in a week. The variety of different site visits, the hospitality of our hosts and their generosity in sharing so much information with us was truly appreciated. At each location we were welcomed and made to feel like friends. In each question and answer session the students received thoughtful and thorough answers to the many questions they had. The spirit of international cooperation we experienced was a lesson in itself.

Our thanks go to all the people that made this trip possible: The Nippon Foundation, MLIT, and all of our field study hosts. But especially, our thanks go to those who were with us for the whole week, Mr Kudo, Mr Ichikawa and Ms Wada. A special mention should also go to our Japanese students, Mr Koki Matsushima, Mr Tomotsugu Noma and Mr Kazuya Shintani, who selflessly donated their time and local knowledge to make sure there were a variety of things for the students to do in the evenings when they were not engaged in official activities. They all helped to make sure we left with memories which will last a lifetime.

Peter Marriott
Assistant Registrar,
World Maritime University

World Maritime Institutes of Sasakawa Fellows

The Philippine Merchant Marine Academy

Myrna Daite Alvarez (Philippines, 2008)

A Brief History:

The Philippine Merchant Marine Academy (PMMA) was originally named "Escuela Nautica de Manila" and was created by virtue of a royal decree issued on January 1, 1820, through the recommendation of the Consulate of Commerce. It was inaugurated on April 5 of that year and was initially located at Calle Cabildo Intramuros, Manila, until 1863. It was subsequently moved three more times over the next 35 years.

Temporarily closed during the Philippine Revolution, it was reopened after the American Occupation on December 15, 1899, and was renamed as the Nautical School of the Philippine Islands. It was moved once more into the U.S. Navy Warehouse at Calle Sta. Elena in San Nicolas, with Spanish as the medium of instruction.

Converted into the Philippine Nautical School and reopened in 1913, it was placed under the auspices of the Philippine School for Arts and Trades. Then, in 1963, R.A. 3680 converted the Philippine Nautical School into the Philippine Merchant Marine Academy and changed its course offerings to B.S. Degrees. It was relocated to Fort Bonifacio, Makati City in 1968. From then on, it was placed under the Department of Transportation and Communications. In 1997 it was placed directly under the supervision of the Commission on Higher Education, and on February 2, 1998, PMMA found its permanent home at San Narciso, Zambales.

This 196-year old Academy - a pillar among maritime institutions in the country - has not lagged behind in its quest to produce competent and qualified merchant marine officers. With its status as the only state maritime academy in the Philippines, PMMA is faced with the growing challenge of providing the international marine fleet with qualified Filipino seafarers. As such, it has taken the initiative to lead other maritime institutions in the country in establishing substantial standards and criteria to professionalize maritime careers that are able to meet the skills and competency required by the industry.

PMMA has developed a Quality Standard System in compliance with the requirements of the 1995 International Convention on Seafarer's Standards of Training, Certification and Watchkeeping (STCW '95) and the Policies, Standards and Guidelines for Maritime Education of the Commission on Higher Education.

With this dynamic System, it is hoped that those who will manage this prestigious institution in the future will be inspired to continue to improve and build upon this legacy - a world famous merchant marine institution known for quality and good performance with standards of management and training comparable only to the best.

Baccalaureate Programs:

PMMA offers two major programs: Bachelor of Science in Marine Transportation (BSMT) and Bachelor of Science in Marine Engineering (BSMarE). These programs are four-year residency courses consisting of three-year academic studies (1st, 2nd and 4th year) and one year apprenticeship training in the 3rd year on board commercial vessels plying the international routes as deck or engine cadets.

Post-Baccalaureate Degree Programs:

- Master in Ship Management (MSM)
- Master in Maritime Education and Training (MMET)
- Master in Port Management
- Ship Superintendency Course

Lastly, Vice Admiral Richard U Ritual, our beloved Superintendent, is a graduate of the World Maritime University, Class of 2000, Master in Maritime Education and Training.

Introduction to Dalian Maritime University, China

Bao Junzhong (China, 2004)

Dalian Maritime University (DMU) is located in Dalian, China, and aims to cultivate advanced talents in navigation and marine engineering. It is a key maritime institution under the Ministry of Transport of the People's Republic of China. DMU has a long history of 107 years, which can be traced back to 1909, when the Nanyang Institute in Shanghai established a Shipping Administration Section.

