

the sea

EAST ASIA REGION



Caring for seafarers
around the world

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Zhoushan port 'open for business' with coronavirus measures

By Bob Rust

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China's port of Zhoushan is working to calm shipowners and bring back business with measures to protect crews from the Covid-19 coronavirus epidemic.

"We have 43 bunkering barges at work now," Ryan Wang, deputy director of the Zhoushan International Marine Service Base's construction headquarters office, told TradeWinds.

"All our bunkering suppliers are still active, and earlier this week we inspected crew lists to make sure that no crew on any of the boats are from the main epidemic area."

Besides screening for at-risk bunkering crew members, Wang said the port is making sure vessels are sterilised regularly and that crews wear masks, gloves and goggles during operations.

'Non-contact' operations

The extent of contact between Chinese bunkering crews and seafarers on foreign-going ships is left up to the master, but extra precautions are being encouraged.

"We recommend non-contact operation, electronic signatures and [skipping] survey and tally during operation, to minimise face-to-face contact with crew on vessels," Wang said.

Masters can choose to carry out fuel surveys and tallying, but most are avoiding it, he added.

The 45,800-dwt MR2 product tanker Barcan III (built 2004) is one example of a vessel that

took advantage of the non-contact option.

Wang said the vessel just finished a water supply at anchorage.

"Non-contact operation was applied, no crew went from the vessel to barge, and no crew from the barge went onboard the vessel," he said. "And the electronic signature was applied by master."

Crew exchange has been another challenge for owners calling in China and many have suspended all exchanges of Chinese crew.

Zhoushan is still in the business, here also with similar precautions to rule out crew members at risk of virus exposure.

"Many ports in China have suspended crew exchange services, but we are helping arrange crew exchanges and visits of technical crews to vessels. The shipowner's local port agent in Zhoushan will know the procedure if you want a crew exchange. At this point there are not too many, because shipowners are avoiding crew exchange in China," said Wang. "But here they are not significantly delayed."

Quarantine measures aimed at slowing the spread of the coronavirus have taken a heavy toll on labour mobility in China.

In ship service, this includes not only ship-repair and shipbuilding, but also routine

port activities including crew exchanges and bunkering.

But industry sources tell TradeWinds that activity within the far-flung island municipality of Zhoushan is comparatively unrestricted — although bridges and ferries connecting the rest of Zhejiang province to the archipelago is still tight.

The coronavirus crisis has come during a period when the Chinese central government is backing efforts by the Zhoushan port to build up an internationally oriented, competitive service centre, based on the advantageous location of Zhoushan for bunkering and ship-repair business.

That project, under the full official name China (Zhoushan) International Maritime Service Base, is part of China (Zhejiang) Pilot Free Trade Zone.

"During Covid-19 epidemic control, comprehensive maritime service providers of Zhoushan are allowed to provide services for foreign-going vessels at Xiazhimen anchorage, Mazhi anchorage, Xiushandong anchorage and Tiaozhoumen anchorage, including bunker or lubricant supply, materials and parts supply," officials wrote. "Crew exchange is allowed subject to approval by port administration departments. Foreign-going vessels are obliged to take precautions and clarify the vessel's route, crew exchange record and crew's health condition before vessel arrival." ■

Duterte nanguna sa inagurasyon ng Sangley Airport

Pinangunahan ni Pangulong Rodrigo Duterte nitong Sabado (02/15) ang inagurasyon ng Sangley Airport development project sa Cavite, na inaasahang makapagpapabawas sa flight delay at air traffic congestion sa Ninoy Aquino International Airport (NAIA).

Nanguna ang pangulo sa presentasyon ng Sangley Point International Airport Project (SPIA) sa New Passenger Terminal Building ng paliparan.

Ang panukalang SPIA Project ay magsisilbing global aviation hub sa NAIA.

Mayroong apat na runway ang Sangley airport at terminal na maaaring makatanggap ng hanggang 100 milyong pasahero kada taon.

