



Field Study Trip to Japan

On Sunday, May 12, 2013, 23 Sasakawa Fellows, including the first ever Sasakawa Fellow Students from Argentina, Eritrea, Guatemala, Solomon Islands and Uganda, arrived in Tokyo for the Class 2013 Field Study Trip.

We were welcomed by OPRF. Shortly after, we were able to check into our rooms at the Hotel Royal Park Shiodome Tower. All of us were amazed by the luxury and magnitude of this hotel in Central Tokyo. 'This is more than we deserve,' was just one of the expressions heard upon arrival at this hotel!

Monday May 13th

Tokyo Gate Bridge

Our day started at the Gate Bridge, which was opened to traffic in February 2012, and has a total length of 2,618 meters and a height of 88 meters. The bridge is part of the Tokyo Port Seaside Road, allowing traffic the option of bypassing central Tokyo to get between its East and South.



Tokyo Skytree: The new landmark!

The 634-meter-high Tokyo Skytree was opened just one year ago. It was recognized by Guinness World Records on November 17, 2011, as the tallest tower in the world. We were able to climb up to the Observation Decks at 350 and 450 meters. Rising 350 meters above the ground, with the observation deck covered in huge 5-meter-high glass for a 360-degree view, it allowed us to see up to 70 kilometers away, overlooking an area where more than 30 million people live! A glass tube brought us up to 450m and left us convinced that we were flying in the sky! Not so good for people with a fear of heights, however...

Courtesy Visit to the Maritime Bureau of the Ministry of Land, Infrastructure, Transport and Tourism

At MLIT, we were informed of the organizational setup, policies, and action plans of Japanese Maritime Affairs. Director-General Masato Mori of the Maritime Bureau welcomed the Fellow Students. In his welcome speech, the Director-General commented on how he would like students to take a careful look at Japanese workmanship, and also how teamwork functions through communication. Mr. Takahiro Kijima of the Safety Standards Division gave a guest lecture. Mr. Jenay Ghebremariam from Eritrea expressed the Students' gratitude toward MLIT for their support in the many arrangements they made to enable this Field Study for us.

Welcome Reception

A Welcome Reception, held at the 35th floor of the Kasumigaseki Building, was very well attended by more than a hundred VIP representatives from the Japanese maritime industry, as well as many alumni and other Friends of



WMU. The buffet was preceded by an opening speech by Director-General Mori, who told us he was a big fan of WMU and proved it by proudly wearing the WMU pin and tie!

It was an excellent opportunity to network, meet our sponsors, supporters and friends! Ms. Analia Viggiano from Argentina expressed our gratitude to the attendees for enabling our studying at WMU and the accompanying experiences and memories that will remain for our lifetime.

Tuesday May 14th

Niigata Power Systems Co., Ltd. - Ohta Plant

Niigata Power Systems was founded in February 2003 and is part of the IHI Group. The Ohta Factory produces internal combustion engines, castings, gas turbines and Z-Pellers. To minimize the burden to the environment, the company puts every effort towards creating products with far fewer emissions of greenhouse gases and pollutants, while maintaining high economic performance.





Courtesy Visit to The Nippon Foundation

One of the highlights of the week was, of course, meeting the VIP representatives of our sponsors at The Nippon Foundation. We experienced a very warm welcome by Mr. Mitsuyuki Unno, Executive Director of The Nippon Foundation. The Students talked about their individual backgrounds and reasons for studying at WMU. Mr. Hussain Wanzu from Uganda provided a speech on our behalf.

Following that, Mr. Unno gave a welcome speech, in which he spoke of those gathered becoming Sasakawa Fellows as destiny, and expressed his desire for the bonds born of that destiny to grow to transcend organizations, nations and disciplines in the future, as well as his hope that the day might come where tackling the problems of the oceans can be something undertaken together.

Wednesday May 15th

An early domestic flight brought us from metropolitan Tokyo to the more rural Oita.

Miura Shipbuilding Co., Ltd.



Miura Shipbuilding Co., Ltd. is active in building ships up to 10,000 GT and repairing those up to 4000 GT. It produces all types of ships, mainly for the domestic/short sea market and delivers around 12 vessels annually. We were very grateful to be able to visit a relatively small/medium sized shipbuilding company, as this allowed us to observe the processes from close up.



