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Reflections



Danny Waters

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Introduction

In the so-called 'golden years' of our retirement there is time to ponder life's purpose, to reflect on what has been served up to us and to recall our responses to various challenges.

For my part I have, I believe, been extremely fortunate - by 'being in the right place at the right time' - to have had the opportunity to be involved in the early development of two outstanding maritime institutions of higher education: the Australian Maritime College (AMC) and the World Maritime University (WMU).

Having just received a copy of the WMU Academic Handbook for the 'entry 2008 class' one cannot fail to be impressed by the extent of development in recent years. Academic development, in particular, is impressive because it is never easy for a small specialist institution such as WMU to gain recognition by established universities.

It is to this aspect that my reflections in this article are mainly directed.

The Concept

During the early 1980's the then Secretary-General of IMO, Mr C. P. Srivastava, was increasingly concerned that the developing countries must have the necessary maritime expertise to regulate, administer and manage their emerging shipping industries safely and effectively. I well remember him outlining his concept and vision of a global training institution to Gunther Zade (to become WMU's Vice Rector but sadly no longer with us) and me over lunch at the Belgian Club in London.

His foresight was complemented by his initiative and tireless energy in eliciting the support of member countries, organisations and individuals. And in 1983, with the generous provision of facilities by the Government of Sweden and City of Malmö, his vision became a reality.

Establishment & Development

Whilst the establishment and development of WMU has depended upon the generous support of many countries, organisations and individuals, the main credit must go to Mr Srivastava. Without him WMU would not exist, and he is truly its Founding Father.

Two major considerations in the development of WMU were 'finance' and 'academic credibility'. In the case of finance WMU benefited greatly from its unique nature, in particular from:

- its close relationship with IMO, the Secretary-General being Chancellor of WMU;
- its large (by conventional university standards) Board of Governors, who were mostly IMO Council members, thus providing direct links with member countries;



- its large number of visiting professors (again by university standards), which provided WMU with high-level expertise at minimal cost.

The provision (and maintenance) of the facilities in Malmö was a particularly important factor as it meant minimal capital costs for the University's budget. Our expenditure thus mainly comprised the recurrent staffing costs and student fellowships.

Academic staff costs were relatively low due to the large number of visiting professors. In the case of Student Fellowships we again benefited from the 'international outreach' provided by our relationship with IMO and its member States represented on our Board of Governors. An outstanding example is the substantial number of fellowships provided by the Sasakawa Foundation in Japan, with Eisuke Kudo working tirelessly with his Ministry and the Foundation to elicit Mr Sasakawa's support and obtain funds for fellowships and seminars.

Academic Credibility

Embryo universities are generally assisted towards full status under the auspices of an established university, often becoming 'university colleges' in the first instance. However, WMU's establishment by IMO did not facilitate such an arrangement. Indeed our strengths in respect of funding and general support from IMO tended to militate against achievement of academic credibility - raising questions about 'autonomy' and 'academic freedom', etc.

In the early establishment years it was perhaps natural to first recruit academic staff with backgrounds in the education and training of seafarers. In many countries the main objective of the marine training institutions was preparation of their students for the examinations for Certificates of Competency (or Licences) granted by the country's Maritime Administration, which in some

cases conducted all the examinations. Therefore many of these training institutions were not involved in the granting of graduate and post-graduate qualifications and the associated responsibilities of autonomous institutions of higher education.

As a consequence there was some confusion during WMU's early years and indeed some

danger of development along the lines of a seafarer training college rather than a university granting its own graduate qualifications.

When, in 1990, I accepted Mr Srivastava's invitation to join the University for 4 years, most of the early difficulties had been resolved, but there was still an underlying perception (put to me on occasion, for example, by some of our Nordic supporters) that 'WMU was more of a technical school than a university.'

Also by this time some WMU graduates of earlier years were applying for admission to PhD programs in European and American universities, and we were having difficulty responding to their requests for information on our graduates' grades, etc.

I therefore concluded that the establishment of an Academic Registry was a priority in order to compile credible records of student progress, grades, etc, and to develop and promulgate Academic Rules for Courses and Examinations. When I first discussed this with our senior academic staff they expressed reservations - not

being familiar with the concept - and suggested that if we recruited an Academic Registrar he/she should spend half the time on teaching duties.