Nitong Sabado rin, pinangunahan ni Duterte ang paglalantad ng market ng Sangley airport. Kasama niya rito sina Transportation Secretary Arthur Tugade, Civil Aviation Authority of the Philippines director-general Jim Sydiongco, Cavite Governor Jonvic Remulla at Senador Christopher Go, iniulat ng Philippine News Agency.



MISSION TO SEAFARERS EAST ASIA REGION

The Chaplains of the East Asia Region are all EARS and would love to hear from seafarers in the region. Why not drop us a line?

See Page 4 for details



To find a seafarers' centre near you and for more information about the Mission's services, visit www.missiontoseafarers.org

Japan's economy shrinks at fastest rate since 2014



Japan's economy shrank at the fastest rate in five years at the end of 2019 as it was hit by a sales tax rise, a major typhoon and weak global demand.

Annualised gross domestic product (GDP) fell by a much steeper than expected 6.3% in October-December.

There are also concerns the coronavirus outbreak will mean the slump continues this quarter. That has raised fears that the world's third-biggest economy may fall into recession.

During the period Japanese consumer spending fell 2.9% after the country's sales tax was raised in October to 10% from 8%. In the same month Typhoon Hagibis hit large parts of the country.

Last quarter, capital spending dropped by 3.7% and exports slipped 0.1% amid the ongoing US-China trade war.

Investors are now watching to see whether the economy will rebound after the coronavirus forced China to shut down factories and led to a big drop in Chinese tourists visiting Japan.

In response to this data economy minister Yasutoshi Nishimura said the Japanese government was ready to take all necessary steps to deal with the impact of the coronavirus outbreak on the economy and tourism.

In December Prime Minister Abe's government approved \$120bn in spending aimed at cushioning the impact of the sales tax rise.

The shrink in GDP was the first in more than a year and the largest since a 7.4% fall in 2014, the last time Japan raised its sales tax.

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Coronavirus: What are the symptoms and how do I protect myself?

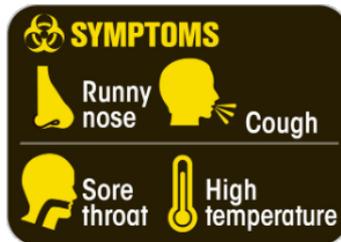


Courtesy BBC News

A virus causing severe lung disease that started in China has spread to other countries around the world.

The coronavirus had infected 63,922 people in China as of 14 February, with 1,381 of them dying.

What are the symptoms?



It seems to start with a fever, followed by a dry cough. After a week, it leads to shortness of breath and some patients require hospital treatment. Notably, the infection rarely seems to cause a runny nose or sneezing.

The incubation period - between infection and showing any symptoms - lasts up to 14 days, according to the World Health Organization (WHO). But some researchers say it may be as long as 24 days. And Chinese scientists say some people may be infectious even before their symptoms appear.

How deadly is the coronavirus?

Based on data from 17,000 patients with this coronavirus, the WHO says:

- 82% develop mild symptoms
- 15% develop severe symptoms
- 3% become critically ill

The proportion dying from the disease, which has been named Covid-19, appears low (between 1% and 2%) - but the figures are unreliable.

Thousands are still being treated but may go on to die - so the death rate could be higher. But it is also unclear how many mild cases remain

unreported - so the death rate could also be lower.

To put this it into context, about one billion people catch influenza every year, with between 290,000 and 650,000 deaths. The severity of flu changes every year.

Can coronavirus be treated or cured?

Right now, treatment relies on the basics - keeping the patient's body going, including breathing support, until their immune system can fight off the virus.

However, the work to develop a vaccine is under way and it is hoped there will be human trials before the end of the year. Hospitals are also testing anti-viral drugs to see if they have an impact.

How can I protect myself?

