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TRUE OCEAN ERA

海洋真時代

KAIYOSHINJIDAI

Ocean Spirit Just as the Kuroshio Current

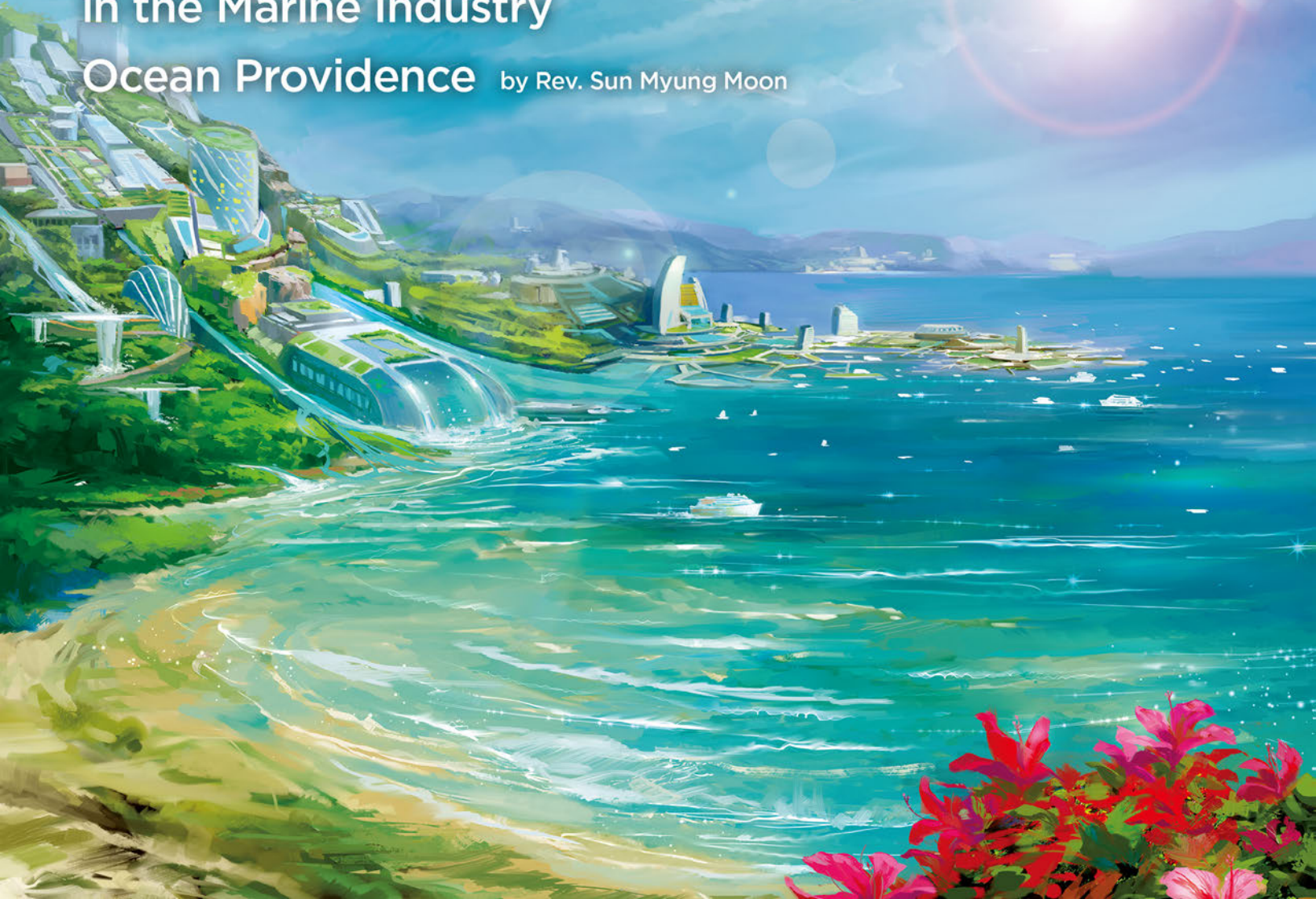
True Course

- The arrival of the Age of Pacific Rim and our future -

by Tateo Sato, Editorial Article [from the magazine, Kaiyou Shinjidai Vol2, published in Japan, June 2015]

**The Applications for Solar and Electric Power
in the Marine Industry**

Ocean Providence by Rev. Sun Myung Moon





Ocean Spirit

Just as the Kuroshio Current

People tend to fear the ocean waves. The winds propel the waves, and only then, oxygen is supplied into the sea. If there were no wind and the oceans were to be calm all the time, the world's oceans would die. Once we know how paramount the waves are for the survival of the world, it is no longer an object of fear. Even when the strong and rough winds blow, if one knows that this is how all creatures in the sea are alive, one can accept its charm and appeal.