On the bus tour to our hotel we could see the beautiful nature of Oita Prefecture, with its green mountains and ocean view. Our next destination was Beppu, one of Japan's most famous hot spring resorts. Upon arrival we enjoyed a traditional seafood meal. Dressed up in traditional yukata and sitting on the floor, we all enjoyed the warm and traditional Japanese hospitality. Also, our rooms were typical Japanese style, meaning sleeping on the floor, and no chairs! A major difference with the hotels in Tokyo and Kobe, but definitely an enjoyable experience!

Thursday May 16th

Nissan Motor Kyushu Co., Ltd. - Kyushu Plant

Here we had the opportunity to observe one of the most productive, highly efficient car pro-

duction plants in the world and deepen our understanding of the automobile manufacturing process. We witnessed the whole process from forging, stamping, casting and welding sub-assembly parts, the assembling itself, up to the painting and testing of the finished vehicle. Viewing the entire production line showed the real cooperation between men, machines and robots.

YASKAWA Electric Corporation

Yaskawa Electric Corporation operates in the following four business domains: Motion Control, Robotics, System Engineering, and Information Technologies. Since Yaskawa Electric released the first all-electric industrial robot in Japan in 1977, this company has continued to lead the international industrial robot industry. A wide range of industrial robots has been released since, especially welding robots, but also for handling, assembly, painting and cleanroom applications.



This visit did not only show why Japan is at the forefront of technological innovation and robotics, but also allowed us to see the discipline and dedication of Japanese employees.

In the evening we boarded the Hankyu Ferry for an overnight sea voyage from Shin-moji, Kitakyushu to Osaka. After enjoying the sunset from the upper deck, it was time for some good 'nomunication!' The atmosphere was so good that we did not want to think about the wake-up call at 5 a.m.



Friday May 17th

Furuno Electric Co., Ltd. - Miki Factory



At sea, in space, in cities: Furuno's technologies are in every part of our daily life! Based upon sensor technologies, utilizing ultrasound and radio waves, Furuno develops and distributes marine electronics as well as industrial electronic products and systems. For the merchant marine, fishing vessels, recreational boats, workboats and government vessels, it produces Fishing Equipment (Fish Finder®), Radio Communication (Inmarsat, AIS) and Navigation Equipment (Radar, GPS Plotters).

Several of our Students said they used Furuno equipment at work!

Marine Technical College



While it was our very first visit two years ago, the Marine Technical College in Ashiya was the very last official one this time! Here we were welcomed by Professor Toshio Hikima, former professor of WMU, who explained enthusiastically (as usual!) about Japanese maritime education, the training system in general, and MTC in detail.

On the way to the beautiful ANA Crowne Plaza Hotel in Kobe, we stopped by the Hakushika Memorial Museum where the history, brewing process, and more precise information on Japanese SAKE could be learned. Later, we went to bed tired, but more than satisfied.

Saturday May 18th

On our very last day, we were able to visit the beautiful city of Kyoto and three different highlights of the city: Nijo Castle, Kinkaku-ji Temple and Kiyomizu-dera Temple. A funny fact is that Kyoto not only was the capital of Japan for over 1000 years, it is also home to the video game company Nintendo. It is well-known by people of all ages for computer games such as Donkey Kong and Super Mario Bros!



Farewell Reception

Our last evening was celebrated with a farewell party, where, in a cozy and informal atmosphere, we could enjoy our last 'nomunication' opportunity. Several WMU Alumni attended, as well as representatives of companies we visited during the week, and also of previous years from within the Greater Kobe Area. They made every effort to be with us! Juan Francisco Santos Solorzano from Guatemala took the opportunity to voice our gratitude for such a wonderful trip.

This year, WMU will celebrate its 30-year anniversary. Moreover, the total number of Sasakawa Fellowships provided to study the M.Sc. program at WMU in Malmö, Sweden will surpass 500! I am looking forward to celebrating both milestones with our biggest supporters, friends and Sasakawa Fellows on several occasions this year and next.

On behalf of the Sasakawa Fellow Students of the Class of 2013, I would like to thank Dr. Yohei Sasakawa, The Nippon Foundation, OPRF, and all the host institutes for an unforgettable week, in which we were able to learn about your country, its culture, and the Japanese maritime industry.

Ton Smaal
Registrar, WMU



Interview with Stephen Cotton,

Acting General Secretary,
International Transport Workers' Federation (ITF)



Q1 Can you tell us about ITF's role – especially in the fields of maritime safety and environmental protection?

In the maritime area, ITF is very active in the protection of seafarers, fishers and dockers. We attend IMO meetings to ensure that the needs and the interests of seafarers are taken into account and to articulate their concerns. All too often the human element is forgotten, and little regard is given to how regulatory changes will impact those who do the work. We attach great significance to the entry into force of the ILO Maritime Labour Convention later this year. We believe that it will become the 4th pillar of the global regulatory regime, and, if strictly implemented, it can have a real and positive impact on improving seafarers' social and labor conditions and in addressing the decent work deficit which is prevalent in the sector.