The WHO says:

- Wash your hands - soap or hand gel can kill the virus
- Cover your mouth and nose when coughing or sneezing - ideally with a tissue - and wash your hands afterwards, to prevent the virus spreading
- Avoid touching your eyes, nose and mouth - if your hands touch a surface contaminated by the virus, this could transfer it into your body
- Don't get too close to people coughing, sneezing or with a fever - they can propel small droplets containing the virus into the air - ideally, keep 1m (3ft) away



How fast is it spreading?

Thousands of new cases are being reported each day. However, analysts believe the true scale could be 10 times larger than official figures. The number of cases is thought to be doubling every five to seven days.

The WHO says the outbreak, which it has declared a global emergency, can be contained.

But some experts, including a former head of the US Centres for Disease Control, say it could become a pandemic - a global epidemic.

With colds and flu tending to spread fastest in the winter, there is hope the turning of the seasons may help stem the outbreak. School holidays may also help to slow its spread.

However, a different strain of coronavirus - Middle East respiratory syndrome - emerged in the summer, in Saudi Arabia, so there's no guarantee warmer weather will halt the outbreak.

How did it start?

This virus is not really "new" - it is just new to humans, having jumped from one species to another.

Many of the early cases were linked to the South China Seafood Wholesale Market, in Wuhan. In China, a lot of people come into close contact with animals harbouring viruses - and the country's dense urban population means the disease can be easily spread.

Severe acute respiratory syndrome (Sars), which is also caused by a coronavirus, started off in bats and then infected the civet cat, which in turn passed it on to humans. The Sars outbreak, which started in China in 2002, killed 774 of the 8,098 people infected.

The current virus - one of seven types of coronavirus - does not seem to be mutating so far. But while it appears stable, this is something scientists will be watching closely. ■

South Korea providing \$51m to virus-hit shipowners

By Gary Dixon
Copyright: NHST Global Publications AS

Government coming up with cash to help support the sector as outbreak spreads.

South Korea is coming up with cash to support shipowners hit by the effects of the Covid-19 coronavirus outbreak in China.

The Yonhap news agency cited finance minister Hong Nam-ki as saying on Monday that the government will set up a fund of KRW 60bn (\$51m) to help support the domestic industry.

South Korea has reported 29 confirmed cases of the virus so far, with nine patients fully recovered from the illness.

The state is also providing \$253.5m in emergency loans to local budget airlines, as well as help for tourism companies.

According to reports in TradeWinds shipyards in Japan and South Korea using Chinese-made equipment and steel plates are feeling the effects of the outbreak.

But there was no word on specific help for shipbuilders.

Industry observers believe yards such as Samsung Heavy Industries (SHI) and DSME will be impacted more by coronavirus since large numbers of their ships' hull blocks are imported from their



affiliate shipyards — SHI Ningbo and DSME Shandong, respectively, in China.

But an SHI spokesman said: *"The blocks supplied from Ningbo shipyard to Geoje are no more than 200,000 tonnes per year and shipbuilding generally requires a long production period. As most of the blocks produced at Ningbo are composed of parts that barely affect delivery schedule, we expect the impact by temporary closure will be limited."* ■

"We may be surprised at the people we find in heaven. God has a soft spot for sinners. His standards are quite low."
Archbishop Desmond Tutu



Our mission is to care for the shipping industry's most important asset: **its people.**

If you need spiritual support, we can connect you to a chaplain. Just tell us what's happened and how we can help through our Contacts on Page 4.



If you need help and support on a welfare or justice issue, please get in touch with us on:

crewhelp@mtsmail.org

Steps to Positive Mental Health

B A C E S



BODY



ACHIEVE



CONNECT



ENJOY



STEP BACK



Take good care of your body

- Try to get as much sleep as you need
- Eat healthily and regularly
- Exercise regularly
- Make good use of rest time
- Beware of drink, drugs, smoking and caffeine



Give your brain a boost

- Plan realistic and achievable goals every day for:
- Work, chores and study, &
 - Connecting to others, enjoyment and exercise



Socialise with fellow crew

- Film and games nights
- Team sports
- Karaoke contests



Aim to do more enjoyable activities

- Plan ahead for your next voyage
- Lift your mood with exercise – try trainingonboard.org
- Learn new skills with an online course, e.g. lynda.com
- Keep a written or photographic journal on board



Take a breath and consider the bigger picture

- Ask yourself:
- Is this thought a fact or opinion?
 - What is another way of looking at this situation?
 - What advice would I give a friend?

