

F NEWSLETTER Friends of WMU JAPAN

The world is a family, and all humankind are brothers and sisters.

11
JUNE 2005 No.

Creating Two New Chapters



Launches of The Japan Chapter (January, 2005) and The Surabaya Sub-Chapter (July, 2004)

THE current issue introduces new recipients of the WMU Sasakawa Fellowship in the following two pages. Also, national chapters, made up of graduate Sasakawa Fellows, are the mainstay of the ever-spreading network of Sasakawa Fellows. The 11th issue features the good news that a national and a local chapter have been newly added to our community.

The Japan Chapter

The Japan Chapter launched in January, 2005. According to Ms. Yasko Suzuki, "Japan started to send Japanese students funded by The Nippon Foundation to WMU from 2001. Now we have seven Sasakawa Fellow graduates - Tomonori Okamura (MET2002), Ryoji Hayashi (MA2002), Kentaro Furuya (MA2003), Yasko Suzuki (MA2003), Naoki Saito (MET2004), Tomoya Shimizu (MA2004), Fumi Yakabe (MSEP2004) - and we decided to launch the awaited Japanese branch of Sasakawa Fellows in January this year. In addition, we have created a website you can visit from this address - www.wmu.jp (although some of its contents are under construction). As is repeatedly

mentioned in our website, our wholehearted appreciation is always extended to Mr. Yohei Sasakawa and The Nippon Foundation. All Japanese Sasakawa graduates have been engaged in international maritime affairs and wish to contribute more to effective, safer shipping and marine environment protection. We also hope the link of regional Sasakawa alumni grows broader and broader and, someday, to have Sasakawa Fellow alumni all over the world."

The Surabaya Sub-Chapter

An Indonesian Chapter member, Mr. Yan Risuandi (1990), Transportation Attache of the Indonesian Embassy in Japan, paid a visit to Mr. Sasakawa on February 15, 2005. He was accompanied by Mr. Eisuke Kudo and Mr. Takuo Tsuya of the "Friends" Secretariat. The purpose of the Indonesian diplomat's visit was to make an official report to the Chairman of "Friends" about the creation of the Surabayan Sub-Chapter.

The local chapter was in fact established much earlier, when Mr. Tsuya visited Surabaya in mid-July, 2004. Then, four

Sasakawa Fellows who live in the city — Capt. F. Santoso (1991); Mr. A. Syahminur (2002); Mr. T. F. Nuguroho (2003); and Mr. R. Fajryansah (2003) - gathered together on July 16, declaring the establishment of the Surabaya Sub-Chapter, which was witnessed by Mr. Tsuya.

Mr. Risuandi showed Mr. Sasakawa a large cloth banner made by the local chapter members for the occasion of the inaugural ceremony last year. Indonesia boasts a large community of WMU graduates, which Sasakawa Fellows are administering in an admirably harmonizing manner.



The banner proving the harmony of "Friends"

New Members of WMU Sasakawa Fellowship

The following 28 newcomers have been selected as WMU Sasakawa Fellows. Early this May, the Class of 2006 started their studies at WMU. These students are experts in their own right and expected to excel in their chosen maritime courses under the stringent supervision of the best experts in the world in the maritime field. Upon the completion of their courses their new knowledge and skills shall contribute further to enhance their countries' maritime community.



BAZARRAGCHAA, Altan-Od Mr

06005 MA Mongolia

Head of Maritime Admin.
Ministry of Infrastructure, Transport Dept.



OKUBO, Tomomi Ms

06038 MA Japan

Japan Coast Guard, Yokohama Coast Guard Office



DAGUIO-MAMISAO, Maria Teresa Ms

06009 MSEP Philippines

Senior Transportatino Development Officer
Maritime Industry Authority



PRIADI, Antoni Arif Mr

06040 MET Indonesia

Lecturer
Semarang Merchant Marine Polytechnic



DIAWA, Rodolfo Remigio Mr

06012 MA Philippines

Maritime Industry Dept. Specialist
Maritime Industry Authority



SAKALAYEN, Quazi Mobammed Habibus Mr

06045 SM Bangladesh

Assistant Chief
Ministry of Shipping



GU, Weibong Ms

06018 SM China

Associate Professor
Shanghai Maritime Univ.