I was fortunate to be able to obtain the services of AMC's Academic Registrar, Greg Parkinson, for a year, during which time he set up the basis of the WMU Registry and University Courses and Awards Rules. The present Registrar, Bruce Browne, then came on board, and I understand that WMU now has an Assistant Academic Registrar as well.

Another essential was the establishment of research capability for both academic and commercial work, the latter being a well-established practice in universities. The Australian Maritime College's commercial arm 'AMC Search', for example, was earning substantial income for the College from its many projects for the maritime industries and port authorities. Staff members were encouraged to put in the extra effort, for which they were able to earn some additional remuneration from the project revenue. (WMU's Professor of Maritime Education & Training, Peter Muirhead, had been extensively involved with AMC Search in his previous position as Head of Nautical Studies at AMC).

My proposals for WMU's entry into this field elicited some rumblings of concern from within the IMO secretariat: the concept of outside earnings being foreign to the public service ethic. But we obtained the approval of the Chancellor and Board of Governors, and the academic staff, led by Gunther Zade, quickly became enthusiastically involved in research

projects for the European Commission and in collaborative ventures with other universities and organisations.

I understand from Karl Laubstein that WMU itself is funding students by an amount of \$902,000 this year (compared with \$111,000 in 1997) and now has its own PhD program, in addition to one in conjunction with the University of Wales.

Conclusion

The successful development of WMU in recent years is due in large part to President Karl Laubstein and the staff of the University, all the more so because of the particular academic difficulties faced by a small, specialist institution such as WMU.

These are not readily evident to the general public, and I have therefore attempted to illustrate the problem in these reflections on my experiences at WMU.

Uppermost in my memories however is the pleasant and satisfying experience of working in an institution which every country considers to be its own. The level of support for WMU, and for those of us charged with the responsibility of running it was truly immense. I personally would like to offer my gratitude for the support of the staff, visiting professors, Chancellors and members of the Board of Governors, together with the many other friends and supporters of the University.

And the students? They were a real pleasure to work with and obviously valued the opportunity to study at WMU. Notwithstanding their variety of backgrounds and cultures they quickly became an integral part of the 'WMU Community'. They are now making their mark on the maritime scene across the world and thus vindicating the early vision and efforts of IMO Secretary-General C. P. Srivastava.

Danny Waters

(Rector of WMU from 1990 to 1996)*

** Previous experience: Shipmaster; university lecturer; marine surveyor; Principal Examiner of Masters & Mates for Australia; Asst Secretary, Australian Dept of Transport; and Foundation Principal, Australian Maritime College (Admitted to Membership of the Order of Australia for services to maritime education).*

Also represented Australia at IMO; served as a Member of WMU Board of Governors and its Executive Council and of an Academic Review of WMU.



WMU Graduation Ceremony in 2007



Susan Jackson

Assistant Academic Registrar, WMU

On Sunday, October 7, WMU's Chancellor and IMO Secretary General, Mr. Efthimios Mitropoulos, conferred postgraduate degrees on the World Maritime University's Class of 2007: 96 students from 42 different countries graduated from the Malmö-based MSc program in maritime affairs, along with 17 from the distance-learning postgraduate diploma in marine insurance. Mr. Binali Yildirim, Minister for Transport and Communications, Turkey, was the Guest of Honor.

A high point of the ceremony was the presentation of an Honorary Doctor of Science degree to Professor Edgar Gold CM, AM, QC. The award marks his outstanding global contribution both to WMU and to the wider maritime field.

During the ceremony, the annual special awards to students were announced:



- Semir Tarek Maksen of the Institut Supérieur Maritime in Algeria won the Chancellor's Medal for Academic Excellence;
- Lourdes Mendoza of the Philippines' National Maritime Polytechnic won the C. P. Srivastava Award for International Fellowship;
- the two Informa Dissertation Awards were won by Dang Ben Nguyen of the Vietnam Transport and Chartering Corporation (Sasakawa Fellow) and by Semir Tarek Maksen of the Institut Supérieur Maritime in Algeria.

Three MSc in Maritime Affairs degrees were awarded with distinction to: Semir Tarek Maksen (Algeria), Pablo Bonuccelli (Argentina), Inderveer Solanki (India). One Postgraduate Diploma in Marine Insurance was also awarded with distinction to Jens Schaefermeier (Germany).

The ceremony was also attended by a group of 4 graduands from the China-based MSc programs. They enjoyed a week-long special program with a special seminar and field visits before the ceremony.