Let us think about the Kuroshio Current (also known as Japan Current). Ocean current is caused by westerly wind and the trade winds, while tidal currents follows a vertical rhythm of the sun and moon, especially the moon's gravity. The Kuroshio Current is part of the Equatorial Current and is the world's longest ocean current of 14,500 kilometers. It flows northward at the western boundary of the North Pacific Ocean and continues as it returns the warm current into the western Pacific.

It is an understatement to merely say that the ocean current's power is substantial. Every type of water flows into the Pacific Ocean. Water from various rivers, water from the Atlantic, and water from the Mediterranean all flow into this vast ocean. Kuroshio Current is positioned at this point and its power propels the oceans of the world. If Kuroshio Current ceases to exist or somehow loses its power, the waters of the world will cease to circulate, and the oceans will die. Just as any large and powerful river eventually must flow into the sea, the enormous and mighty oceans of the world surge in consonance with the Kuroshio Current.

We must become the Kuroshio Current that propels the world. We must become the power source that will bring unity to the world.

Ocean waters are like love. Just as air immediately flows in and fills any vacuum that forms, water also will rush into any hole that forms to become level again. Air, water, and love all flow to bring levelness to any inequality that exists.

Ocean Spirit

Just as the Kuroshio Current

2

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4

News/Report

The Applications for Solar and Electric Power in the Marine Industry

10

Ocean Providence

Set by Rev. Sun Myung Moon

12

Special Thanks / Comic / Advertisement

15



Front page illustration by Minobu Sato



[from the magazine, Kaiyou Shinjidai Vol2, published in Japan, June 2015]

True Course - The arrival of the Age of Pacific Rim and our future -

By Tateo Sato

You can think of the word “course” as the outline of a journey through an unknown world, a journey filled with unpredictable obstacles. Only through overcoming these difficulties with the strength of our aspirations to guide us, can we reach the world of hope, the revolutionary new Age of the Pacific Rim.

A project that will contribute to the entire human race

During my high school years, I remember a Social Studies teacher wearing the black Communist Party uniform and a Sociology teacher wearing black traditional Japanese garbs. From their differing perspectives, both taught us how one can live for society, the nation, and the world. Listening to both teachers, I began pondering about what it means for a person to truly live for the sake of society, the nation, and the world. At that point in 1961, I decided to leave the countryside of Fukushima to attend a 4-year university in Tokyo in order to uncover the answer to this question.

At that time, John F. Kennedy was making a striking debut as the 35th President of the United States. Even as I was studying for the university entrance exams, I felt a particular pull to study his policies as part of English studies so I acquired his policy speech collections (a bilingual version). I read them over and over until I memorized all of his speeches. From among Kennedy’s policies, I was most interested by the “Peace Corp” based on the “New Frontier” spirit. However, in investigating the purpose of this “Peace Corp”, I reached the conclusion that the USA was exploiting South America for resources under the name of the “Peace Corp.”

In April of 1962, I entered the civil engineering department at the School of Science and Engineering at Waseda University. There, I broadened my studies as much as possible to include philosophy, religion,

Japanese government, the United Nations, and various other fields of study.

I came up with a personal goal: “I first will go to Peru, make an extensive development company, compete with Peace Corp in Peru, and ultimately take on projects that can contribute to the entire human race.” I even attended a reception that happened to include the then President of Peru, Fernando Belaúnde, as an honorary guest. There I received his approval and promise of cooperation. I set out to plan my journey to Peru.

However, in the fourth year of my studies, I came to contemplate more internal aspects of the question of how I could live for the sake of society, the nation, and the world. I started to think that there needs to be a fundamental change in humankind first and foremost and that the external methods alone will not be sufficient in bringing forth a better world. After encountering people who were like-minded in this matter, I eventually came to work in the marine business field.

After working in various business fields for 20 years in Japan, and then another 20 in the US, I finally got a chance to travel to South America for marine business development at the age of 61, 40 years after I first set my goal to go to South America. It was the year 2004. The destination was not Peru as I had initially intended but Paraguay. Having come to Paraguay after spending many years in the US, the first thought to enter my mind when I finally got there was the relationship between North and South America.