SANTOSO, Agus Edi Mr

06046 PM Indonesia

Senior Subsidiaries Advisory Officer
Indonesia Port Corp. II



IRFAN, Abmad Mr

06022 SM Indonesia

Sea Traffic & Transport Staff
Ministry of Communication,



SRIMEECHAI, Wichuda Ms

06048 MA Thailand

Policy and Planning Analyst
Office of Transport and Traffic Policy and
Planning, Marine Div., Planning Bureau



LASKA, Sophal Mr

06027 ICOM Cambodia

Integrated Coastal Management
Project's Counterpart
Ministry of Environment



THEAWICHA, Thiwakorn Mr

06052 MET Thailand

Eng. Instructor/Second Engineer Officer
Merchant Marine Training Centre



MONTEIRO, Antonio Duarte Mr

06033 MSEP Cape Verde

Commanding Officer of P/B Vigilante
Coast Guard



WIN CHO, Mr

06056 SM Myanmar

Assistant Manager
Myanma Five Star Line



NGUYEN, Thi Anh Thu Ms

06036 SM Vietnam

Teacher of Sea-Transport Economics
Vietnam Maritime Univ.



ALI, Asghar Mr

06061 MET Pakistan

Nautical Instructor
Pakistan Marine Academy

One of the world's great industries is maritime shipping. IMO's 164 Member States were united to ensure and promote maritime safety worldwide and to address the challenges in the international maritime community, which is changing more rapidly than ever before.

The Nippon Foundation has contributed a lot to the international maritime community by continuously and generously supporting the WMU and undertaking several projects and expert discussions at IMO.

My father is a Naval Architect and Marine Engineer and a pioneer in the Philippines. His profession is our "bread and butter," and I have learned to appreciate the maritime industry from a very young age. As I've grown up, I've realized the importance of the maritime industry in my

country and decided to follow in his footsteps. I would like to dedicate my accomplishments to my father - Engr. Mariano Dumayag Daguo.

I would like to take this opportunity to thank The Nippon Foundation and Mr. Yohei Sasakawa for giving me the chance to study at the World Maritime University and further enhance my knowledge pertaining to my chosen maritime field. I will always cherish this opportunity and continue to perform my duties and contribute to the maritime community in the Philippines the knowledge and expertise I will gain in my studies at WMU.

Ms. Maria Teresa Daguo-Mamisao



ALMEIDA, Luciola Perez De Ms

06062 MA Brazil

Environmental Supervisor for Port of Suape
Suape Port and Industrial Complex



MAT SALLEH, Norhasliza Binti Ms

06082 MA Malaysia

Assistant Director, Prime Minister's Office
National Security Div., Government of Malaysia



CONCEPCION, Ruel Mr

06067 MET Philippines

Assist. Quality Management Representative
Philippine Merchant Marine Academy



ROZALI, Mohd Fairoz Bin Mr

06090 MSEP Malaysia

Head Quarter Senior Marine Engineer Officer/
Assistant Director
Marine Dept., Peninsular Malaysia



EVANGELISTA, Enrico Efren Mr

06068 MSEP Philippines

Commanding Officer (Ship Captain)
Philippine Coast Guard



SONG, Wei Mr

06092 MSEP China

Port State Control Officer
Dalian Maritime Safety Administration



HEBBAR, Anish Arvind Mr

06073 MSEP India

Staff Officer to DY Director General
Indian Coast Guard



TRINH, Thi Ngoc Bien Ms

06093 SM Vietnam

Expert-Business-Int'l Relations Dept.
Vietnam National Shipping Lines



LE, Hong Phong Mr

06078 MA Vietnam

Deputy Manager of Dept.
The Center for Shipping Policy and
Marine Environment



WRIGHT, Paul Wayne Mr

06094 MSEP Jamaica

Executive Officer
Jamaica Defence Force



LI, Haibo Mr

06080 MSEP China

Associate Director
Ministry of Communication,
Maritime Safety Admin. of Lianyungang



YE MYINT, Mr

06095 MSEP Myanmar

Deputy Director (Eng. & Ship Survey)
Dept. of Marine Admin.

