

A Visit to the Acuamundo Boat Factory, Paraguay, March 2018

Written by Naria Gaarder

Taking a rickety, wooden ferry boat across the Paraguay River from Asuncion, the capital city of Paraguay, our group of three arrived after the 20 minute boat ride at the dock of the Acuamundo boat making property. With Mr. Kitanaka in the lead with a bouquet of flowers, followed by Bhae-Jin Peemoeller from Virginia and myself, we walked down the dirt road to the metal building just ahead, noting the marshy land and trees in standing water.



Acuamundo, aka Hobby World and Kaiyo Heiwa, is a boat making company for Good Go boats and was started by Tateo Sato in Paraguay around 2005 at the instruction of True Parents. The company has an operation where designs and improvements are developed at the New Jersey office in the USA; the boats are made in Paraguay, and then shipped and sold to the Japanese market.

Walking into the building, we were greeted by some young men hard at work on one of the boats inside. A large, beautiful portrait of True Parents hung inside the warehouse, inviting their presence as they preside over the work being done. We marveled at the new additions to the design of the boats, such as bow and stern thrusters, and how wide and big the boats were. Shortly after, we met with Kenji Ezawa and Pedro Escobar who gave us a tour around the facility and explained about the progress of the boats and projects they are working on. They had just sent the 10th boat made to Japan and are now working on the 11th. They are also restoring older Good Go boats.





Working on fiberglass parts for the 11th boat.



Kenji explaining how high the water was when the area flooded along the river.



One of the boats that are currently being restored is the historic Good Go 304 that True Father used. Once the boat is finished the plan is to use it for youth activities in Paraguay to teach kids boating and fishing. The project is called "Pelican Boat Club". A Japanese brother created the idea for the club in Japan and is presently fundraising for this project. In October of 2017 there was a presentation for college students about the Pelican Boat Club in Paraguay.



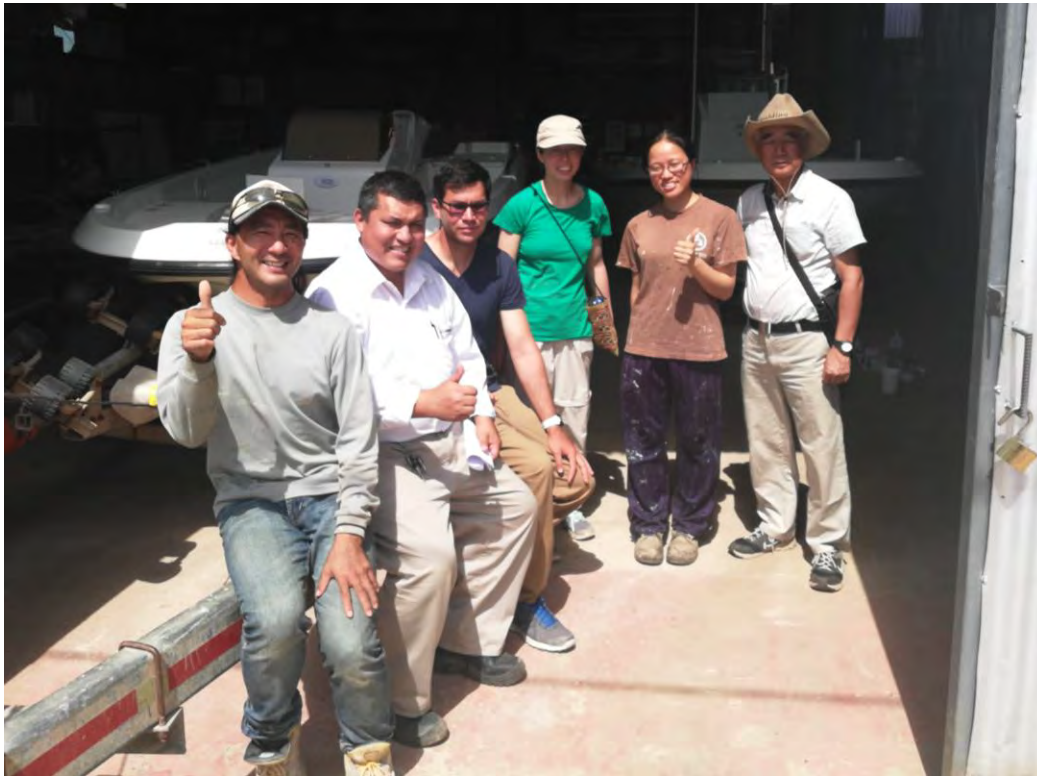
Yoshika Inoue, a 2nd generation from Japan, is in charge of inventory and part supplies. She is 21 years old and has been working at Acuamundo S.A. for 2 and half years. There are a total of seven 2nd generations in their 20's working at Acuamundo who are from Japan and Paraguay, and have been working in Paraguay with Acuamundo between 1 and 3 years.

Kenji Ezawa is also a 2nd generation from Japan and has worked for Acuamundo/Hobby World for about 5 years.