One of the current Sasakawa Fellowship students, Mr. Yusuf Mohammad Bala was selected as a finalist, and he was eventually invited to attend the Interferry Conference held in Stockholm on September 28-30, 2007 to present his paper.



An Untapped Market for the Ferry Industry in Lagos, Nigeria

Yusuf Mohammad Bala (Nigeria, 2008)

The above stated topic was discussed in a paper, which started by describing Lagos as the most populous city in Nigeria, consisting of a large lagoon (hence its name) and an archipelago of large islands in the lagoon. All these islands are connected to the mainland via large bridges. It is Nigeria's most prosperous city. According to preliminary results of the 2006 census, there are 9,013,534 inhabitants in Lagos State. Although lower than anticipated, it is nonetheless substantial.

Due to the explosive population growth occasioned by the economic boom of the 1970's and in part to the geography of the city, transport links within Lagos are congested, teeming with poor quality transit buses. With congested bridges, traffic is a daily problem. It takes an average of two to three hours to travel 10-20km in this haphazardly developed and geographically disjointed city. However, this problem



is getting all the necessary attention from both the Federal and State Governments. In the planning stage are a high speed elevated metro line, a fourth mainland bridge of about 26km, and several other projects to be executed.

Meanwhile, in looking for solutions to the perennial issue of efficient mass transit, the advantages of the geography of the city are completely forgotten. As it is now, there is a ferry service between three or four points, but the potential of water transport remains largely untapped, carrying less than one percent of the total traffic in Lagos. With a population spread along the Nigerian coast and upon the islands that form the archipelago just off the mainland, the paper analysed why this mode of transportation has not been embraced and prioritised, since the benefits are immense. It also explored the market and the benefits of an effective water transport system for Lagos.

What's next after the entry into force of the AFS Convention?



One great news item for the IMO is the coming entry into force of the International Convention on the Control of Harmful Anti-fouling Systems on Ships (AFS Convention). The Convention will enter into force on September 17, 2008, which is the date 12 months after the accession by Panama.

"Anti-fouling systems" are defined as "a coating, paint, surface treatment, surface, or device that is used on a ship to control or prevent attachment of unwanted organisms". Anti-fouling paints, developed in the 1960s, contained the organotin tributyltin (TBT), which has been proven to cause deformations in oysters and sex changes in whelks. The Convention prohibits the use of such organotin compounds which act as biocides in anti-fouling systems.

Through the establishment and coming into force of the new Convention, harmful compounds leaking from ship paint into the sea will completely be banned. In addition, recent efforts of the painting industry to develop new painting systems are expected to make further contributions to protect the marine environment. Some sophisticated slippery paints are said to have the effect of reducing water resistance of ships. If this technology were realized, it would reduce not only fuel consumption but also greenhouse gases (GHG) and other harmful gases.

Recently, paint has been drawing attention at IMO for safety reason as well. A mandatory requirement of protective coating for sea water ballast tanks was adopted as a SOLAS requirement of corrosion prevention last year. Now, it also includes corrosion protection of cargo oil tanks in tankers.

Some other concerns have been raised as well. Certain active substrates that may be used by a system which intends to eliminate the transfer of harmful aquatic organisms under the Ballast Water Management Convention, might affect the paint in seawater ballast tanks. Another concern to the human health are Volatile Organic Compounds (VOC) used for paint application.

Thus, a number of issues related to paint are discussed from various aspects. MSC, at its 83rd session held in October 2007, finally decided to recommend to the Council that consultative status be granted to the International Paint and Printing Ink Council (IPPIC).

The challenges concerning "paint" will probably for a while, but there is no doubt that IMO is moving forward step by step and will get out of this spiral sooner or later.

Meeting WMU classmates after the graduation

Tomomi Okubo (Japan, 2006)



The "Regional Seminar on Maritime Security and Piracy Countermeasures in South East Asia" was held from July 23-27, 2007 in Tokyo, Japan, hosted by Japan Coast Guard (JCG) and the Ocean Policy Research Foundation (OPRF) to promote regional cooperation and collaboration against maritime terrorism, piracy and armed robbery against ships. 14 participants from relevant authorities - mainly maritime law enforcement officers from Indonesia, Malaysia, the Philippines, Singapore and Thailand - were invited to the seminar.