Failure of the New Frontier Policy - Anti-US, Pro-Communist South America

The United States was originally founded by the Puritans from England based on the ideals of freedom of religion and eventually, with the establishment of

the nation, god-given rights and equality. At its core, it was not a nation created by people just looking for wealth and riches. As a result, the United States had been blessed by God and, within about 150 years of declaring independence, it had grown to become an impressive world power with the largest military and most productive economy in the world. It is even called the “New Rome” in this era of US unilateralism.

In 1945, after World War II ended, some say that 80% of American youths wanted to become a minister or a pastor. At that time, the United States still maintained the Puritan and the founding spirit. Even after that, the United States played a role of maintaining the world order for the United Nations to such an extent that it was dubbed the “world police.” However, in the 1960’ s the original founding spirit of the nation began to collapse rapidly. Hippies, homosexuality, and AIDS spread from top to bottom of the society. Youths began to pursue sexual and vain desires over traditionally treasured values and morals.

Many of the Puritans that settled at Plymouth were fishermen and ran fishery trading businesses based near Cape Cod. They were an oceanic tribe that likely ate lobster and other seafood on Thanksgiving. The practice of going out to the sea eventually declined and turkey became the trademark menu for Thanksgiving instead of seafood. Drifting ever away from the ocean, they eventually forgot the “ocean spirit” handed down from England, along with the founding spirit.

One could argue that the New Frontier policies promoted by President Kennedy in 1962 primarily sought to further the economic interests of the United States. Due to the United States taking over 67% of the profit gained from South American wood and livestock products, South America as a whole grew to be generally anti-US and pro-communism. The South American continent was originally developed by native people of Asian descent that built vast cultures such as the Andean, Mayan, Aztec, and Incan cultures among others. Around the time when the first Puritans landed in North America, Spanish and Portuguese followers of the then corrupt and institutionalized Catholic church were conquering the indigenous tribes of South America. The Spanish and Portuguese dominated South America with the chief purpose of plundering its resources.



Consequently, God departed from South America, and the continent was divided into 33 countries as a result of economic conflicts. It eventually became one of the poorest regions in the world. The United States then intervened in South American affairs seeking its own economic interests. The United States, now corrupt and depraved of the blessing of God, is set on plundering the resources of Asia. If the United States continues on this course, it will not be able to lead the true Pacific Rim Era. It would go against the progress of culture and civilization towards an ideal world, becoming an impediment to humanity’ s development.

As stated before, due to US South America policies of the 60’ s, many South Americans came to distance themselves from the United States. Almost all South American countries turned to the anti-American leftist camp. When I first visited Brazil in 1995 for business, the taxi driver I hired did not speak any English. My acquaintance from the US also had a similar experience there and told me how he was shocked to find a country where English was not enough to get around. It was a manifestation of their anti-American sentiment. Presently, the only pro-American, anti-communist country is Paraguay.

The true Pacific Rim Era will arrive through the resolution between North and South America

If the United States continues to increase its involvement in Asia while leaving South America as is, the people of Asia are bound to react to the US’ s movements as one would react to attempts of thievery. The United States will first need to resolve its relationship with South America, the Catholic brother

to the Protestant North America, in its own figurative backyard. North and South America can then jointly approach Asia with coexistence and mutual prosperity as the motivation.

Within the flow of human history, there is always a focal point, a central storyline. Without a fundamental resolution of the relationship between North and South America, the true Pacific Rim Era cannot arrive. We can all agree that there are also serious issues in other parts of the globe including the African continent, Southeast Asia, and elsewhere. However, the oceans contain many resources and opportunities that can effectively be leveraged in resolving many of these issues. With North America being the most technologically advanced seagoing continent in the world, it stands in the best position to realize the Pacific Rim Era through raising up its neighbor, South America, to a similar status. Following the flow of history, when North and South Americas resolve their issues, the true Pacific Rim Era can dawn. Problems in the Middle East (Judaism, Christianity, and Islam) and Europe (Communism/Democracy) should have been resolved long ago. However, these remain unresolved and their specter has risen once again. Present issues are closely related to the past issues, and the solution to issues of the present and the near future will arise from bringing resolution to past issues.

Why are we so anxious for the realization of the Pacific Rim Era? It is because we think that the ocean holds the key to resolving many world problems including the instability of the global economy, food scarcity, general resource scarcity, and scientific development and education in third world countries. In the interest of resolving these various problems of the world as quickly as possible, we yearn to establish the Pacific Rim Era as soon as possible.