Acuamundo also has employees outside of the Unification movement from Paraguay. Kenji explained that Oscar is the best at repairing gel coat damage on the boats and learned to do this over the years he has worked at Acuamundo. All the employees at Acuamundo work 6 days a week, and sometimes on their day off if there is work that still needs to be done.



Oscar patching some gel coat damage.



Pictured above from the left: Kenji Ezawa, Pedro Escobar, Bhae-Jin Peemoeller, Naria Gaarder, Yoshika Inoue, and Thomas Kitanaka.



Recently, Acuamundo created a 16' and 18' Good Go for the Paraguay market. The designs of both boats were created by True Father. Because the hull of the larger Good Gos are designed with deeper keels for the ocean they are not the best fit for Paraguay's rivers, but these smaller boats are very ideal.



Pictured are some of the workers at Aucamundo S.A.

From the Left: Mayumi Kawase, Takahiro Kotouge, Atsushi Seki, Oscar, Kenji Ezawa, Hiroyoshi Naruse, Yasushi Kawakubo (front), Hidenari Ichihara (back), Pedro Escobar, and Hisashi Tamori.

After saying our farewells, Kenji drove us to the nearby cemetery. Just only 40 days prior an elder Japanese member of the church, Kazuto Yamasaka, passed away on January 31st from heart complications. The flower bouquet Mr. Kitanaka had brought was for him since it was the 40th day after his ascension. Mr. Yamasaka had worked at Aucamundo for 4 years building boats and wanted to be buried in Paraguay. Unification members who work at Aucamundo and Leda both helped to create a Korean style burial mound for him.



Also buried in the cemetery beside Mr. Yamasaka is another church member, Victor Josiah Sobers, who ascended in February of 2013. He was an old Ocean Church member and also worked at Acumundo.

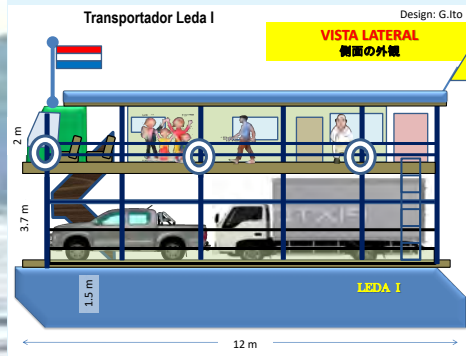


After paying our respects Kenji took us down to the area where the wooden ferries launch so we could get back to Asuncion. We quickly said our good-byes and thank you, then leaped onto the ferry that was just about to leave and waved to Kenji as he sent us off.



Leda's 2018 Special Campaign to buy a Boat

Let's Build the Boat Together!



Loading car Capacity	4 Sedans or, 2 Trucks
Guest Capacity	12 people
Guest Room	4 people/room, 3 rooms
Toilet	2 rooms
Bath room	1 bath

The Leda Settlement is looking forward to making rapid progress in 2018 and achieving noteworthy accomplishments. While we move forward, it is important to reflect that it is 18 years since we received the sacred mission from True Parents to defend to the death the Leda area as it is "the protection place of God's Kingdom of Heaven." Over the years many have invested their heart and soul into fulfilling this special mission and have made a foundation for the current and anticipated advances.

Today at the Leda Settlement you can see the great advances made in agriculture, fish farming and in creating a model of sustainable development. Additionally, the community has actively served the indigenous people in various ways while taking on challenges that will improve the environment and serve in eradicating hunger.

The remoteness of the Leda Settlement has been an advantage in keeping its environment pristine but for it to progress as a global model it needs to be more directly connected to metropolitan areas. The key means of transportation in the Pantanal wetlands zone is by boat. Currently, only slow and limited boat service is available and is not adequate. A purchase of a new ferry boat for the transportation of food and passengers is essential for the settlements successful development.

While Japan has taken responsibility for the construction of a Leda Hotel those in North America have be asked to take responsibility for purchasing a boat. To help secure the victory of the Leda providence, which is the final settlement of the ocean providence, we hope that you will give a maximum gift to Heaven from North America. In line with this, we are heartily asking for your cooperation. Let's make God's dwelling place, Leda, a land of hope for many people as we advance toward building a peaceful ideal world. (We hope TM names the boat)

Goal: \$500,000 Suggested donation is \$1,000 or more per family.
Donors' names will be engraved on a commemorative plaque on the boat in gratitude for your important support.

Schedule : July 2018 start of boat construction; completion January 2020

FERRYBOAT COST		US\$
Boat size	14m x 8m	\$240,000
Engine	350HP x 2	\$150,000
Technical & Design Fee		\$40,000
Tax & etc.		\$70,000
TOTAL		\$500,000

Contact: Y. Takahashi
 Email: ytaka10591@hotmail.com

Please write your check **payable to HSA-UWC** and send to:

SNA-SDWP
P.O.BOX 45
Fort Lee, NJ 07024-9998

If you would like to pay by credit card, please visit **www.ledaproject.com** and click "DONATION".

(Provide Receipt for Tax Exempt)

South & North America Sustainable Development for World Peace USA