Currently DMU has 51 undergraduate majors. Navigation and Marine Engineering are two majors with the longest history and the highest teaching standard. Law (Maritime Law) and Shipping Management are characteristic specialties of the university, while Naval Architecture and Marine Engineering are new. DMU enrolls overseas students for various programs.

DMU has a highly qualified faculty which comprises 1309 full-time teachers, 330 of whom are professors. The university is authorized to confer bachelor's, master's and doctor's degrees. The current student population has risen to approximately 20,000. DMU is well equipped with experiment and training facilities, and has more than 100 laboratories for teaching, training and research, such as the laboratories for the navigation simulator and engine simulator. DMU also

owns and operates two ocean-going training vessels. Undergraduate Students majoring in Navigation and Marine Engineering generally work as officers serving on ocean-going vessels after graduation. Most other students graduating from DMU also devote themselves to shipping industries.

Merchant Marine Training Centre, Thailand

Sarinee Tongbai (Thailand, 2009)

The Merchant Marine Training Centre (MMTC), the first Maritime Education & Training institute in Thailand, is a bureau of the Marine Department under the Ministry of Transport.
MMTC is responsible for the production of seafarers at all levels to meet the needs of the labor market, as well as training to increase the academic standing of seafarers to meet international standards in accordance with the provisions of STCW 2010.

Programme
100 navigation & 100 engine cadets are accepted per year for a 5-year course.
After graduation the students will be qualified as:
1. Deck Officer in charge of navigational watch on a seagoing ship of 500 Gross Tonnage or more, as well as Bachelor of Science (Nautical Science), issued by Bhurapa University
2. Engine Dept.: Second Engineer Officer on a seagoing ship powered by main propulsion machinery of 750-3000 K.W. propulsion power, as well as Bachelor of Engineering (Marine Engineering), issued by Bhurapa University
Upgrading course for seafarers and professional training courses

MMTC also conducts various short courses to train seafarers in order to meet the requirements of national authorities to obtain COC. For example: RADAR & ARPA, GMDSS, ECDIS, BRM, Leadership and teamwork, etc.

Facilities
A simulator building plays an important role towards effective learning. MMTC has a full mission bridge simulator with 360 degrees, 270 degrees, and 3 cubicles with 180 degrees, including an engine simulator. The simulator is used for ship handling, safe anchorage training course, radar simulator, etc. Moreover, MMTC has a separate simulator for GMDSS, ECDIS and Liquid cargo handling.

Training ships
We are proud to present our training ships equipped with high technology, T.S. Sakon Wisai and T.S. Visud Sakorn.
T.S. Sakon Wisai (HSB3901) was designed by IHI Marine Engineering Singapore, by the company Italthai Marine (Thailand). With 4200 gross tonnage and 1500 dwt, 92-meter LOA, 16.80-meter breadth and a water depth of 6 meters, it supports 250 people, made up of 200 students and 50 crew members. The ship has a fully integrated navigation and command system

(NACOS), including a simulator for ship handling training.

T.S. Visud Sakorn (HSUC) was designed by Dwinger Marine Consult Denmark Ringkobing at Northsea Shipyard Denmark, with a budget of 37.8 million kronor (May. Prof. 2527). The launching ceremony was held on December 9, 1986, and the ship was named by the Director General of the Marine Department. With a LOA of 60m, a breadth of 11m, and a draught of 5m, it supports 60 students and 30 crew members.

MMTC is certified to ISO 9001:2008 by Global UKAS and Class NK.
Explore our activities on Facebook "https://www.facebok.com/ThaiMMTC"

Universiti Malaysia Terengganu: A University that Focuses on Maritime Studies

Faizal Fuad (Malaysia, 2008)

University Malaysia Terengganu (UMT) is a public university located at a beach facing the South China Sea in the Kuala Nerus district of the state of Terengganu, Malaysia. It was started as a small Fishery and Marine Science Centre at the Agricultural University of Malaysia (UPM) in 1979. This centre provided subjects that were not available at the main campus, especially those that required marine field work to fisheries and marine science students. This facility also served as a research facility for the academic staff at the time, and was upgraded to a UPM Terengganu branch campus (UPMT) in 1996, with the shifting of the Fisheries and Marine Science Faculty from the main campus in the State of Selangor to Terengganu. It was then renamed the Faculty of Applied Science and Technology. Another new faculty was also established at UPMT, along with a pre-university education centre. In 1999, UPMT separated from UPM and was renamed the University College of Terengganu (UCT). It was later upgraded in 2007 as University Malaysia Terengganu. The Ministry of Higher Education Malaysia has assigned UMT as a focus university for maritime studies.