The roles of Korea and Japan as Oceanic nations

In the years following 1955 when the Liberal Democratic Party enjoyed majority rule and the Japanese Socialist Party was the primary opposition party, communist ideas were decriminalized. At the same time, Japan embraced the Christian culture and civilization of the United States and became the second



largest economic power in the world. However, Japan paid dearly for this external prosperity. With the culture of the US came the greed and corruption that was transforming and dismantling Christianity. Japan was thus poisoned by the materialism espoused by US culture and the atheistic ideals espoused by communism, forgetting its essence as a maritime nation. Japanese people as a whole started to value material things over spirit and science over religion. They have become little more than economic animals. In its current state, Japan is not able to receive God's blessing.

Japan is an island country. Its people consisted of capable oceanic tribes with its people living alongside ocean coastlines ever since ancient times. Unless Japan once again becomes an oceanic tribe with a renewed love for heaven and others, it will not be able to play a role in the coming Pacific Rim Era.

I first came to the United States back in 1986. In my first 2 years and 8 months here, I engaged in various maritime enterprises in the state of Florida including businesses operating commercial bottom longline fishing boats, a tackle shop, a fish reseller, an American seafood restaurant, and a Japanese restaurant. Back then, you would never find a seafood section at the supermarket. In those days, I used to take my employees out to fish every Sunday. Personally, I also went out every night with some of my friends to catch mullet, sea trout, and migratory crabs using a 28ft boat on the St. Jones River. Every summer, for 3 months at a time, I visited the Boston area for a jumbo tuna fishing challenge. Back in Florida, I also went offshore on a 52ft fishing boat called the Linda Sue for longline fishing for 7 to 10 days per month. Our restaurant employees

were always delighted when we brought back fresh caught red, white and yellow snappers .

In 1989, a British scientist, Michael Crawford, published the effects of DHA (Docosahexaenoic acid), a type of omega-3 fatty acid found in abundance in seafood. The WHO (World Health Organization) subsequently concluded that the reason Japanese people's life expectancy is the longest in the world is the fact that they regularly consume good protein from seafood. Through various experiments and studies, many people around the world now know that living along the coastline and going out to sea often lead a person to enjoy a healthier and longer life. Perceptive people in America came to see that even people who have been poisoned by the continental materialistic civilization can realign themselves through a marine based lifestyle.

In 1994, around 160 countries ratified the Law of the Sea and the agreement came into force. Japan was among the signatories of the agreement and strengthened its coastlines using concrete, spending over 200 billion yen in the process (approx. \$1.8 billion). Presently, most of this infrastructure is being used as ports of refuge for the commercial fishing industry with little room for a recreational boating industry like that in the US to emerge.

Most major Japanese car and engine manufacturers, including Toyota, Nissan, Mazda, Honda, and Tohatsu, entered the boat building and marine engine business after seeing the growth of the recreational boating market in the United States. Unfortunately, the absence of recreational boating marinas continues to be an issue at ports in Japan all these years after they were first built following the ratification of the Law of the Sea. A central obstacle to the growth of Japan's recreational boating market is the unwillingness of Japan's Fishery Cooperatives to share space with the recreational boating industry. In the Western Hemisphere, car companies never really penetrated the boating industry. You cannot build a boat that is safe and secure without first mastering the ocean environment, accumulating experiences in the rough ocean waves, and facing the possibility of death on the ocean. This might be one of the major reasons that Japanese-made recreational boats do not sell in the US

market. These are the two main struggles that Japan's recreational boating industry is dealing with.

It is common in Japan to think that it is dangerous and unfitting to venture 200 nautical miles offshore on a recreational boat to catch fish. Consequently, this particular industry did not grow even after Japan ratified the Law of the Sea. Furthermore, the idea that the sea is important to the well being of humanity has not been cultivated. In the United States, on the other hand, the concept that "where land ends, life begins," has proliferated to a certain degree, and many aspire to and prefer to live by the coast. The Japanese have not been able to escape from the old notion that fishing is only for occupational fishermen. Fish caught by large scale methods like bottom trawling and long lining start to smell after just one day of being on the market, causing people to avoid or dislike fish when they otherwise might have enjoyed it. Despite the fact that vast amounts of Earth's potential food resources inhabit the seas, people mostly eat plants and animals thereby straining the land and inviting food and health problems. A vicious cycle is taking place.