Alumni News

Reflections from a JICA Trainee

Joselito F. de la Cruz
(Philippines, 2003 Sasakawa Fellow)



The JCGA Superintendent and faculty

I am one of the few lucky Philippine Coast Guard (PCG) officers sent for training in Japan under the JICA sponsored Philippine Coast Guard Human Resource Development Project since it began almost three years ago. This project is a technical cooperation that will culminate in June 2007 and that includes the dispatching of long- and short-term experts from Japan Coast Guard, the donation of training equipment and counterpart training in Japan, among

others. After graduating from the World Maritime University in 2003, I was assigned to the coast guard education and training command, the office responsible for the implementation of the project wherein I was designated as the PCG counterpart for maritime law enforcement.

As a Sasakawa fellow, I had the chance to visit Japan in August 2002. That six-day study tour was like no other; hence, going back for the second time was indeed something to look forward to. And so, January 17 of this year, knowing only a handful of Japanese greetings, I made my way to Kure City, southern Japan, to find out what was in store for me in a month's stay. At first, I felt jittery being in a land whose passion for work and perfection is a known fact.

The training was held entirely at Japan Coast Guard Academy (JCGA), located in a city that is home to the Japan Maritime Self Defense Force or the Navy. I also had the chance to see and experience some exciting and historical places like the

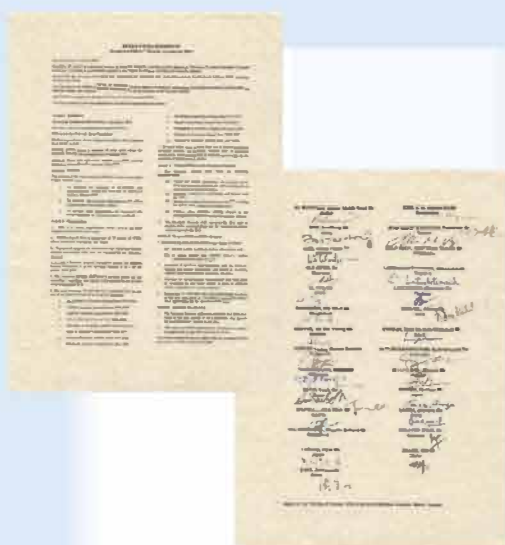
famous Hiroshima Peace Memorial museum, Itsukushima shrine in Miyajima Island, Kintai bridge, and a trip to Fukuoka City, passing through numerous mountain tunnels and the Kan-mon Strait bridge.

This training was actually more like research, the objective of which was to come up with a Maritime Law Enforcement textbook for the PCG's training and operational use. Thus, a review of international maritime law, criminal investigation, vessel boarding procedures and criminal law became the order of the day. In my whole stay, almost half the time was devoted to discussions with a number of JCGA faculty members, who showed their eagerness to help and the value of hard work, punctuality and politeness, virtues the Japanese are known for. I got to know their lighter side, too, having spent much time with them in and out of the office.

It was both a fun and rewarding stint. It may have been short but worth remembering. And so I say, "Domo arigato gozaimashita."

Reflections on Ship & Ocean Foundation

Donny Michael
(India, 2004 Sasakawa Fellow)



Deed of Establishment,
Sasakawa Fellows' Alumni Association 2004

Recently on May 31, 2005, a small general cargo merchant ship named MV Faiz, sailing in the North Bay of Bengal, went missing and a large scale search was launched by the Indian Coast Guard. After 2 days the ship was located with a burnt-up accommodation area and 10 survivors in a life-raft. The survivors were picked up, but the ship had four charred bodies – all belonging to one family, the captain, his wife and two small children. The ship sank a few days after. The reasons I am telling this incident is that I am directly involved in search and rescue training and one of my students who was commanding the coast guard vessel rescued the 10 survivors. He sent me a message saying that the vessel did not have basic safety equipment, and before he could collect evidence for the fire, the ship sank due to rough weather conditions.