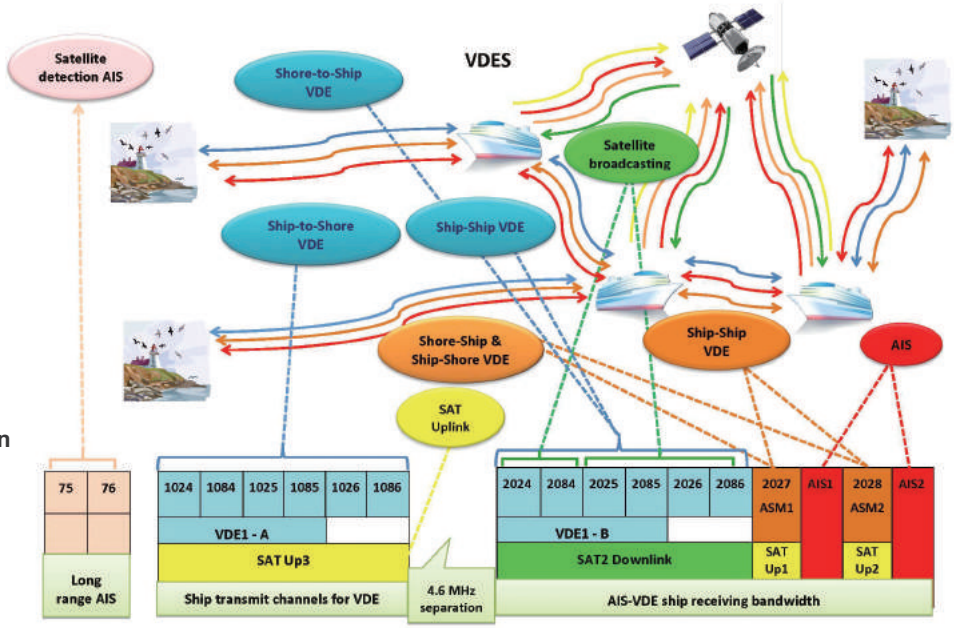
Currently, there are eight schools at UMT, with four of them related to marine and maritime studies: the School of Marine & Environmental Sciences (PPSMS), the School of Fisheries & Aquaculture Sciences (PPSPA), the School of Maritime Business & Management (PPPPM), and the School of Ocean Engineering (PPKK).

The Nautical Science and Maritime Transportation (NSMT) degree program is offered by the School of Ocean Engineering, along with Maritime Technology, Physic Electronic and Instrumentation, and Environmental Technology. The four-year (eight semesters) NSMT degree program was first offered by UMT in 2007, with the first group graduating in 2011. During the final semester of this program, the students have to

attend six-month industrial training. Currently, five groups have graduated, with a 85% employability rate after six months. Graduates from this program have been well received by the maritime industries in Malaysia, including major ports, shipping companies, OSV providers, oil and gas companies and maritime authorities. Among the facilities at UMT available for this course are a 38m research vessel that also serves as a training ship, a full mission ship simulator and part task ship simulator, a GMDSS lab, SMCP lab, chart works lab, marine safety lab and an Olympic sized swimming pool.

Digital Data in Today's World

Jillian Carson-Jackson
Principal
JCJ Consulting



The ability to get information on demand, using digital data networks such as nextG, 3G and 4G, is now a normal part of life. We use digital data communications to transfer images of our holidays to our friends on social media, to identify the best route to take to the airport, pay bills and transfer funds through on-line banking platforms, and so much more. We truly live in a connected, digital world.

But how does this transfer to the maritime environment? With experience gained through developing and implementing AIS, and recognising the need for enhanced, digital communications networks to support e-Navigation and future developments in the Global Maritime Distress and Safety System (GMDSS), a small group of experts within IALA and ITU have been working to provide a viable technology to facilitate enhanced maritime communications – the VHF Data Exchange System (VDES).