When the Law of the Sea was ratified, a dividing line demarcating EEZs (Exclusive Economic Zone) was drawn in the East Sea halfway between Japan and South Korea and the latter's fishing yield ended up getting reduced. Overall, the Law of the Sea was disadvantageous to South Korea. Still, South Korea ratified it and decided to elevate recreational boating as the core component of its future strategy for the marine industry. It established policies that would help create hubs of coastal and ocean recreational activities in Yeosu, Mokpo, and Busan by the year 2020. In 2012, the International Expo was held in Yeosu with the ocean theme of "The Living Ocean and Coast." The country has already expanded the Port of Busan, making it a hub port in Northeast Asia. The Korea Maritime and Ocean University in Busan is continuously receiving considerable investments.

South Korea has put a strong emphasis on the marine industry with a focus on leisure and sports boating, prioritizing it over the IT industry, robotics and AI industry, automotive industry, machinery industry, aviation industry, and space industry. Clearly, South Korea intends to become a nation with the most

advanced maritime technology. In doing so, it plans to become a leading country in the Pacific Rim Era, eventually surpassing the United States as the Third Rome of the world. Having learned the lessons of England's past, Korea knows that the key to prosperity lies in the ocean and is preparing for the coming of the Pacific Rim Era through its national policies.

The sea is where we can find the most concentrated form of God's creativity and science. The origin of all organic life forms on this earth lies in the sea. The people who go out to the sea, live freely on the sea, and govern the vast and abundant oceans will lead the world towards an era of true peace and prosperity.

The Pantanal Region, the center of one of history's most advanced cultures and civilizations

So, what should our goal be? It is to solve the problems of South America. Just as our planet has north and south poles, cultural civilizations have two opposing poles. On the opposite side of the Earth from Korea and Japan in Northeast Asia is the Pantanal region of South America. In recent years this region is gaining more and more of the world's attention. The Pantanal is the world's largest wetland region, an extremely fertile area where some of the most potent medicinal herbs can be found. Along with Northeast Asia, this region is the best place to live on Earth and will become the center of culture and civilization in the future.

Currently we are developing a boat building business in Paraguay, one of the three countries surrounding the Pantanal region. The area is very sensitive to environmental issues so we aim to develop an environmentally safe and sustainable marine tourism and hobby industry there. We plan to develop Paraguay into the most advanced culture and civilization in the world and, from there, disseminate this culture to the rest of the world.

While I engaged in fishing, fish sales, seafood restaurant management, and other related businesses in the United States for 18 years, I also worked on boat manufacturing and sales in the recreational boating industry to good results. Based on this experience, in 2004 we acquired a property (0.76 sq.km/0.3 sq.mile)

along the side of the Paraguay River opposite from Asuncion, Paraguay, to build a boat factory. It is our challenge to develop boats in South America that will eclipse those we developed in the US.

The Paraguayan state Presidente Hayes was named after the 19th US president, Rutherford B. Hayes. The former American president came to Paraguay's rescue at the end of the Paraguayan War, a 3 on 1 war that left the country on the brink of ethnic extinction 150 years ago. The naming choice for the state highlights Paraguayan character of valuing obligation and gratitude. We have been enlisting Japanese technicians and engineers for our boat factory in Paraguay to manufacture and sell boats and to train local Paraguayans for the job. We mark these boats as "designed in the US, made in Paraguay."

When we first established the company in Paraguay in 2004, the country had one of the most corrupt systems of government. In fact, when an acquaintance of mine bought some property to start a shipping company and deposited \$500,000 into a bank, the bank closed its doors and fled with the money that same night. When I created our business plan, I could see that the risk was almost unbounded. Despite the advantageous fact that the manufacturing cost would be reduced to about 1/8 of the costs of manufacturing the US, it was difficult to find any investors. At the time, there were no companies importing materials and advanced technology into Paraguay to assemble and resell overseas. This was because the risk was too high.

Nevertheless, no matter how difficult, I decided to investigate the cause of this situation and make this project a success. I strongly feel that the demands of our times and my passion to move forward will not diminish. We aim to bring Paraguay out of poverty by way of building a boat business and related businesses and to develop this nation into one of the richest nations in the world, equivalent to the US, Japan, and the UK in the northern hemisphere. Since Paraguay is a place with one of the most active kidnapping industries we have to be serious about the safety of the Japanese engineers that we send there. If an engineer happens to encounter an engine problem on the Paraguay River when there is no one around, gangs will attack within the hour. Special safety measures are

necessary in these conditions.