After graduating from WMU, I was posted at a training centre to impart training on maritime safety. There are many

improvements to the national SAR system, and I have contributed much towards it. But no matter how hard I try to improve the effectiveness, without cooperation from users and the shipping community, accidents do happen, more so due to negligence and blatant flaunting of safety standards. Governments, maritime administrations, and Port State Control do take notice, but something unexplainable allows the continuous operation of substandard vessels. No training is complete unless what I learnt can be implemented. How can an individual like me do something to prevent such incidents? Will there be enough support for my cause from departments or organisations who are fully aware of the situation? I can think of none other than the Ship & Ocean Foundation (SOF).

Before talking about SOF, I should mention that I am an alumnus, fortunate to have been helped by them in my studies at WMU. Like me there are many others who

had never heard about SOF but were supported by them in their higher education, many non-profit organisations who have been sponsored by them for taking initiatives to keep the oceans safe and clean for future generations. I often wonder why SOF chose me and how can I repay them? What do they expect from me? Well, I know for sure they will not ask anything except to serve my country and institute the measures I learnt at WMU. There are several obstacles to instituting measures, official machinery does not work, so many ideas and initiatives that spring forth in our minds do not get the right

channel for implementation. Therefore, I can think of no one else to turn to except SOF. What I could not foresee earlier, I do realize now. I am not alone.

SOF, under The Nippon Foundation, is a global organisation that transcends borders, religion and race and focuses on development, especially in the less developed and developing countries. The alumni of SOF are generally experts and professionals, and some include maritime administrators and instructors. They are the chosen few and have been inculcated with Japanese culture and tradition and a love for the ocean and its life. The alumni, when their

initiatives are channeled correctly, can bring about change in the maritime area, not only in their countries and regions but globally. Many forums should be held to bring about togetherness and sharing of expertise, and I hope that SOF as always will help and assist all the initiatives of the alumni.

Studying at WMU is just the start of a long association with SOF that extends globally to ensure the safety of shipping and promoting peaceful and sustainable use of the oceans. The SOF alumni of the class of 2004 are the brightest lot, going by their track record, and I am waiting with awe for the spark and the wonderful developments to come.

International Maritime Information

Aldo Chircop
May 2005



Erika, Castor, Prestige. These were three ships that shared a common problem: they were all denied refuge by coastal authorities when they needed to enter sheltered waters in a condition of distress. Their crews were airlifted, but the ships were denied haven. Two of them resulted in major maritime casualties, with catastrophic oil pollution along hundreds of kilometres of coastline. These incidents not only constituted problems for the states suffering loss, but also posed major policy, management and legal challenges to the international community.

What should a coastal authority do when a ship that potentially poses a major environmental and economic threat requests refuge in sheltered coastal waters or a port? Historically, ships in distress enjoyed a humanitarian right to refuge. But in the day and age of the VLCCs and ULCCs, the nature of the threat has changed, and arguably the right of refuge has changed. Or has it? The International Maritime Organization (IMO) has been considering this problem, but it is clear that this is a problem that the shipping industry and coastal states cannot completely eliminate. Even the best of ships need a place of refuge at times.

With this sobering thought, the IMO commenced consideration of the problem in 2001, and by the end of 2003 the Assembly adopted a resolution with an annex containing the Guidelines for Places of Refuge for Ships in Need of Assistance. The Guidelines provide a risk assessment framework for decision-making for the

WMU Workshop on Places of Refuge for Ships in Distress

master, salvor and coastal state authorities. It is already clear that many maritime administrations will be adopting the IMO Guidelines in deciding on whether to grant or deny refuge to a ship in need of assistance. While the Guidelines constitute a useful management tool, there are different views on whether a legal solution is also needed. Recently at a meeting of the IMO Legal Committee, the Comité Maritime International recommended that the Organization might consider the possibility of a new convention. However, the majority of member delegations felt otherwise, preferring instead to see more widespread and better implementation of the existing international conventions. It remains to be seen whether a management response alone is sufficient to address an ongoing problem.