It is impossible to look at the development of VDES without acknowledging the success of the Automatic Identification System (AIS) since it was introduced as a carriage requirement within the Safety of Life at Sea Convention (SOLAS). AIS transfers data in digital 'packets' over existing VHF (Very High Frequency) radio channels and, because it is so effective and useful, applications of AIS have continued to expand. As mariners and shore authorities, we are all pretty aware of the benefits, and drawbacks, of the technology. The increasing use of AIS is resulting in heavy loading of the VHF data link (VDL) – the radio frequencies that AIS uses to transfer information. Looking ahead to the expectations of increased digital data exchange in e-Navigation, as well as data exchange requirements in the modernization of GMDSS, an evolution in maritime communications is underway.

VDES is a mobile, digital data exchange capability over the VHF maritime mobile radio spectrum that could see digital data transferred pretty much anywhere, anytime. VDES will 'group' bands of the VHF spectrum together, which will enable more data to be transferred. Think of a single lane road - only a limited number of cars will be able to travel. The road has different speed limits as well. If you increase the number of lanes to two or four lanes, and change the speed limit, more cars can travel at the same time. Using software defined radios, VDES will take existing frequencies (single lanes) and group them together to enable more data to be transferred. VDES is also looking at changing the 'speed limit' for the data transfer, which means some data may be able to be transferred faster.

So, why should you be excited by the thought of digital data over a 'multi-lane highway' of VHF channels? Just imagine the opportunities of a stable, robust, machine to machine communications system which can be developed to be language independent! The experts have been doing just that, working with real-world scenarios to develop use cases for VDES that take into account the work on e-Navigation and GMDSS modernization. These operational use cases will assist in determining the technical requirements of VDES.

Use Cases for VDES
- SAR Communications
- Maritime Safety Information
- Ship Reporting
- Vessel Traffic Services
- Charts and Publications
- Route Exchange
- Logistics

At the International Telecommunication Union (ITU) World Radio Conference (WRC-15) in November 2015, a significant amount of the maritime VHF spectrum was made available to support VDES for terrestrial applications. In the lead up to the ITU WRC-19 studies will focus on studies to support satellite applications, including a satellite communication downlink on the VDES frequencies. Providing the maritime input to ITU is critical to ensure a successful outcome.

At IMO there is continuing work on e-Navigation and the modernization of GMDSS. Both of these require access to robust and effective communications capabilities. While no single communication technology will address all the requirements, VDES is seen as a key development.

Operational requirements and technical developments for VDES are being carried out within the IALA e-Navigation Committee, where input and expertise is welcomed.

Preparing for VDES
- Learn about VDES developments
- Provide input on VDES through ITU, IMO and IALA
- Consider use of Software defined radios in equipment maintenance

VDES is an evolution in maritime communications. As a transport medium for digital data exchange, VDES has the ability to transform maritime communications as we know it. As we have already learned through the introduction of AIS, it will really be exciting to see what the future will hold once VDES is implemented!

Note - Development of the VDES has been possible, in part, through the gracious sponsorship of the former Ocean Policy Research Foundation and the Japan Coast Guard. A number of practical studies of VDES use are being carried out, and these are being reported on the IALA website at: ***http://e-navigation.net/***

"World Maritime University, Far Away from Home…"

Although I am not a student of WMU, nor a Sasakawa Fellow, I might have sung this song the most among all Fellows.

Hi, this is Miyo. It's my great honor to have this opportunity to write an article for the newsletter and send greetings from Japan to all those I've met. Hopefully, you remember me!

Some of the readers might be wondering who I am. I have been the tour assistant and tour guide of the Japan Field Study Trip since 2002, making this my 15th year. Time flies!

When I was asked to write something for this newsletter, I immediately thought, 'Are you sure?' Because I am not a Fellow, and I'm not in the maritime sector, either, I was not sure if I was qualified. However, after collecting my past documents and memories for this occasion, I realized it has been a long time that I've been involved. And most importantly, I have enjoyed this involvement since the beginning and come to love it more and more.