The seminar was divided into three sessions: piracy countermeasures, maritime security operations and maritime security intelligence. In the first session the participants presented and discussed piracy-related matters such as capacity-building programs, information sharing schemes and the need for a regular forum. In the session on maritime security operations, the participants gave a presentation regarding efforts to secure their seas and made some proposals for further improvements in the operations. In the third session, the participants shared views on maritime security issues.

All sessions ended with constructive opinions of the participants for more proactive measures and gave them the opportunity to expand their human network to fight those crimes.

For me, the network which was established at the World Maritime University (WMU) also supported the seminar smoothly. Two classmates, Norhasliza Mat Salleh from Malaysia and Anand S/O Ulaganathan from Singapore attended and contributed a lot. We enjoyed drinks after the seminar with OPRF staff members and a senior graduate, Mr. Ryoji Hayashi (Japan, 2002). Also, the colleagues of some participants were my WMU classmates. I hadn't imagined that I would meet these classmates after I graduated from WMU, but I had heard that the world-wide network is one of the treasures of the graduates, though.



With Indonesian classmates at Jakarta, Indonesia.

The occasion to test this came relatively early. Last April, six months after graduation, I accompanied my boss on a business trip and met classmates Ahmad Irfan and Agus Edi Santoso in their country, Indonesia. They offered me time and hospitality during my stay in Jakarta. I would never have experienced this without such a great network.

I believe that the network established through opportunities like this seminar supports international collaboration on maritime safety, security and cleanliness. I am grateful that I can sometimes take advantage of such opportunities.

Analysis of the Erosion/Accretion Process in Puerto Chiapas, Mexico

Fernando Bustamante (Mexico, 2004)



The following paragraphs summarise the research done by Mr. Fernando Bustamante (Mexico, 2004), in order to obtain his MSc degree in Coastal Engineering and Port Development, from UNESCO-IHE Delft, in the Netherlands.

Puerto Chiapas, Mexico, is a typical example of the effect that coastal structures have in the morphological behavior of the shoreline. Due to the construction of the port jetties, longshore sediment transport has been blocked and sediment has been deposited in the SE beach generating erosion in the NW area, which has affected the properties along the coast. Furthermore, the high sediment transport rate (estimated at 800,000 m³ per year) and the effect of waves and currents generate a shoaling process in the water areas of the port, which demands enormous investments in dredging and, at the same time, obstructs the operations of the port.

To study and better understand the coastal processes in the area, a numerical investigation was carried out in order to assess the morphological changes and to determine the best alternatives to solve the erosion/sedimentation problem in the port. For this purpose, the mathematical model

Delft3D, developed by Delft Hydraulics, was used. This model simulates the changes on the shoreline and on the sea bottom, considering the effect of waves, winds, tides, sediment characteristics and many other variables that influence the coastal processes.

After the set-up, calibration and validation of the model, 17 scenarios were defined considering a broad range of alternatives for solution, including: dredging, hard measures such as groins and revetments, beach nourishment and sand bypassing. These scenarios have been modelled and then analysed and compared, in order to select an optimal solution. Assessment of alternatives has been done following an integrated approach, in which environmental and socio-economic aspects have been considered along with technical aspects. From the evaluation it has been determined that a combination of dredging and simple hard measures is the best way to solve the problem, and that in the long term a sand bypass system becomes the most feasible alternative.

Please visit our website for the entire text.
http://www.wmu.sof.or.jp/bustamante_researchpaper.pdf

The Singapore Meeting - Concrete International Support for Historic Initiative

Norhasliza Mat Salleh (Malaysia, 2006)



I recently attended the Singapore Meeting on the Straits of Malacca and Singapore: Enhancing Safety, Security and Environmental Protection in Singapore. The Meeting was the third of a series of IMO meetings on the Straits of Malacca and Singapore, with the two previous meetings held in Indonesia and Malaysia in 2005 and 2006, respectively. It was jointly convened by IMO in close co-operation with Indonesia and Malaysia. During the meeting, I was privileged to meet other Sasakawa fellows, Ms. Dyah Umiyarti Purnamaningram (Indonesia, 2004), Mr. Azfar Mohamad Mustafar (Malaysia, 2001) and Mr. Mohd Fairoz Rozali (Malaysia, 2006). The joy of meeting other Sasakawa fellows was further enhanced as we were able to meet Mr. Masazumi Nagamitsu, Executive Director of The Nippon Foundation, who came to deliver an address on behalf of Mr. Yohei Sasakawa, the Chairman of The Nippon Foundation.