On March 4-5, 2005, WMU took up the challenges posed by the problem and convened a Workshop on Places of Refuge for Ships in Distress as a part of a research project jointly funded by the Sahléns Foundation of Stockholm. The workshop brought together seven WMU faculty and experts and practitioners from Australia, Canada, Germany, Spain, the United Kingdom and United States. The workshop was opened by WMU President Karl Laubstein and was chaired by Aldo Chircop (Canadian Chair in Marine Environment Protection).

Participants, who had been conducting research since the summer of 2004, presented several papers on various aspects of the problem, including management, legal and comparative aspects. The management presentations addressed diverse topics and included a presentation by Olof Linden (Nippon Chair in Marine Environmental Management) on integrated coastal management; environmental impact assessment aspects of the IMO Guidelines

on Places of Refuge for Ships in Need of Assistance (William Ritchie, University of Aberdeen); risk assessment and management (Jens-Uwe Schröder, WMU); port management (Rosa Mar Darbra Roman, University of Catalunya); and communications management (Mark Clark, UK Maritime and Coastguard Agency).

The legal papers addressed both public and private international maritime law aspects, including the international customary law and the law of the sea (Aldo Chircop); liability and compensation (Gotthard Gauci, University of Wales Swansea); general average (Hugh Kindred, Dalhousie University, Canada); and insurance (Patrick Donner, WMU and Eric Van Hooydonk, University of Antwerp).

The final session consisted of presentations on the national approach of Australia (Sam Bateman, University of Wollongong), Belgium (Eric Van Hooydonk), Denmark (John Liljedahl, WMU), Germany (Uwe Jenisch, University of Kiel), the United Kingdom (Toby Stone, UK Maritime and Coastguard Agency) and the United States (Paul Alberston, US Coast Guard), thus adding a rather interesting comparative dimension to the workshop. The workshop papers are currently being edited into a book to be published by the prestigious Nijhoff Publishers. In addition to the workshop participants, other contributors to the book are Detlef Nielsen (Nippon Chair in Maritime Administration), Proshanto Mukherjee (ITF Chair, WMU), Angela Shairp (Adsteam Marine, Australia) and Philip John (Rigel Shipping, Canada).

With multidisciplinary perspectives and insights from both scholars and practitioners, it is hoped that this publication will be a significant WMU initiative and contribution to the international community's discourse on this important subject.

REMEMBERING PROFESSOR KENSAKU NOMOTO

Günther Zade

Vice-Rector and Academic Dean of WMU, 1983-2001

Attracting Professor Nomoto to WMU

In the late '60s, I attended a meeting of a group of German naval architects specializing in hydrodynamics and the movement of ships in order to learn from them whether the mainly experience-based teaching of manoeuvring to future master mariners could be made more effective by a science-based approach. The chairman of the group used to conclude discussions on a topic on which no full agreement could be found or on which there was a lack of knowledge by stating that he would have to ask Professor Nomoto for his opinion before returning to the topic at the next meeting.

Obviously, I was quite anxious to meet this famous Professor Nomoto when we both attended an international maritime conference in 1972. Since then we have kept in contact at and between international conferences on matters of common interest, and we became friends. He even visited me in Bremen.