The natural environment in Paraguay is very harsh, compared to places like the US, and if a person develops any health problems, they manifest immediately. Life in Paraguay is not easy unless you have a strong body and mind. What is considered common sense in the US or Japan will not pass in various institutions and areas of Paraguay. The recently impeached former President Lugo was first a Catholic bishop in charge of a large parish. As soon as President Lugo took office, several women came forward with their children and pressed the president to acknowledge their relation. One after another, his affairs with as many as 3 women came to light.

The current world is stormy with much desolation. We are at a time when we cannot get through without a real, living God. It is as if we are constantly in the midst of a perfect storm and we cannot overcome the storm unless our boat is unsinkable and has a solid engine. However, in the midst of that difficulty, we are finding true friendships in Paraguay. These friends fervently wish to solve the problems of Paraguay and are trying very hard to bring solutions into reality. These are the people who are willing to surmount all the evil and injustice accumulated over the years in order to realize a true nation of Paraguay for their descendents.

Building the Realm of Supranational, Supra Religious, and Supra-racial Pacific Rim Ocean Tourism and Hobby Industry

Human history now is on the path of returning to the ocean where the history of the world started, to the Ocean Era, from the unbalanced Continental Era. Just as roughly 2/3 of Earth's surface and the human body consists of water, 2/3 of a true human life should be spent on the sea, establishing a life on the ocean full of natural sunlight, clean air, and clean water. When on the sea, a person's creativity and scientific awareness are constantly cultivated and engaged while deepening their sense of love, equality, and peace. The ocean is a place where you can come to truly know God, the creator of this universe. Any spiritual and psychological problems that stem from the limited continental lifestyle can be resolved through the rich Ocean Spirit



fostered by your time on the sea. The Ocean Spirit will subsequently enable us to overcome many of mankind's other problems.

It is now time to come together and create the True Ocean Era. We are at a time where we must go beyond the Age of Discovery (or Age of Exploration), and the era of global commercial fishing into the Age of 200 Nautical Mile Ocean Hobby Lifestyle. We think Japan, along with other leading maritime nations such as the USA, can be the gateway for the arrival of the Pacific Rim Era. The region encompassed by the Pacific Rim includes almost half of the earth.

As an international enterprise, we intend to create an international, interreligious, interracial Oceanic Tourism and Hobby Industry in the Pacific Rim, linking Northeast Asia, North and South Americas and other nations in the Pacific trade region. The industry would proliferate and facilitate recreational boating and even see the emergence of mobile floating cities. We aim to establish the Pacific Rim Ocean Culture and Civilization and brighten the whole world with the light of prosperity and peace.

Author: Tateo Sato

Born in Fukushima Prefecture, Japan. Studied Civil Engineering at Waseda University.

Hobby: Sports fishing, hunting, marathon. Bringing his hobby to a higher level, he took on the challenge of manufacturing the unsinkable boat.

WONMO Marine Group

The Applications for Solar and Electric Power in the Marine Industry



Even as Ford invests in Rivian and Volkswagen bets its future on electric cars, the commercial marine industry is seeing a surge in supply and demand for solar and electric ferries and sightseeing vessels. In India, Navalt launched the country's first solar-electric ferry in 2017 and has grown its order book with multiple government orders since then. In 2018, Metaltec Naval delivered Spain's first solar-electric passenger ferry and has since worked on additional ferries in Alicante, Dubai, and Bangkok. In 2019, Wonmo Marine designed a solar ferry concept for the Paraguay river in South America. These developments represent a trend in the transportation sector away from fossil fuels as companies demonstrate that doing so could both be mindful of the environment and economical.

The primary environmental advantages of solar and electric marine transport vehicles are the fact that they do not emit CO₂ and toxins during operation and that they enable the upstream energy emissions to be reduced or eliminated by charging the vehicles with non-polluting energy sources.

The economic advantages of solar and electric marine vehicles have been less apparent and are often thought to be non-existent. However, there are in fact a few key financial advantages that these technologies have over their fossil fuel burning competition, allowing them to compete on purely economic terms. For example, at a fuel cost of \$1 per liter in Paraguay, a gas engine can deliver shaft power at a cost of about \$0.40/hr per kW and a diesel engine can deliver shaft power at a cost of