Why harbour master Georgina Carlo-Paat spent her life at sea

Courtesy: BBC News

What is it like to spend your life at sea?



Georgina Carlo-Paat describes how she went from ship cook to the dredging industry's first female captain - a varied career during which she has watched penguins play on icebergs, eaten lobster in a Russian nightclub after a spell in the Baltic, and become the first woman harbour master in the small Devon port of Ilfracombe in the UK.

I was a waitress working in Gibraltar in 1990-1991 when the captain of a ship came into the restaurant and said he was in need of a cook. So long and short, I joined the USS Gopher State and sailed to Saudi with them.

It was full-on getting to know how the ship worked, the crew, how to make grits and eggs six different ways. It was exhilarating, fun and scary at times. But I fell in love with it. Even though you are doing the same thing every day, the sea is completely different.

I loved the camaraderie among the crew, because really you are just floating on a steel box on the sea. I thought... this is all right, getting to see the world and getting paid for it. It totally changed my perspective on what choices I had in life.

Afterwards, I went to the USA and visited some of the shipmates I had made. One of the mothers was working for Maersk and she said if I really wanted to join the merchant navy, I should go back to England and get properly qualified. So I did.

I applied to 98 companies but no-one would take me - I was told I was either too old or it was because I was a woman - I was told there were no facilities onboard to accommodate me and one told me they wouldn't let a woman on board as it would cause too much trouble with the men.

After eight months, I received a call and ended up as a deck cadet and when I qualified in 1995 I was the first female officer in that company. In the early years, I was usually the only female onboard full stop.

Coming into the male-dominated world of the merchant navy you had to prove you had the right to be there. On my first cargo ship, I was informed that the "captain's girlfriend" wasn't allowed on deck. So I called the crew together and introduced myself as the new chief mate - they had

been expecting a man called George, which is what I prefer to be called.

My career has taken me from the North Sea to the Baltic; to the Med the Caribbean and North and South America; to the Arctic and the Antarctic.

When I was working on the Star Princess with Princess Cruises in 2008 we were scheduled to go down to the Antarctic - at the time it was the biggest cruise ship to go there. On one of my watches I kept seeing little black spots on an iceberg. I got in a bit closer and I saw 20 to 30 penguins climbing up it. Then I could see an ice slide - they had made their own little penguin playground, they were climbing up the iceberg one by one and then sliding down.

Working on the sea you got to know people you would never normally meet. I used to do a regular run in the Baltic and we would dock overnight in St Petersburg which was always a challenge - getting there involves going flat out at 40mph down a narrow channel.

One night, we went ashore to a nightclub where we met some locals and they asked if we were hungry. They took us down to a basement which was palatial, full of beautifully cut crystal and glass. Suddenly lobster, caviar and champagne arrived - there were about 10 of us on a table and when the bill arrived it was about £10 per person.

Having a family changed my outlook though, it's why I switched from "deep sea" to "short sea". I had become the first female captain in the dredging industry in 2016 and in 2018 I was given an award for services to the industry. But after my son was born in 2013, I decided I needed shorter trips away and to be closer to home in case I needed to get back.



I had been living in Devon (UK) for more than 20 years when the position of harbour master in Ilfracombe came up and it was a no brainer - the last time the job came around was 18 years ago. I came into post in April 2018 and became the first woman in the role.

When it was first announced, there was friction that a woman was coming in, in that there was an element of disbelief. But there is no discrimination whatsoever - as a harbour master you will help any harbour master you can, because somewhere in the country, someone will have experienced what you are going through. ■



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