Thus, in 1982, when Dr. Srivastava, Founding Chancellor Emeritus of WMU, asked me whether I knew a reputed Japanese naval architect who might be willing to join as a professor of the not yet existing WMU, my instant reply was that Professor Nomoto, Head of Department of Naval Architecture at Osaka University, would be the ideal choice, although it might be difficult to persuade him to leave a world-renowned university for the adventurous challenge of

creating an international university that existed only in the minds of some people and partly on paper. Dr. Srivastava then contacted the later Vice-Admiral Eisuke Kudo at the Japanese Embassy in London, who shared my doubts whether his former esteemed professor would leave Osaka for Malmö. Luckily, and to our great satisfaction, we succeeded in winning Professor Nomoto for WMU. It helped us that he was used to working internationally, had many friends abroad (including Sweden) and that, and this was most important for him, he was keen on passing on his vast knowledge and experience to students from as many countries as possible from different sectors of the maritime field - for which WMU would provide him with the ideal opportunity.



Prof. Kensaku Nomoto and the author

Working with Professor Nomoto at WMU - the professional Ken

I was immensely pleased that Professor Kensaku Nomoto, "Ken" to his colleagues and friends, had joined WMU in May 1983, a few months before WMU was inaugurated on July 4. He was an outstanding academic and an outstanding practitioner. He was a founding professor of WMU and substantially contributed to developing the organisational structure for our academic program and filling it with substance. He became responsible for maritime technology. He taught what he called "General Ship Knowledge" to students who had no shipboard experience, taught manoeuvring, stability and other naval architecture-related subjects to future maritime lecturers and surveyors, and most of all he taught "his" Technical Management of Shipping Companies (TMS) course that he led together with his colleague and friend Professor Pierre Houssin. The latter was the former CEO of a French shipping company who had built some ships for his former company in Japan, had learnt some Japanese and was a connoisseur of Japanese music. Ken was responsible for the "T" in TMS and Pierre for the "M".

Ken created field study opportunities for students at maritime technology research centres in Denmark and Sweden, obtained funding from Japan for a computer laboratory at WMU, and was asked by European universities to give lectures and to honor international symposia with his



Awarded Professor Emeritus in 2001

participation. He was awarded the prestigious Columbus Prize of the city of Genoa for his achievement in advancing the science of naval architecture.

He was extremely popular with the students because of his friendliness and constant support and because he had the ability to pare complicated questions to their core and explain them so that everybody could follow and understand.

He was equally popular with his colleagues, and it was wonderful for Professor Pierre Houssin and me to have him as a true friend. Through many familial and social contacts (as, for example, parties for students) Ken's and my wife became friends.

Before returning to Kobe in 1987, he saw to it that he was succeeded by the top-class Japanese naval architect Professor Hiroyuki Adachi. I missed Ken very much but fortunately he kept in constant contact and maintained his commitment to WMU, while representing Japan on the Board of Governors (1991-1997), and he successfully continued his fund-raising efforts. Thus, I was most pleased when he and I were the first two to be made Professor Emeritus of WMU in 2001, the year before his much too early passing away.

The private Ken

My remembering the four years that Ken and I had together at WMU can not be satisfactorily covered in a few pages and I can not conclude my incomplete reminiscences without saying a little bit about the private person Ken.

He brought his self-designed yacht to Malmö on the ship of a befriended German captain who lived with his Japanese wife in Malmö. He sailed up the Swedish east coast on Saturdays and returned by train on Sundays. As he got farther and farther north there came a time when he would have to fly back to Malmö. He decided then to bring his yacht back south. To obtain permission to fly the Japanese flag in Swedish coastal waters, he turned for help to his friend Kuniji Toda at the Maritime Safety Division of the



Students will never forget his words of encouragement

Ministry of Transport, who asked Professor Nomoto's former student Koji Sekimizu, now Director of the Maritime Safety Division at IMO, to deal with the details.

When in Malmö he made up his mind (as most of us) to use a bicycle to get around. He then took a map of the city and identified all the possible ways to get from his home to the university and back. Thereafter, he tested all of them for their suitability for cycling and jokingly told me that he would see this as applied research.