The meeting concluded successfully with strong all-round support from the international maritime community for a new co-operative framework for the Straits. The meeting witnessed the

historic launch of the Co-operative Mechanism between the Littoral States and User States on Safety of Navigation and Environmental Protection in the Straits. It consists of the User States Cooperation Forum, Project Coordination Committee and Aids to Navigation Fund (Co-operative Mechanism), a milestone development which provides a new framework for the littoral States to work together with the international maritime community to further enhance navigational safety and environmental protection in the Straits.

The 252 participants representing 50 countries and 17 maritime related organizations expressed their strong international support for the Co-operative Mechanism, clearly demonstrating international collective efforts. In addition, The Nippon Foundation, a Japanese non-government organization, also expressed a firm commitment to fund up to one-third of the needs of the Aids to Navigation Fund (A to N Fund).

The Co-operative Mechanism, consonant with Article 43 on the United Nations Convention on the Law of the Sea 1982, was developed and completed in a relatively short span of two years. It reflects the excellent co-operation among the three littoral States, as well as the broad consensus achieved between the littoral States and users of the Straits. It also provides a regular platform for ongoing dialogue between the littoral States and user States, as well as a structured framework for concrete co-operation with the international maritime community.

In conclusion, the three IMO meetings, in Jakarta, Kuala Lumpur and Singapore are the concrete product of the IMO Secretary-General's vision of the "Protection of Vital Shipping Lanes" initiative. The creation and launching of the Co-operative Mechanism, while respecting the sovereignty of the littoral States, demonstrated the eagerness of the littoral States to work together with the international community in ensuring safety and environmental protection in the Straits.



Twenty-eight lucky Sasakawa Fellows and one extra-lucky accompanying staff member - myself! - left Copenhagen a little after lunchtime on Saturday, September 8, 2007. First stop, Helsinki. Next stop, Kansai International airport, and we were on Japanese soil.

The first good thing to happen was the sight of Mr. Shinichi Ichikawa of the Ocean Policy Research Foundation and tour guide Ms. Miyoko Wada waiting to greet us. We were grouped together, counted and shepherded into our waiting bus with the friendly efficiency that was to hallmark our week together.

The welcome reception that evening made us feel warmly welcomed indeed. We were greeted by the Executive Director of the Ocean Policy Research Foundation, Mr. Eisuke Kudo, and Mr. Eiji Sakai, also of the OPRF, and a delightful group of well-wishers including former WMU Professors Kenji Ishida and Toshio Hikima, and WMU graduates Tomoya Shimizu (Japan Coast Guard) and Fumi Yakabe (Ministry for Land, Infrastructure and Transport). Good food, good cheer and even some musical performances encouraged by Mr. Ichikawa made it a very happy evening.

Early Monday morning, our field studies started in earnest with an interesting visit to the Marine Technical College in Kobe, where the facilities available to students were much admired by the Fellows.

It soon became obvious that great care had been taken in planning the program of study visits, so as to ensure that the specialization of every student was catered for. In the three days allotted for study visits we were privileged to call on a wide variety of companies, including Shinko Ind. Ltd., MAZDA Motor Corporation, Mitsui Engineering and Shipbuilding Co. Ltd. and Tokyo Gas. These gave us great insight into manufacturing processes, production logistics and logistics of transport of goods, as well as the high productivity of these companies. The students were also impressed by the hard work and dedication of the Japanese workers they observed.



Another interesting visit was to the National Institute of Advanced Industrial Science and Technology, where the research program for coastal environment conservation was very impressive. The facilities at the Institute include an accurately-proportioned hydraulic model of the Seto Inland Sea, which is utilized in researching the impact of - amongst other things - global warming on this sensitive area.



While staying in Hiroshima we had the opportunity to visit two UNESCO World Heritage Sites. First, Itsuku-shima Shrine on Miyajima island. The contrast of the vermillion-painted water gate with the blue-grey sea and mountains is a breathtakingly beautiful sight, and I believe most of us count this as one of the highlights of our week. The second was our visit to the A-bomb dome in central Hiroshima, together with the Peace Memorial Park and museum. What happened in Hiroshima in 1945 is world history, and the opportunity to see



the dome and to understand first-hand the terrible consequences of the use of nuclear weapons is a valuable lesson for every visitor.