From 2002 to 2007, I was only with the tour for a few days, the latter half of the trip outside the Tokyo area. I guided in Nara, Hiroshima, Kyoto, Himeji…, and other cities except for eastern Japan. From 2008 onwards, I was able to travel with the group throughout the entire trip, guiding tours all over Japan and helping others understand the life and culture of the Japanese people.

In addition to guiding, I was able to visit a wide range of important places in the maritime field, including the academic, administrative, governmental, and industrial sectors, which has enriched and enhanced my understanding of this field tremendously. It is hard to believe that I didn't even know what WMU was at the beginning!

Encountering Fellows representing countries worldwide and meeting with the same faces every year makes me very happy. I feel a part of the team for at least eight days each year. Since I am an English-speaking tour guide, my guests come from different backgrounds, and I don't work in the maritime field throughout the year.

Since I started guiding for the entire Field Study I became very good at remembering names, which I like, as I feel closer to every one of the Fellows. This is of course an important trip for the Fellows to learn about what is going on in Japan's maritime industries professionally, but at the same time, they can also get to see and feel the nature of the country through their experiences and through cultural and social exchanges with local people. And for me, even though I introduce the Japanese lifestyle to many, I also learn a lot from you.

There are several things I have noticed in these past 15 years, which I would like to share:

- Nationalities of Fellows have become more diverse. Of course there are some common countries, such as Thailand, Indonesia, the Philippines, and so on, but more and more come from new countries, such as Myanmar, Cameroon, Ghana, and more.

- Except for some vital places that we almost always visit, the rest of the sites are new. I am amazed there are so many institutions, agencies, and companies of different sizes in this field, who are willing to welcome the Sasakawa Fellows with warm hospitality. Of course, it is due to the hard work of those who arrange the study trip, but I also feel that the receiving institutions understand how much

the Fellows will contribute to the maritime field in the future.

Visiting all these sites, some well-known and some not, is a great learning experience for me, and I am amazed to see how they are all seriously and proudly engaged. I hope to visit and discover even more in this exciting sector.

- One more thing I've noticed. Fellows on the field trip are now younger than me! At first, I was definitely the youngest, but with the passage of 15 years, I came to realize I am now older than any of the group!

Lastly, my dear past Fellows, I always read the newsletter and feel happy to know each one of you is fine and actively engaging in this maritime field all over the world. I wish you all the best!

I thank everyone for this wonderful opportunity.

Miyoko Wada (Miyo)
Tour Coordinator

Goodwill from Vietnamese Alumni

The successive earthquakes that occurred in Japan's Kumamoto Prefecture in the middle of April 2016 caused serious damage, and while The Nippon Foundation immediately extended a helping hand to relief volunteers, it has also been expanding its fund-raising activities. News of this reached some Vietnamese Fellows, who made use of their network to collect donations from local WMU graduates. On behalf of them, Mr. Quang Dzung Ngo, who visited Japan in order to attend the port training course held by the Japan International Cooperation Agency, delivered their donations to The Nippon Foundation on June 13. Their spontaneous goodwill deserves great praise.

My Marriage

Surasak Changjul (Thailand, 2015)

When I graduated from WMU in 2015, I felt that I had experienced the greatest moment of my life. However, an even greater moment came in May 2016, when I got married. My wife also attended the WMU graduation ceremony, Class of 2015.

"DO YOU BELIEVE IN DESTINY?" I met her in high school when I was 18, and she was 16. Now, I am 36 years old. It took almost 18 years for my dream to come true.

On my wedding day, I invited Sasakawa Fellow Mr. Sadaharu Koga, my best friend at Malmö, along with Mr. Tuan from Vietnam and Mr. Han from Korea, both WMU graduates. They were astonished that a traditional Thai wedding took place over an entire day. In general, Thai weddings have a morning ceremony in traditional Thai wear, followed by lunch. Then, at night, there is another party where everyone comes in business casual or smart casual to complete the wedding ceremony.

And now, my wonderful journey begins a new path, as my wife is pregnant. I feel that my world will change with my baby. My wife and I will be parents in the future!

My news has nothing to do with my maritime activities, but I wanted so much to share it with you, my Sasakawa Fellows family. And surely, I will teach my child to respect these words: "cleaner oceans, safer ships" (WMU's song).