Q2 How do you see the current maritime society, which is becoming more complicated, and how would you depict the probable future maritime society in the next generation - in 30 years?

We would hope that the governance of the shipping industry is improved, and that the flag of convenience system is eliminated so that all flag States meet their duties and obligations, especially to the seafarers who serve on vessels which fly their flag. The inaction of many flag States in actively combating piracy and their failure to protect the rights and interests of seafarers who serve on vessels flying their flag shows the bankruptcy of the current system. The Iceberg 1 is perhaps the clearest case of complete failure of the flag State to meet its obligations to the seafarers serving on the vessel. We hope that the culture of compliance will be replaced by a move to promote quality shipping, where best practice, which is built on continuous improvement, becomes the norm. There needs to be a fundamental change, which will ensure that ship design takes into account the aspirations of seafarers, and to ensure that the ship will be fit for purpose until the vessel is

scrapped. This will require an adequate number of suitably sized cabins and the provision of social communication facilities that are equal to those available on land.

Q3 What kind of responsibilities and duties might seafarers/marine workers have in such a situation? At the same time, what kind of knowledge and skills will be required in order to achieve this?

It is clear that technological developments have a considerable impact on those who crew the world's fleet. It is also clear that greater attention is being given to environmental issues and concerns. Many of these developments do not pay due regard to the human element issues. The environmental aspects give rise to concerns about the further criminalization of seafarers in situations where there is knowledge, intent or recklessness.

Q4 Since ITF has made a big contribution to the University's management, what made ITF decide to support WMU in the first place?

ITF has been supportive of WMU since its inception and believes that developing maritime expertise in all countries, given the global nature of the industry, benefits all seafarers and facilitates the development of important services like search and rescue and the extension of port State control. ITF made a significant contribution to WMU at a time when the sudden removal of development funds caused a financial crisis that threatened the future of the University. We are pleased in the way WMU has progressed in recent years, and that its global status continues to rise.

Q5 What are your expectations for the International Maritime Community, including IMO?

As I said in question 2, the principle issue is to secure better governance of the shipping

industry by ensuring that flag States meet all their duties and responsibilities. That is not the case now. It is also time that the shipping industry adopted some of the positive aspects of regulation found in the civil aviation and in other sectors. A good example is casualty investigation and the need for a "no blame" culture, so that the causes of maritime accidents and incidents can be learnt and used to prevent further cases. We also expect that seafarers will be respected, which is not the case today, and the problems they face in securing shore leave and in facilitating their travel to and from the vessel will be eased.

Q6 What are your expectations for WMU as well as WMU graduates?

We expect WMU to continue to progress and further improve. It will soon move to a new building, which will enable it to provide better facilities and outreach. We expect IMO to take greater financial responsibility and make a significant input into its operational costs through its core budget. We expect WMU graduates to continue to use the knowledge and understanding they gain by attending WMU to help improve the shipping industry in their home country, be it in the National Administration, the ports, their national shipping industry or other ancillary areas.

Q7 What first attracted you to the maritime field and to ITF? Please share your fondest memories if you don't mind.

My first experience was an exercise to ensure that a number of seafarers who hadn't been paid by their employer were paid, and ITF acted to ensure payment in accordance with their contract. I was impressed and touched by the humanity shown by unions to assist seafarers from another country and region to help their fellow transport workers.

Restructuring of the IMO Sub-Committees

Yasuhiro Urano (Japan, 2012)

At the IMO Council's 109th session (C 109) in November 2012, the Secretary-General of the IMO, Mr. Koji Sekimizu, proposed the restructuring of the IMO Sub-Committees for the purpose of "improving IMO's delivery mechanism to handle the ever-increasing workload" (the opening remarks by the Secretary-General at MSC 92) and trying to address newly emerging priorities, with a concern for the Organization's long-term financial sustainability. This initial proposal consists of alternative arrangements, including increasing the duration between meetings; reducing the number of sub-committees, with the efficient and effective reallocation of their tasks; or, a combination of both. As a result of extensive discussions on this proposal at MSC 92 and the subsequent C 110 this year, the current nine Sub-Committees are to be reorganized as seven new Sub-Committees based on the following restructuring plan (see also the outline figure of the restructuring).