Metaltec's solar-electric ferry EcoCat

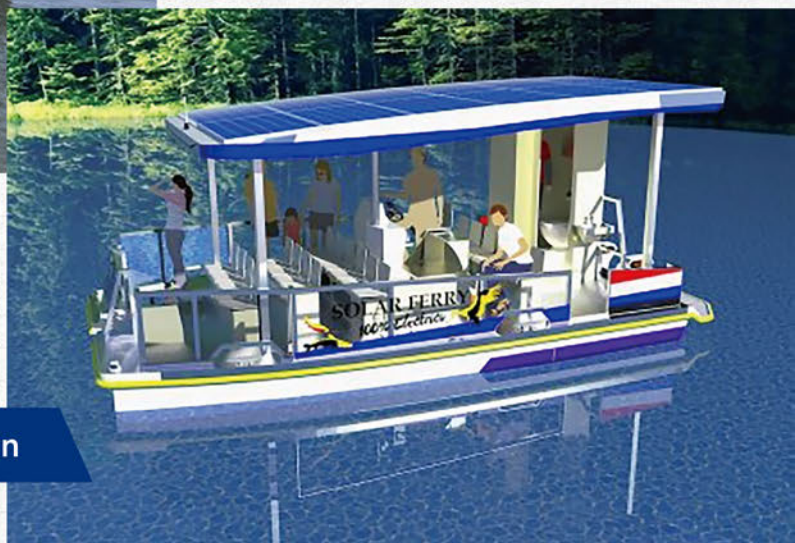




India's first solar-electric ferry Aditya



Wonmo Marine's solar ferry concept design



about \$0.25/hr per kW. By comparison, an electric motor and battery can deliver shaft power at a cost of \$0.12/hr per kW if charged off of the electric grid. This low operating cost for an electric motor is largely due to the fact that electricity is available at a cost of about \$0.09 per kWh in Paraguay though the cost advantage will vary by location.

Electrically powered marine vehicles have the additional advantage that they require much less routine maintenance than either gasoline or diesel engines. This is due to the fact that motors are a comparatively simple technology with few parts that wear down or degrade with use when compared to both gasoline and diesel engines. The latter require routine changes of the engine oil, gear oil, filters, spark plugs, and anodes while an electric motor requires little more than a periodic anode change. Thus, switching from fossil fuel engines to electric motors tends to have the positive result of reducing overall maintenance costs of the propulsion system.

Solar panels further add the advantage of being able to operate electric ferries in locations that are completely off-grid without easy access to fuel or electricity. As such, solar ferries have a distinct advantage of being able to spur economic growth and social activity for remote or small island communities where fossil fuels would need to be shipped in at a steep premium.

The real world examples mentioned earlier show that the advantages of solar and electric technologies are currently being realized for marine applications that have a short range and slow operating speeds like ferries and sightseeing vessels. As batteries and alternative electric energy storage technologies continue to improve in energy density and cost, we will begin to see electric propulsion technologies extend to marine applications with increasingly long range and high speed requirements, bringing us ever closer to an environmentally and economically sustainable future.

Rev. Sun Myung Moon's Ocean Providence

A Brief History

Ever since the launching of the boat, Cheon Seung Ho, at the docks in Incheon Korea over 50 years ago, Rev. Sun Myung Moon has continued to declare that we must go out to the sea in order to resolve humanity's hunger and various social and environmental problems stemming from the loss of dominion over all creation at the time of Human Fall. He regularly taught us that this is the fastest way to recover dominion over ourselves and all of creation.

In preparation for the dawning Ocean Era, Rev. and Mrs. Moon have continuously pioneered and pursued the "hobby lifestyle boat" that will enable one to live a genuine and realistic ocean hobby lifestyle, a true form of living that will help us regain the originally intended ideal human virtues.

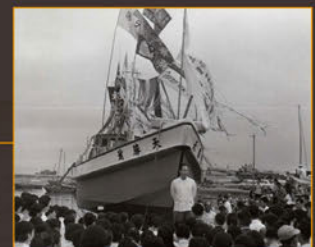
Rev. Moon himself is said to have spent most of his life on the ocean, and it is a well-known fact that wherever Rev. and Mrs. Moon went, the first thing the local community had to prepare was a boat and fishing gear. Rev. Moon strived daily despite rain or storm for the conception of True Ocean Spirit, Culture, and Civilization.

God-Centered Ocean Culture and Civilization is an inevitability for the future of mankind. It is a substantial realization of the ideal kingdom Rev. and Mrs. Moon have envisioned.

We must all come to a deep understanding of the history of Ocean Providence, a tradition that True Parents have meant for us all to inherit!

June 26, 1963 ■

Launching of Cheong Seung Ho, at the dockyard in Manseok neighborhood of the city of Incheon, Korea, signifying the beginning of the Ocean Providence.



1974 - 1981 ■

Jumbo Tuna Fishing Challenge in Gloucester MA. Development of a new fishing technique that enabled a total beginner to catch a Jumbo Tuna. Rev. Moon became the undisputed Tuna fishing champion. "Gloucester Spirit" was established.