Towards the end of our week was the Big Day. First up was a courtesy call on Mr. Yohei Sasakawa at The Nippon Foundation. Although the meeting had a formal agenda, Mr. Sasakawa soon put us at ease with his friendly interest in the students. We also learned of some of the wider activities of The Nippon Foundation, including its dedication to the eradication of leprosy. Mr. Sasakawa kindly allowed many photographs to be taken, with many different cameras and in many different groups; each student has their own very personal souvenir of that meeting!

After lunch, it was time for our call at the Ministry of Land, Infrastructure and Transport, where the Director General of the Maritime Bureau, Mr. Makoto Harunari, gave the students a brief outline of the Ministry's various activities. The students were then broken up into groups according to their academic specializations and given the opportunity to discuss relevant questions with appropriate Ministry officers. These discussions were highly appreciated by the students and time ran out all too quickly.



Back to The Nippon Foundation that evening, this time for our farewell reception. We were very pleased to see Mr. Sasakawa and Mr. Harunari there, as well as Mr. Nagamitsu of The Nippon Foundation. We were also honored by the attendance of so many distinguished guests from the Diplomatic Corps and Japanese maritime industry and institutions. Following the formalities, the evening provided a very pleasant opportunity for the Fellows to meet and talk to many of the guests. The Fellows regaled the assembly with a stirring rendition of the WMU song, much to everyone's delight.

Saturday, September 15, was our last full day in Japan. We enjoyed a cruise of Tokyo Bay in the morning, which gave us a close-up view of some of the port facilities, as well as spectacular



views of the city from the Bay. Following the cruise we visited the very popular Sensoji Shrine and the even more popular Asakusa market, where many of us stocked up on souvenirs to take home. Our last afternoon was free



time for all of us. Some students took the opportunity for more shopping, while others explored the Museum of Modern Art. For myself, the free time gave me the opportunity of a much longed-for visit to the Eastern Garden of the Imperial Palace, where the graceful landscaping was an inspiration, even for my own small garden in Malmö.

Snapshots: Miyo's rapid-fire counting of students on the bus; boxed lunches that are works of art; the streamlined efficiency of the bullet train; the noisy, crowded, steamy, lunch spot where we enjoyed okonomiyaki; a kimono-clad elderly woman buying her subway ticket from a vending machine; running to keep up with the pace of the crowd in Tokyo; the timeless grace of the tea ceremony; the city lights viewed from a 53rd floor restaurant.



Japan!

The Sasakawa Fellows extend their sincere thanks for the generosity of the Ocean Policy Research Foundation - and all the hard work! - that made their visit to Japan possible and so rewarding. We thank in particular Mr. Eisuke Kudo, Mr. Eiji Sakai, Mr. Shinichi Ichikawa, and Ms. Emi Senuma of the OPRF, and Ms. Miyoko Wada, our unforgettable tour guide.

Lyndell Lundahl

Student Services Officer, WMU

Let's Widen our Horizons and Keep up our Network



Mr. Makoto Harunari
Director General of Maritime Bureau
Ministry of Land, Infrastructure and Transport

Hello, Sasakawa Fellows!

I met you all at our office and at the reception on September 14, during your study tour. Your bright eyes and intelligent conversations were very impressive.

As I said in my welcome speech, for the past ten years, the world maritime industry has expanded spectacularly thanks to the thriving world economy, and accordingly, there are a lot of things for us to do in the coming future.

Firstly, we must maintain a sustainable maritime industry for the wealth and health of the world economy.

Secondly, due to the rapid expansion of ship volume, we must tackle various kinds of problems such as navigational safety, security issues, and environmental issues.

I really hope that all Sasakawa Fellows will make good use of their knowledge and abilities cultivated at WMU in order to cope with the above mentioned problems. What is exemplary about WMU is that it has sent excellent graduates to the world maritime society. They have been playing key roles in the international maritime sector as well as in each national maritime sector.

Sasakawa Fellows can carry on their great friendships even after graduation and can also keep up their alumni networking.

I hope you all will make efforts to solve a wide range of problems and contribute to the world maritime society through such friendships and networking. Our Maritime Bureau officials, especially WMU graduates, will also keep close contact with you and work in a proactive way.

Thank you.

A Personal Chat with Mr. Sasakawa



Altan-Od Bazarragchaa
(Mongolia, 2006)

I am the only Mongolian who has been awarded a Sasakawa Fellowship from The Nippon Foundation, and I will always be grateful to Mr. Yohei Sasakawa and The Nippon Foundation for giving me the opportunity to study at WMU, in Malmö, Sweden. Therefore, every time there is an opportunity, I am eager to express my gratitude to him as I've done before.