In considering the substantial workload of the MEPC, and its deferral of important agenda items and documents due to a lack of available time, it is timely for a sub-committee to be established to deal exclusively with environment-related matters, to allow the MEPC to delegate preliminary technical/scientific discussions to a sub-committee. In this context, the BLG Sub-Committee will be renamed the Sub-Committee on Pollution Prevention and Response (PPR). Consequently, the DSC Sub-Committee is to be renamed the Sub-Committee on Carriage of Cargoes and Containers (CCC), to address issues on all cargoes and containers.

Recently, there has tended to be a similarity in much of the work related to the operation of IT-based equipment, its use and its integration in the NAV and COMSAR Sub-Committees. Therefore, these two Sub-Committees are going

to be combined together and renamed the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR).

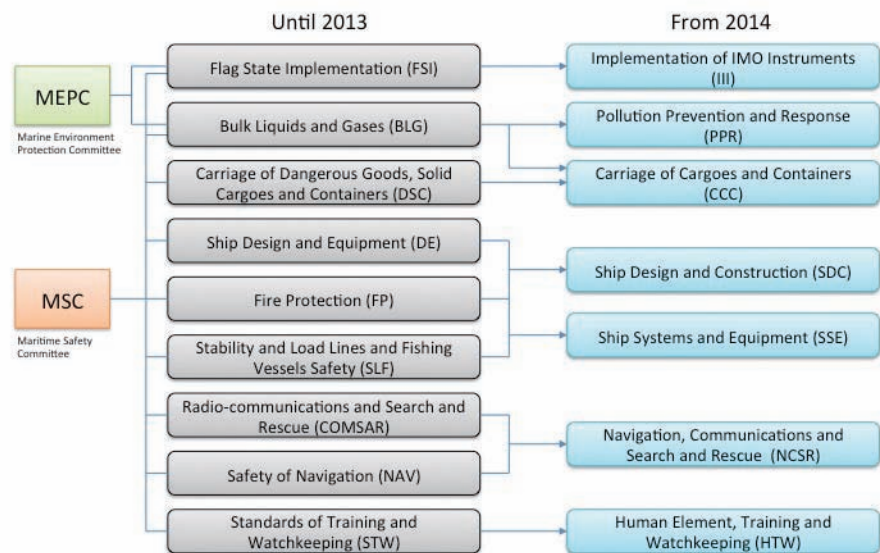
The DE, FP and SLF Sub-Committees will be rearranged into two sub-committees so that one sub-committee covers design, stability, codes, etc. (SOLAS chapter II-1), while the other one addresses equipment issues such as fire and life-saving (SOLAS chapter II-2 and III), in order to reduce the current heavy workload of the DE and reallocate it to the other two Sub-Committees (FP and SLF), which generally have a lighter agenda. The former will be named the Sub-Committee on Ship Design and Construction (SDC), and the latter, the Sub-Committee on Ship Systems and Equipment (SSE).

The FSI Sub-Committee is to be renamed the Sub-Committee on Implementation of the IMO Instruments (III), considering the fact that its

current tasks are related not only to flag state implementation but also to port and coastal states. Furthermore, the STW Sub-Committee is going to be renamed the Sub-Committee on Human Element, Training and Watchkeeping (HTW), in order to better reflect its existing work, which has been increasingly dealing with issues beyond its original remit and to take into account the increased importance placed on matters relating to the role of the human element.

The above restructuring plan will be considered by the 28th Session of the Assembly (A 28) from 25 November to 4 December this year for the endorsement regarding any budgetary implications of the plan toward implementation at the start of 2014.

(All the information in this column is based on relevant IMO meeting documents.)



What should the shipowners do? - Maritime Labour Convention, 2006

Naoki Saito (Japan, 2004)

Background

The Maritime Labour Convention, 2006 (MLC) came into force from August 20, 2013, adopted by the ILO, as the "fourth pillar" of the international regulatory regime for quality shipping. Although the MLC has three social partners - shipowners, seafarers, and maritime administrations - the shipowners play an important role in the implementation of the MLC. In this article, I will explain what the shipowners should do in the following three key topics.

Hours of Work and Rest

The MLC introduces hours of work and rest for seafarers on board. The important thing is that "seafarers" means not only officers and ratings, but also the Master of the ship. In addition, the STCW convention regulated the rest hours for all persons who are assigned duty as an officer or a rating in charge of a watch. For shipowners, it



will be important to manage the working hours on board for seafarers, including the Master, to satisfy the requirements of not only the MLC but also the STCW convention.

