



Mr. Yee at handling engine room simulation using PC

### A Malaysian fellow attended training at Marine Technical College in Ashiya

Mr. Lee Chnua Yee (MET 1998), Malaysia, attended Engine Room Simulator Training from 5-27 Mar, 2003 at Marine Technical College in Ashiya, Japan. Mr. Yee works with Politeknik Ungku Omar, Ipoh, Malaysia, as a lecturer in the Marine Engineering Dept. This training was arranged by request of Politeknik Ungku Omar in order to train its own trainers for the newly introduced engine room simulator. The program covered the inspection of the Port of Kobe (including a visit to a container ship), visiting a marine engine factory, Tokyo University of Mercantile Marine, etc. Through this training, he studied how to teach trainees engine plant handling using the simulator.



Mr. Hernandez (left) at Nagasaki Shipyard & Machinery Works, MHI

### JICA counterpart training

Mr. Ramon Coronado Hernandez (SM 1995), Chief Shipping Operations Specialist, Maritime Industry Authority, Philippines, visited Japan from Feb. 24 to Mar. 21, 2003 to attend a training course. This training was managed by OSCC (Overseas Shipbuilding Cooperation Centre), as a part of JICA activities, for the purpose of giving officials concerned more knowledge and skill in ship safety inspection to reduce marine casualties. Mr. Hernandez was one of two Filipino officials invited this time.

The training contained lectures on Administration and techniques of ship safety inspection in Japan, basics of stability, structure/strength, engine/electric parts, etc., and field studies in factories, local Maritime Bureaus, shipyards and so on. They also visited the Ministry of Land, Infrastructure and Transport and exchanged information and opinions.

# News from Alumni

## Impact of SARS on Chinese seafarers



Mr. SONG Zhen  
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Director, Dept. of Seafarers,  
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In recent months, a new contagion, SARS, has been found in many places in China especially in Guangdong, Hong Kong and Beijing, as well as in other countries. Chinese seafarers are suffering from its impact. Some manning companies have lost contracts to send crews to ships after old contracts expired. A small company said that it has not sent seafarers for two months. However, many manning companies are taking precautions to prevent their crews from getting SARS, using methods such as to quarantine a team of seafarers in a hotel for two weeks before they are dispatched. It increases the cost, but makes employers confident of SARS prevention on their ships. On the other side, the transit of the seafarers is also affected by SARS, with at least one country refusing to transit Chinese seafarers once. Some Chinese seafarers have not been allowed shore leave when the ships arrived in some ports, even though the ships have not been in China for half a year. As a manpower supplying country for the international maritime industry, manning companies and Chinese seafarers are very concerned about the health of seafarers. They are taking measures to eradicate SARS from their business, and to reduce its negative impact. They hope this tough period will be over very soon.

## A voice from the East African coastline...



Mr. Kennedy KISHAWI  
MET 2001, Kenya  
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Dear Editor,  
May I take this opportunity to extend my heartfelt gratitude to Mr. Yohei Sasakawa, (President of The Nippon Foundation and Chairman of Friends of WMU, Japan) and the entire management of Ship & Ocean Foundation for their support in funding my studies at the World Maritime University, Malmo in the year 2001.

Many colleagues will concur with me that WMU was more than just another place to study; not only sizeable enough to give one unlimited access to the latest ideas in the maritime field and excellent teaching from world maritime experts, but also providing unequalled avenues to mix with people from all corners of the world, making it easier to build working relationships that would be impossible in a larger place.

Almost two years since the inauguration ceremony of the WMU Japan Sasakawa Fellows Forum held in Tokyo, where over 100 WMU graduates from 28 countries participated, the establishment of the Philippine Chapter is a challenge to the formation of regional networks we promised during the meeting. These networks shall provide an avenue for not only exchanging information regarding maritime affairs but also serving as a platform to offer straightforward opinions. Today, despite all the privileges bestowed on us by The Nippon Foundation in conjunction with Ship & Ocean Foundation, I believe there are not a small number of fellows working on a part-time basis or still unemployed. This has been either due to the unwillingness by respective governmental structures, shipping companies and related agencies to engage seriously in maritime affairs or due to socio-economic problems, especially in the developing countries. This, I strongly believe, is one amongst many issues to be addressed.

I am therefore appealing to all readers through this magnificent Newsletter to kindly save the world from wasting the untapped potential and give opportunities to under-utilized talents! I further propose that copies of this informative Newsletter should be distributed to the major decision-makers of governmental ministries dealing with maritime issues, shipping companies and agencies in all maritime nations so as to enlighten them on current maritime developments and of course the potential of WMU Sasakawa Fellows.

Best Regards,

## Maritime Notes

### 1. World and Japan's shipping

Year	Seaborne Trade (million tons)		Tonnage (million D/W tons)		
	World Total	Carried by Japanese Fleet	World Total	Japanese Fleet	
				Tonnage	No. of Vessels
1990	3,997	598	667	91	1,992
1991	4,110	644	684	95	2,060
1992	4,221	649	695	93	2,013
1993	4,339	667	696	98	2,048
1994	4,506	670	704	94	1,990
1995	4,687	704	718	99	1,999
1996	4,859	693	740	99	2,007
1997	5,092	725	758	103	2,021
1998	5,073	722	766	99	1,970
1999	5,169	739	778	101	1,996
2000	5,434	739	792	103	2,039
2001	5,435	682	802	108	2,100

Extract from "The Current State of Japanese Shipping, Nov. 2002" issued by the Japanese Shipowners' Association. For more detail, please visit the website, <http://www.jsanet.or.jp>

### 2. Vessels and crew controlled by Japanese shipping companies

The following are approximate figures in 2002 of vessels and crew possessing Blue Certificates issued by All Japan Seamen's Union

Number of vessels		Foreign crew employed	
Vessels partially manned by Japanese crew	100	Philippines	28,000
Vessels fully manned by foreign crew	1,400	Europe (Croatia, etc.)	1,000
Total	1,500	Korea	800
		Vietnam	500
		China	500
		Indonesia	400-500
		India	200-300
		Total	31,000-32,000