It just so happened that the regional meeting of WHO was held from August 21-24 at the Chinggis Khan Hotel in Ulaanbaatar, Mongolia, and Mr. Sasakawa, Chairman of The Nippon Foundation, and some of his staff were invited to attend this meeting. Thanks to

the "Friends of WMU, Japan" Secretariat's kindness, an appointment with Mr. Sasakawa was arranged during his busy schedule, and I had the opportunity to meet him briefly after his meeting on the 21st.

Despite the short time of our meeting, it was extremely nice and warm to talk to him and his staff, and after I expressed my personal appreciation again, we took some photos together. I don't know why I never got good photos with him before, but this time I did for sure. Mr. Sasakawa kindly said that if there were any courses or meetings on maritime issues taking place in the future, he would ask Mr. Kudo to invite me to those, which would be very helpful for my work.

On the way out of the hotel, near the entrance, we met again, but this time I was holding my daughter, and he asked her about sumo and Japanese cartoons, whether she watches them or not. Unfortunately, she answered "no".

I hope this is not the last time we meet, and if I have this opportunity again, I will definitely express my gratitude again.

Knowing how effective and beneficial the Sasakawa Fellowship from The Nippon Foundation has been, I wish for my colleagues to be awarded it as well.

Rendezvous with Mr. Yohei Sasakawa - a pleasant recount



Anantha Prasad N.S.
(India, 1997)

It was a pleasant surprise to hear during the second week of October that Mr. Yohei Sasakawa would be visiting Mumbai and would be pleased to meet the Sasakawa Fellows at an informal meeting.

I was happy firstly because it was the first time ever that Sasakawa Fellows in India got an opportunity to meet Mr. Sasakawa. Secondly, it was good that this happened at Mumbai, where I live. India is a big country, and it takes hours to fly places; therefore, meeting him in Mumbai was welcome - it was an opportunity which came six years since we last met at a Tokyo get-together in 2001.

It was a pleasant meeting on the 12th of October at Hotel Taj. It was also very pleasant to meet Mr. Tatsuya Tanami, Mr. Sakae Saito, Mr. Yoshihiko Yamada, Ms. Natsuko Tominaga, and Ms. Yoko Yokouchi, all from The Nippon Foundation. Mr. Sasakawa told me that he enjoyed very much meeting the students of WMU wherever he went. It is a good way of keeping in touch and knowing that WMU students are present in many fields. The time spent is always valuable - one gets to know about a country first hand, and it is the best way to find out what is happening. Mr. Sasakawa spoke about the initiative taken regarding maritime security measures in the Malacca Straits. He also enquired about maritime development in general in India, which is now progressing at a great pace. I briefed Mr. Sasakawa about my activities.

I enjoyed the free atmosphere in which we met, and it was nice to hear about Mr. Sasakawa's experience meeting WMU students in Mongolia, which happens to be far away from maritime activities. It only goes to show how widespread the Sasakawa-WMU Fellows' network is. At the end of the meeting, we said we looked forward to the future possibility of meeting all Sasakawa Fellows in India.



"To Have and To Hold"

Edward Sylvester Mabula
(Tanzania, 2003)

It started like a fishing expedition, with blind dates romantically turning into wildest dreams. As expected, it ended up with a grand reception held at the Aga Khan Diamond Jubilee Hall in Upanga, Dar-es-Salaam, Tanzania. This is how I got married to the former Miss Jessica Tumaini Missana on the 12th of May, 2007. The event was well attended, with Mama Salma Kikwete, Tanzania's First Lady, gracing the occasion.

We have just welcomed our first baby together on the 25th of July, 2007. His name is Edward Junior (Jr.) Mabula. He is so lovely.

Editor's Postscript

Autumn has again come to Tokyo. Tree leaves have colored - they look so beautiful and contrast nicely with the clear blue sky. Even in this busy city which is changing at every moment, autumn always follows summer as it has done for thousands of years. Many things change, but we know there exist things which last forever. Attending the editors' meetings, I have found this newsletter was born of and is the passion of people who have been challenging global

communications in the maritime field for a long time. In sincere appreciation, I wish for the expansion and prosperity of the newsletter. Autumn has also brought the harvest, and so we enjoy special autumn dishes in traditional Japanese recipes, all the while worrying a little about our weight.

Ms. YAKABE Fumi (Japan, 2004)

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