Use of Seafarers Recruit and Placement Services (SRPS)

The MLC requires shipowners who make use of the SRPS in countries that have not adopted the MLC to ensure those services meet the MLC standards. As a result of this regulation, the demand for certifications by independent organizations is growing rapidly in the global manning industry. For shipowners, it will be important to ask your SRPS in non-rated

countries to be certified in compliance with the requirements of the MLC by qualified independent organizations.

Port State Control (PSC)

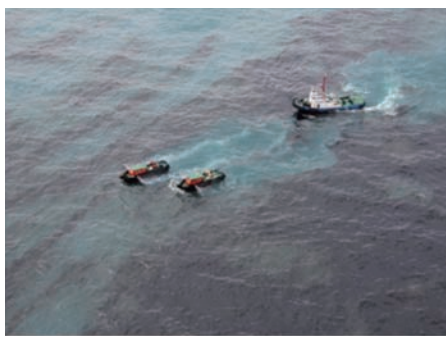
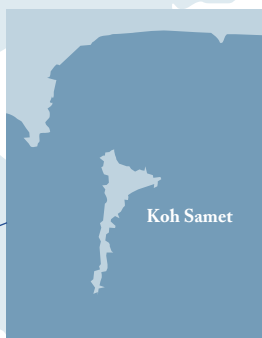
According to the resolution in February 2006, the ILO requested that port states give due consideration to allowing ships to continue to operate without the certificate, for a period of one year following the MLC coming into force. This means we expect PSC to be given due consideration for one year. However, the MOU of Tokyo and Paris have already adopted PSC guidelines for the MLC. For shipowners, it will be important to provide at least training in the MLC for seafarers to recognize its requirements for PSC inspections.

Conclusion

The MLC is expected to contribute to safe shipping, by improving working and living conditions for seafarers. In order to achieve the aims of the MLC, shipowners are expected to take the initiative in its implementation.

Lessons to Learn from Oil Spill on Koh Samet, Thailand

Surachet Dejkajornrittha (Thailand, 2007)



On Saturday, July 27, 2013, an oil spill hit Ao Phrao Beach, on the western side of Koh Samet Island in Rayong province.

The oil slick was caused by a leak in a PTT Global Chemical pipeline (PTTCG), carrying crude oil being unloaded by an offshore tanker to its refinery. About 50,000 liters of crude oil spilled into the sea. The leak location is about 12 miles Southeast of the Map Ta Phut Industrial Estate, Rayong province. The leak occurred in the pipeline at a mooring that is an offshore-anchored buoy used as a device to transfer oil from the sea to a tanker. It is attached to the tanker to prevent it from drifting during the transfer process.

Four ships and aircraft were deployed to spray about 37,500 liters of chemical dispersants to clean up the oil slick on the sea surface. This quantity of dispersants was above average. With an oil spill of 50,000 liters, the amount of chemicals should be 5,000 liters, or a 1:10 ratio.

Marine biologists and divers who inspected the reefs near Ao Phrao beach report that over 70% of the corals are blackened, covered with the remains of crude oil after the use of dispersants. The oil spill has affected coral reefs in shallow waters, and it could take more than just a few years to rehabilitate the affected areas. The oil slick has also affected small fish

living among the coral. These species cannot swim far from their habitats and are among several marine animals in danger.

The investigation of this disaster is being undertaken by the organizations involved in the accident. There should be new regulations to avoid these problems, including lessons to learn from the disaster. Who is responsible for combating oil spills at sea, and how can it best be done? Furthermore, do local teams have enough professional people, knowledge and training to deal with the problem? And finally, are facilities and equipment advanced enough for this type of situation in Thailand?

PSC Annual Seminar of Tokyo MOU



From the left:
Masashi Sugomori, Somchai Rodthongterm, Seiji Tomokuni



Port State Control (PSC) activities in each state are recognized as sufficient tools for enhancing maritime safety and protecting the marine environment through the regional PSC regimes, such as Tokyo MOU and Paris MOU.

The 21st Seminar for Port State Control Officers in the Asia-Pacific Region (Tokyo MOU) was held in Busan, Republic of Korea, from July 22-26, 2013, sponsored by IMO and The Nippon Foundation.

The topics of the seminar were:

1. Guidelines for PSC officers on the Maritime Labour Convention 2006
2. Concentrated Inspection Campaign on Propulsion and Auxiliary Machinery, being held September-November 2013 in conjunction with Paris MOU.
3. Guidelines for the inspection of lifeboat launching, which has caused many severe

accidents, and which is being discussed and handled by IMO.