The picture shows Professor Nomoto and me at the 9th IMLA Conference on MET that was organized by President Tokujiro Inoue, a friend of Ken and later Governor and Visiting Professor of WMU, Vice-President Kiyoshi Hara, a former student of Professor Nomoto, and their colleagues at (then) Kobe University of Mercantile Marine in 1996. (The President of IMLA at this time was Kuniji Toda, Member of the Japanese Parliament.)



Enjoying the breeze on board

I went to see Kabuki theatre in Tokyo before the conference, with my wife and daughter, who planned to pursue a career in the theatre. Ken took us to Noh theatre in Osaka afterwards and expertly explained to us Japanese theatre and how it reflects national culture. This is only a small indication of Ken having been much more than a world famous naval architect and a pioneer professor at WMU.



Smiling with his colleagues

Recent development of maritime education in China



Mr. Yohei Sasakawa with Dr. Wang Zuwen

Dr. Wang Zuwen, President of Dalian Maritime University, China, paid a courtesy call to Mr. Yohei Sasakawa at the headquarters of The Nippon Foundation on December 16, 2004. The following is excerpted from their discussion.

"Dalian Maritime University has produced many talented people who work not only in the central government offices in Beijing, but also in related local agencies that manage shipping and maritime affairs," Dr. Wang said.

"We think that in addition to knowledge of merchant marine technology, English language education is also important to produce capable crews for foreign ships. Therefore, we are working on a program to invite some 30 retired captains and chief engineers from Europe and the United States.

"About half the 70 Chinese WMU graduates are actually DMU graduates. Two thirds of the DMU graduates pursue maritime jobs on land, while the rest work at sea as ship officers."

Mr. Sasakawa admired Dr. Wang's commitment to improvement of maritime education in China, saying, "There exists no national border in the work of seafarers or the people engaged in maritime affairs. Their work is remarkably universal in nature. Differences between maritime universities are due to the level of faculty members' expertise; Dr. Wang's forward-looking attitude toward new initiatives for improvement is admirable, indeed."

Message from the Secretariat

Announcement of Name Change

As of April 1st, the Ship & Ocean Foundation will be known as the Ocean Policy Research Foundation. We are happy to mark the thirtieth anniversary of the establishment of our foundation this year. To facilitate a more integrated approach to ocean related issues, under the new name we will be combining the activities formerly carried out by the Institute for Ocean Policy, SOF and the Ship & Ocean Foundation. It is our hope that this broader and more integrated research approach will yield more generous and timely results.



Editor's Postscript

We asked Professor Zade to write an article about Dr. Nomoto, the first WMU professor from Japan. Dr. Nomoto taught at WMU for four years following its establishment and after this period continued to contribute to maritime education as a member of the Board of Governors. It seems only yesterday that he was giving me kind, fatherly advice when I was appointed to my WMU post.

Dr. Nomoto was an authority on naval architecture and also a well-known yachtsman. He loved sailing boats and even brought his own sailboat all the way from Japan to Malmö. The accident occurred on the yacht on July 20, and it just so happened that this was Marine Day in Japan. I cannot help

but think it was more than just a coincidence.

I am sure that I am not the only person who wished that he could continue to lead maritime education not only for the sake of Japan but the world at large. Reading this article, I felt much closer to the unpretentious nature of Dr. Nomoto, but regrettably we are no longer blessed with his presence. We keenly feel the loss.

Prof. Toshio Hikima
Maritime Technical College

This newsletter is published under a grant from The Nippon Foundation to promote communication among the Sasakawa Fellows of WMU (World Maritime University) and edited by the Ocean Policy Research Foundation in cooperation with Mr. Naoto Nakagawa Prof. Toshio Hikima, Ms. Masako B. Otsuka, Ms. Yasko Suzuki and Ms. Sue Jackson.

Secretariat: International Affairs Department, the Ocean Policy Research Foundation
Kaiyo Senpaku Building, 1-15-16 Toranomon Minato-ku, Tokyo JAPAN 105-0001
Tel. 81-3-3502-1887 Fax. 81-3-3502-2008 URL: <http://www.sof.or.jp/>