1978

Purchase of Master Marine, Alabama



1980 ■

Founding of Ocean Church. Development of the 28ft boat, "One Hope," designed by Rev. Moon himself. 150 boats were built at the time.



1980

Establishment of Master Marine, NY

1983 - 1996 ■

Ocean Challenge programs held at Gloucester, MA. About 750 leaders and volunteers from around the world attended the Ocean Challenge every summer and received direct training from Rev. Moon. During this period, Rev. Moon continued to work on many aspects of the Ocean Providence in various parts of America, establishing the "Alaska Spirit" at Kodiak, AK, and the "Hudson Spirit" on the Hudson in NY/NJ.



1983 Sea Hope I (40ft) and Sea Hope III (52ft) were built. ■

1987 ■

One Ocean I (85ft) was built. At the time, this was the world's largest FRP boat.



1988 Il Heung boat factory was established in Korea.



1988

One Ocean II (120ft - FRP), First Hope I (52ft), First Hope II (52ft), and First Hope III (52ft) were built.

1991

Ocean Peace (200ft Dragnet Fishing/Processing boat) modification



1994 ■

Historic "US Ocean Providence 20 Year Anniversary Event" at Belvedere, NY. Rev. Moon declared at this event the production of 12 types of planing hull boats starting from 16ft increasing in 4ft increments up to 60ft to be put on the general market to be sold globally. He also declared the boats to be the ideal vessels for a hobby lifestyle that will enable humanity to regain dominion over the creation.



1995 - 2002 ■

At the age of 75, Rev. Moon brought his 20-year oceanic foundation down to South America (mainly to Uruguay, Pantanal, and Amazon regions). During this time, he engaged in a challenging pioneering/development of the South American Ocean Providence. Establishment of the "Pantanal Spirit"



March 21, 1999



In Room 14 of Hotel Americana in Nabileque (central part of Pantanal), Rev. Moon's historic victory in bringing about Satan's natural surrender. Rev. Moon named the location, "Original Holy Land," "Seminal Holy Land," and the "Holy Land of Victory."

2000

First exhibition of the Good Go boat (designed by Rev. Moon) at the New York Boat Show. Historical beginning of the Era of Pacific Rim/Oceanic Culture and Civilization.



2003

After the successful establishment of the "Hawaii/Kona Spirit," Rev. Moon directed his attention back to Korea. Establishment of the Gomundo Island and Yeosu oceanic bases. He declared that he will establish the "Yeosu Ocean Tourism and Hobby Industry Model City."

May 5, 2004

Rev. Moon went out to the sea for 85 consecutive days, and upon that condition, he established the "Day of the Victory of the Number Ten Combining Two Halves (Ssang Hab Shib Seung Il)." Through this came the proclamation of the "Beginning of the Era after the Coming of Heaven."

August 20, 2004

The "Coronation of the King of Peace" event was held. For the globalization of Ocean Hobby Industry Providence, Rev. Moon launched a full-fledged investment into the development of the Pacific Rim Ocean Hobby Industry centering on locations such as Hawaii and Las Vegas in addition to the on-going development of Korean Ocean Providence based in Yeosu region.

March 17, 2007

On the island of Kona, Hawaii, Rev. Moon once again proclaimed the "Providential View of the Pacific Rim Era in Light of God's Will/Coming of the Era of the God-Centered Civilization," which had been his aspiration for the last 50 years.



2009-2012

A 3-year course, "Perfection of the Oceanic Realm," began. Rev. Moon developed the resin plaster mold technique and the anti-sinking helium air tank loading technology. This resulted in the development of a 60-ft boat called the "Cheon Jeon Ho" which was launched on February 17, 2011, in Yeosu, Korea, at the "World Briefing on the Resin Plaster Mold."



May 22 and August 18, 2011

Rev. Moon held the "Ceremony for the Dedication and Launch of the Won Mo Boat" in Las Vegas. He declared that through these victories, the Era After the Coming of Heaven will open a new horizon in humanity's history.



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WHAT ARE THE 12 PILLARS OF OCEAN HOBBY INDUSTRY?

Maritime University/Institute, fishing activities/tournaments, manufacturing and sales of bait/tackle/gear, manufacturing and sales of boats, fish farming/hatching/release, seafood circulation, seafood restaurant, maritime tourism industry/sporting activities, marine resource development, ocean lifestyle/culture/information industry, finance/banking



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