4. New Inspection Regime (NIR) in Tokyo MOU.

5. Case studies regarding PSC inspections.

We participated as Japanese representatives and delivered sessions on the New Inspection Regime regarding ship targeting systems and Guidelines for PSC officers on MLC, 2006.

MLC, 2006 was the newest convention to enter into force on August 20, 2013, and attracted keen interest from participants. Ratified countries will be able to start PSC inspections on MLC, 2006. The New Inspection Regime is a new targeting system which gives more frequent inspection intervals for high risk ships and wider intervals for low risk ships as a reward. NIR will be implemented from January 1, 2014, in the

Asia Pacific region.

We were also very lucky to meet Mr. Somchai Rodthongterm (Thailand, 1994), who was also attending the seminar, and we had a wonderful time expressing our views and opinions together. We were impressed at how many graduates of WMU and Sasakawa Fellows are represented in the maritime field.

The case study sessions allowed us to share our experiences and realize how opinions vary from country to country, just like our discussions way back at WMU. We left even more convinced of the importance of sharing knowledge and experience like a big family. Cooperation is much more precious than gold.

Masashi Sugomori (Japan, 2010)
Seiji Tomokuni (Japan, 2008)

Bridging Relations Between Fellows and Japanese Friends in Singapore

Teotimo Borja Jr.
(Philippines, 2005)

The meeting of the Singapore Chapter of the Friends of WMU, Japan, was held at the Lei Garden Restaurant in Chijmes, Singapore on June 17, 2013. Mr. Hiroyuki Nishida of Japan Marine Science Inc., Dr. Nobuyuki Hirata of the National Maritime Research Institute and Mr. Akihiko Ikeda of the Japan External Trade Organization (JETRO Singapore) joined the meeting.

Mr. Nishida and Mr. Ikeda are both originally from the Ministry of Land, Infrastructure, Transport and Tourism (MLIT), but had been transferred to OPRF for a few years, working on a wide variety of projects, including the one related to the "WMU Sasakawa Fellowship Program." They are also members of the Friends of WMU, Japan and are very supportive of WMU Sasakawa Fellows. In a way, the dinner with the Singapore Chapter was a reunion with them.

The meeting started with some picture-



taking and self-introductions by the group. While dining, the group shared information and ideas on a variety of topics ranging from family affairs, jobs, maritime safety and security-related topics. The discussion was very fruitful and further established the newly created friendship between the Fellows and their Japanese friends.

The friends of WMU, Japan (Singapore Chapter), who joined the occasion were Capt. Ahamad Irfan (Indonesia, 2006), Mr. Abu Hena M. Mamun (Bangladesh, 2000), Mr. Pham Hoang Duong (Vietnam, 2005), Mr. Kyaw Htut (Myanmar, 1998), and Capt. Teotimo Borja Jr.

Interlinking with WMU Fellows and Other Funded Fellows in Bangkok, Thailand

Thanatip Jantarapakde
(Thailand, 1998)

From July 24-26, 2013, Mr. Yohei Sasakawa, Chairman of The Nippon Foundation and WHO Goodwill Ambassador for Leprosy Elimination, attended the International Leprosy Summit in Bangkok. He called on all parties involved to make political commitments and contribute resources and expertise to the fight against leprosy. To this end The Nippon Foundation will be committing US\$20 million over the next five years.

Before the meeting, the WMU Sasakawa Fellows in Thailand were very happy to have a chance to meet Mr. Sasakawa at a reception at the Dusit Thani Hotel, Bangkok, on July 22. For me, this was my first time to meet him in Thailand. Seven Fellows (Mr. Thanatip Jantarapakde, MSA 1998; Mr. Pitak Wattanapongpisal, PM 1999; Mr. Narinsak Sattaprasit, MSEP 2003; Mrs. Wanna Wai-wingrob, SM 2003; Mr. Chanachai Lertsuchatavanich, MSEP 2004; Mr. Surachet Dejkaornrittha, MSA 2007; and Mr. Sopun



Maneechot, SPM 2012) attended the reception with other fellowship students and researchers funded by The Nippon Foundation. We hadn't realized that the Foundation supported so many other students and researchers in Thailand. During the reception, Mr. Sasakawa expressed how strong the WMU Sasakawa Fellows are getting, and how much they can contribute to the development of the maritime industry in their

home countries and globally. We felt his warmth, as if we were all the same family, even though we were only together a short time. The reception ended with us presenting Mr. Sasakawa with a traditional token of our appreciation, and the hope that Mr. Sasakawa will continue to support the development of the maritime industry and other issues. We look forward to meeting him again in the near future.