Welcoming Our Family's Newest Member

Nyein Ei Phyu (Myanmar, 2011)

Life after graduating from WMU has been going up and up. I am very happy to let our Friends of WMU know about the birth of my son. I got married on November 23, 2014, and I got the best gift I could have asked for on May 1, 2016, when our little prince decided to arrive four days early. My greatest blessing was born at 8:01am, weighing 6 pounds, 4 ounces. He couldn't be more perfect. Since the day he was born, he has brought so much happiness to not only me and my husband but everyone around him. Our little superhero is 3 months old now and couldn't be any happier. No words can describe how much we love our little man.

Named 'Aung Myint Myat Thu,' every single word has meaning. 'Aung' means successful, 'Myint Myat' means noble, and 'Thu' means a boy. How special it is!

Since my husband is a First Engineer Officer and I am an Instructor at the Department of Shipping Management of Myanmar Maritime University, my dream, as a mother, is for our son to also serve in the Maritime Sector like his parents. There is no doubt that I would be very happy if my dream were to come true.

I would like to thank The Nippon Foundation and SPF for giving me the opportunity to share our great news, not only about my marriage, but also about the birth of our family's newest member.

"Grant but memory to us, and we lose nothing by death."

We were deeply saddened and shocked by the news of the untimely and tragic death of Lt Cdr (R) Asghar Ali, MET 2006 Sasakawa Fellow. After joining the Operations Branch of the Pakistan Navy in 1987 as a cadet, he went through different phases of life and naval training. Although we worked at the same organization, our close interaction began when he joined the Pakistan Marine Academy. In 2006, he became a Sasakawa Fellow, attending MET - 2006 at the World Maritime University. After graduation from WMU, he served in many prestigious organizations, including the Pakistan Marine Academy, Pakistan Navy and lastly at the Netherlands Maritime Institute of Technology (NMIT) in Malaysia. After celebrating his birthday in March, he had a road accident and broke his hip bone. Unfortunately, during the operation, he died due to cardiac arrest. His soul departed for heaven on April 21.

This news was received with great sorrow. All of us, especially Sasakawa Fellows, wish to convey our condolences to his family. We pray for his soul to rest in peace and a high place in Junnah, and we also pray for his family to face this difficult time with courage. Asghar Ali, we will miss you.

Altaf-Ur Rehman (Pakistan, 2007)

Recent News from the Secretariat

The new address for the Friends of WMU Japan website and the Fellows' Directory were released this April:

http://www.wmujapan.net/ for Friends of WMU Japan website

https://web5.sec4u.jp/wmujapan.net/ for the Fellows' Directory

We also plan to update and publish a Directory of the WMU Sasakawa Fellows this coming November, from the Class of 1989 to the Class of 2017. We gave notice of this in the 55th Newsletter, and a quarter of the Sasakawa Fellows have since updated their information. We therefore ask the rest to promptly update their personal profiles in the Fellows' Directory at the Friends of WMU Japan Website by the end of October, 2016. If you have any questions, please contact the Secretariat by email at: wmujapan@spf.or.jp

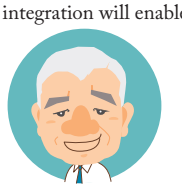
Editor's note

As we notified you in the Editor's Note in Newsletter No. 53, the Marine Technical Education Agency (MTEA) and National Institute for Sea Training (NIST) merged on April 1, 2016, to form the new Japan Agency of Maritime Education & Training for Seafarers (JMETS).

The newly established JMETS aims to further enhance the quality of services and provide education and training for seafarers and persons aspiring to become seafarers, as it realizes a high level of autonomy and self-discipline under a five-year objectives-based management plan. We believe that the integration will enable the delivery of more efficient and more advanced maritime education. At a time when securing and training outstanding seafarers is a globally shared issue in marine transportation - the largest sector of the transportation industry - we are confident that JMETS can lead maritime education in the world through increased international activities.

Six WMU alumni hold positions in the new JMETS, and we look forward to their mobilization of the networks and influence they developed through WMU to further enhance the internationalization of the new organization.

By combining the more than 70 years' experience and know-how both organizations have cultivated to date, the new JMETS will be able to provide more attractive education and training, which is exactly the synergistic effect intended from the integration, and we are convinced that it will become a Japanese maritime education organization revered in the world.



Prof. Toshio Hikima
JMETS

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