



REMAKE REJECTION. Kazuya Haraguchi, 45, a technician for film reel, wearing part of a real Godzilla costume he purchased at an auction, holds the monster's figure at his apartment in Tokyo. Godzilla-lovers in the nation where the stomping all began say their iconic hero falls into a special phantasmal category called kaiju, different from more mundane monsters like King Kong or Frankenstein. And the Hollywood version is no kaiju, said Haraguchi, who collects Godzilla goods, including a 100,000 yen (\$1,000) complete DVD collection from Toho Studios, which came with a huge fangs-baring Godzilla head. (AP Photo/Junji Kurokawa)

Loyal to zip-up Godzilla, Japan wary of U.S. remake

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it's hard to point at a film where that truly did him justice. Especially with the digital tools we have available today."

Edwards says he grew up watching Godzilla films and has great respect for their deeper meaning, such as raising questions about nuclear weapons. But for many Japanese, the updated, more technologically advanced version of their hero isn't quite right.

Yumiko Yamashita, 40, a welfare worker, thinks Godzilla must be lovable — *kawaii*, or cute, is the way she describes it.

She is proud it is drawing overseas respect but scoffed at U.S. depictions: "They make it too flashy. It becomes too American."

Minami Ichikawa, a Toho Co. director, acknowledged Japanese fans have been waiting for Godzilla's comeback because Toho hasn't made a Godzilla film for 10 years, after making 28 in the series.

One reason for his absence was that Toho felt the days were over for the old-style special effects, invented by the legendary Eiji Tsuburaya, centering on miniature cityscape models trampled by an actor. The next Godzilla film out of Japan, if there is one, will rely on Hollywood-style computer graphics, he added.

"Godzilla is an actor we rented to

Hollywood," Ichikawa said, while declining to disclose terms. "The times are changing."

Haruo Nakajima says a true Godzilla must be a figure of pathos as it destroys buildings and bridges in its path.

He should know. He was the first Godzilla.

Nakajima, 85, was a stunt actor in samurai films when he was approached to take the Godzilla role. He had to invent the character from scratch, and went to the zoo to study the way elephants and bears moved.

The suit was so hot, especially under the glaring lights on set, the sweat he wrung from the shirt off his back would fill half a bucket, he recalled.

"I am the original, the real thing," he said, stressing that later Godzillas are mere imitations. "If Godzilla can't walk properly, it's nothing but a freak show."

The theme of his Godzilla was grander and more complex, addressing universal human problems, as it spoke to a Japan that still remembered wartime suffering, he said.

"It's not some cowboy movie," Nakajima said proudly, sitting among sepia-toned photos of him as a young man and Godzilla figures in his apartment.

"Everyone asks me to play Godzilla again," he said. "My Godzilla was the best."

South Korea changing maritime rules after sinking

By Youkyung Lee
The Associated Press

SEOUL, South Korea — The South Korean government is scrambling to fix what the prime minister calls the "deep-rooted evils" that contributed to last month's ferry sinking, which left more than 300 people dead or missing.

As investigators probe cozy links between the shipping industry and its regulators, Seoul has promised new monitoring and regulations for domestic passenger ships, which are not governed by international rules. Here are the initial steps the Ministry of Ocean and Fisheries and other groups have taken:

Who's on board?

The ministry says all information about passengers will be processed electronically beginning in June, with similar changes for vehicles and cargo beginning in July. The measures are meant to fix a system that produced uncertainty about how many people were on the *Sewol* when it sank, and especially about the amount of cargo it was carrying.

Under the current system, passengers write down their names, genders, birthdays, and contact numbers. Many people, including cargo truck drivers who use ferries on monthly passes, didn't bother filling them out. Authorities believe 476 people were on the *Sewol* when it sank, and only 174 of them are known to have survived.

Records about the *Sewol*'s cargo, meanwhile, appear to have been inaccurate. A coast guard official said the captain reported 150 vehicles and 657 tons of cargo, but an official with the company that loaded the vessel's cargo said it was carrying much more: 3,608 tons.

The ministry said passenger ID cards will be checked by officials from the ship's operator and ferry terminal, a measure that has often been skipped. Terminal operators will be ordered to better control ferry port entrances.

Local TV stations have shown long lines of passengers at Jeju terminal as coast guard officials check



MARITIME SAFETY. Rescue helicopters fly over the *Sewol*, a South Korean passenger ferry that authorities believe was carrying 476 passengers, mostly high school students, on April 16, 2014 off South Korea's southern coast. The South Korean government is scrambling to fix what the prime minister calls the "deep-rooted evils" that contributed to the sinking of the ferry, which left more than 300 people dead or missing. (AP Photo/Yonhap)

the ID cards of passengers. The report said the coast guard has increased the number of officials present at the port, but it's unclear whether that's a permanent measure. Currently, there's only one coast guard officer present at the Incheon terminal, and the officer's main tasks are anti-terrorism and enforcing safety.

Black boxes

Black boxes that record date, time, ship location, speed, direction, weather, and communications on the bridge will be installed on domestic ferries. Currently, only international ferries and freight vessels more than 3,000 tons are required to have the device, also known as a voyage data recorder. If one had been installed on the *Sewol*, it could have helped investigators check ship operations against testimony from the crew.

Officials say new domestic ferries will install the devices and existing ferries will adopt the devices after reviewing technical issues.

Speed limits

The area off the country's southern coast where the accident occurred is known for its fast currents and for many small islands located close together, but unlike some other challenging marine areas, there is no speed limit for ships. Officials will review whether the narrow stretch of water where the *Sewol* sank should be designated as a special area where a speed limit is applied.

Ministry approval

The ministry will submit a proposal to the National Assembly seeking revisions to ban any redesign of passenger ships aimed at adding more passengers.

Chonghaejin Marine Co. Ltd. redesigned the *Sewol* to add passenger space after purchasing it from Japanese owners in 2012. The redesign resulted in a deterioration of the ferry's stability, increasing its center of gravity by half a meter, which means its top became heavier than before. The Korean Register of Shipping inspected the redesigned vessel and said it would have to carry much less cargo to safely operate, but the changes did not require approval from the ministry because the ferry's width, depth, height, and function all remained the same.

The ministry said it plans more restrictions regarding how ships may be redesigned. Details are under discussion.

Safety inspections before departure

The Korean Shipping Association, which regulates and oversees departures and arrivals of domestic passenger ships, is a private group, unlike many of its counterparts in other countries.

The association gets paperwork from captains on crew, passengers, and cargo, ensures that ships undertake safety measures such as evacuation drills, and decides whether ships are safe to depart. Its biggest business, however, is selling insurance products to shipping companies and operators.

Since the *Sewol* disaster, the oceans ministry has been considering taking the job of overseeing passenger-ship safety away from the shipping association, ministry official Kwon Jun-young said. Kwon said they are discussing which agency or agencies should take on the job.



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