Not Only at Sea, but Also on Rivers...

Jesús A. Menacho Piérola
(Perú, 2010)

Madre de Dios River

Perú

When I entered WMU in 2010, I was a Lieutenant Commander. Then I came back to Peru to work in the Navy, as the Commander of a coastguard ship for two years, in 2011 and 2012.

After just getting promoted to Commander, the Naval High Command communicated to me that I was going to be moved to the Captaincy of Port of Puerto Maldonado, a port on the River "Madre de Dios" (Mother of God), in the Peruvian Jungle, close to the border with Bolivia and Brazil, and really far away from Callao, the main port of Peru.

Since January 2013, I have been the Harbour Master of Puerto Maldonado, and my duties are, among others, performing Authority and Law enforcement in the fluvial scope, with competence and jurisdictional areas in three regions of Peru: Madre de Dios, Cuzco, and Apurimac, an area greater than 178,000 km², and more than 3,000 km of navigable rivers.

We also have as our mission controlling and monitoring seafarers, ships, and activities carried out on the river; fluvial safety and health and other related activities; protection

of the river environment, its resources and wealth; safety of human life; as well as the suppression of smuggling and other illegal activities. We are also responsible for Search and Rescue missions, and since this is a huge area, our tasks are really difficult.

Combating illegal mining is the hardest mission, because even though this activity is forbidden, there are many people doing it, due to the easy money they can get.

Another important mission is to help remote villages and native communities alongside the

Madre de Dios River, by offering medical and dental care, haircuts, supplies of food and groceries, and the visit of some agencies of the government.

Currently my crew consists of 4 officers and 74 sailors, with the support of 10 Fluvial Interdiction Patrols and other land vehicles.

The knowledge I learnt at WMU was great preparation for this job, full of decision-making, where I am 100% in charge. I am always working towards contributing as much as possible to the development of Peru.



Madre de Dios River

Training of Maritime Instructors



Pervez Iqbal Mughal
(Pakistan, 2010)

The role of an instructor in the learning process has always been considered a key ingredient in achieving learning objectives. In fact, the instructor is the one who not only transfers knowledge, but also helps to develop a positive attitude through organized practices. Maritime instructors need to be properly trained to be able to better groom seafarers. Besides professional qualifications and work experience, they must be trained to handle classroom activities and behavior management, in order to produce emotionally happy seafarers, which helps reduce maritime accidents due to human error.

Realizing the importance of instructors, Pakistan Marine Academy (PMA) always strives to train its instructors accordingly. Most of its senior instructors are qualified at

WMU and well equipped to fulfill the requirements of STCW. As an instructor at PMA, I also took advantage of this opportunity in 2009-2010 and completed my specialization in MET at WMU. I am really grateful to Mr. Sasakawa for his generous support towards my higher education. My exposure to various international facilities, the diverse faculty of WMU, and seminars/workshops has considerably improved my level of confidence and knowledge about maritime affairs. Now I am utilizing it effectively in grooming young seafarers in my country, to produce well-trained human resources for the maritime industry.

PMA also seeks guidance from the IMO Model Course 6.09, Training Course for



Instructors, to provide elementary instructional techniques to its newly inducted instructors. Besides this, consistent efforts are also made to train them at WMU through the support of international donors. Recently, the ITF Seafarers Trust announced that its hundredth fellowship to study at the World Maritime University has been awarded to a female education officer at PMA. The Trust Acting Administrator, John McLeod, commented, "We are delighted to support this young woman in her endeavors on behalf of her nation and its seafarers." Thus, we can say that training of the trainers is indispensable for quality education and production of emotionally happy seafarers, through the positive development of their attitudes.

New Member of the Family



Nguyen Dang Ben (Vietnam, 2007)

I'm Nguyen Dang Ben – SM 2007, and my wife is Tran Thi Thuong – MET 2007. I want to talk about the newest member of my family and share with you my feelings about bringing her up.

Last time I mentioned that our first child, a boy, was born on November 30, 2008. Three years later, on November 17, 2011, my wife gave birth to our second child, our daughter. We named her Nguyen Tran Truc Linh, or, as we call her, Puppy. With her arrival, I felt more responsibility towards my family, and above all, happiness. Twenty months have passed since she was born, and I have experienced many interesting feelings. It started with anxiety and extreme joy at her birth. Then I felt eager to see her growing day by day. I was worried when she got ill as her teeth came in. Waiting for her first steps made me

impatient, but when it happened, I was so glad. For her brother, this only took ten months, but for her, it was fourteen months. And I still remember how I felt when she first called me "Father." Although it's the second time I've experienced these feelings, they're still new and exciting.

My little daughter at 20 months copies all the actions of her brother. When he exercises, she exercises. When he jumps, she jumps like him... And my wife and I laugh.

I'm a lucky man to have received a Sasakawa scholarship, and even luckier to have met my wife at WMU. Now we have a son and daughter. These two angels are my motivation to do my best. I want to take good care of them and try hard to give them the best life I can. Thank you, Mr. Sasakawa, for helping me have such a wonderful life.



Masashi Sugomori (Japan, 2010)

We have a new baby girl! On June 23, 2013, my second daughter, Mao, was born. The kanji that we chose for her name means "True Center" and is the same name as Mao Asada, the famous Japanese professional figure skater. My classmates from WMU who remember my first daughter, Kao, will probably have no problem remembering both names (Kao and Mao) easily. Actually, Kao was much more excited than my wife and me when we had the baby. As you can see in the photo, Kao is now 9 years old and enjoys her school life here. She also helps take care of Mao like a second mother, which is very much appreciated by my

wife and me (chuckle). I hope Kao and Mao will grow up healthy.

My current position is Section Chief of the Port State Control office at MLIT (Ministry of Land, Infrastructure, Transport and Tourism), Japan, although I will come back to the Seafarers Training Institute (NIST). So I am working here only for a short period. I'd be delighted to share with anyone views on PSC matters, as well as maritime education and training.

Happy Wedding



Toru Eguchi (Japan, 2009)

Could you ever imagine that this quiet computer guy would get married? I certainly didn't – until the day I met Rika.

We first met last August, when I was introduced to her by a friend of my mother as I returned to my hometown, Fukuoka, on summer holiday. We went out together a couple of times during the holiday, and I began to feel that she and I were really compatible. After I got back to Tokyo, over 1,000km away, we stayed in touch via telephone and e-mail, meeting offline only once a month or two. Despite (or thanks to?) the long-distance relationship, we decided to get together as husband and wife half a year later.

We had our wedding at a Shinto shrine in Fukuoka on June 15, followed by a reception at a traditional Japanese restaurant attended by our families and relatives. I'd also like to thank you all of you who sent us heart-warming messages of congratulations.

We've started our new life in Tokyo, and I have no doubt she is my perfect partner for life. She is a very cheerful, kind, and considerate lady. Moreover, what makes her even more special is that, believe it or not, she says it's fun being with me. She is indeed the apple of my eye.



Bich Ngoc Thi To (Vietnam, 2011)

July marked a big day for WMU graduates all over the world: WMU's 30th birthday. In celebration, viewing WMU videos probably brought back memories of our days in Henrik Smith Residence (HSR), remembering all the stress, pressures and joy we had in our postgraduate life. I am not an exception. Like other graduates, seeing me and my room in the video as the music started, I couldn't stop myself dreaming of those days, wishing to go back and visit all the magnificent people, to wake up in the morning without any concerns about life's pressures except studying.

After my graduation in 2011, I thought I would just be bringing home with me my wonderful memories of my time at Malmö, but now, I have a part of WMU smiling at me

everyday, taking care of me every minute, and most important of all, sharing my life. Yes, may I introduce to you my dear husband, Nguyen Hung Cuong, a WMU 2011 graduate.

So, thank you, WMU, for bringing us together, for giving us the chance to fall in love, for being the string binding our lives.

On our big day in May 2013, apart from the presence at our wedding ceremony of our WMU friends from Thailand and China, we received so many blessings from WMU staff, our professors, and my host family in Sweden; our WMU friends from all over the world; from Kudo-san, Shin, and a very nice card from Dr. Sasakawa. These treasured blessings will always be with us.

Editor's note

It is my great pleasure to join this precious community as a member of the Editorial Board for the newsletter, fortunately, just after graduating from WMU as a Sasakawa Fellowship student.

I took over the position of Mr. Kunihiro Kitabayashi (now working for MLIT, Japan) on 1st January 2013, and accordingly joined the Board. My tasks in Japan Ship Technology Research Association (JSTRA) are to run various research projects related to maritime technologies and IMO regulations as well as to

follow and contribute to international discussions on maritime safety and environmental issues based on the research results.

Along with editorial work for the newsletter, I would like to introduce hot and useful topics obtained through my work experiences that you will probably be interested in as maritime specialists or students. Thank you all for your continuing support!

Yasuhiro Urano

Chief Researcher/Manager of Regulations Unit
Japan Ship Technology Research Association (JSTRA)



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