



OCEAN BREEZE

News About The Wide World of "K" LINE

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A Giant En Bloc Deal Signed with JSW Group for Consecutive Voyage Charter with 10 Vessels

“K” LINE has concluded and signed an en bloc deal of ten consecutive voyage charter (CVC) contracts, duration of which are for ten-year each, with JSW Steel Limited and JSW Energy Limited, Mumbai-based companies that belong to O.P. Jindal Group in India.

JSW Steel Limited, headed by Mr. Sajjan Jindal and one of the steel making arms of the Indian conglomerate, produces 4.5 million tons of crude steel per annum. The company is set to expand its existing steel mill in Vijayanagar and to newly build two additional steel mills in Jharkhand and West Bengal, and is poised to be the largest steel maker in India. JSW Energy Limited, a power generation company belongs to the same group and has aggressive plans to expand its generation capacity to 15,000MW (including coal thermal plants and hydropower plants) by 2015.

The contracts signed this time with the two JSW companies are to provide them with sea transportation of coking coal and steaming coal by the above 10 vessels. Ports of loading under these contracts could vary among several ports, but on the assumption that the coal is to be imported exclusively from Australia and Indonesia, the total transport volume for the two companies under the en bloc deal could reach around 12 million tons per annum by 2015, when all the vessels enter the service. Freight revenues from the 10 vessels are expected to be over US\$200 million per year.



(from left to right: Mr. Sajjan Jindal, Vice Chairman & Managing Director of JSW Steel Limited and Chairman of JSW Energy Limited, Mr. Hiroyuki Maekawa, “K” LINE President)



(from left to right: Mr. V. P. Garg, JSW Steel Limited, Mr. Eiichi Suzuki, “K” LINE Vice President)

“K” LINE already concluded CVC contracts for a total of 3 vessels — a Panamax starting 2008 and two Post-Panamaxes starting 2009 — before this en bloc deal, and altogether, total volume of coal “K” LINE will transport for JSW companies by 2015 is expected to be around 15 million tons per annum, which is more than 40% of the total volume of coal to be imported by the two companies.



The Outline of the Charter Agreements

Charterers: JSW Steel Limited and JSW Energy Limited

Vessel types and commencing periods:

Panamax	2 vessels starting from 2008-2009
Post-Panamax	3 vessels starting from 2012-2014
Capesize	5 vessels starting from 2011-2014

Durations: For 10 years each

Cargoes: Coking Coal or Steaming Coal

Ports of loading: Australian, Indonesian, South African and Chinese ports

Ports of discharging: Western and eastern coasts of India

Agreement with Korea Western Power Co, Ltd. for Consecutive Voyage Charter for Bituminous Coal Transportation

An agreement was reached with Korea Western Power Co, Ltd., or KOWEPO, a Seoul-based power generation company, for a 10-year consecutive voyage charter (CVC) of a Capesize bulk-carrier.

KOWEPO is one of six South Korean electric power generation companies owned by Korean Electric Power Corporation,



or KEPCO, with current coal generation capacity of 4,000MW (mega watts) besides oil, LNG and hydropower generation (8,800MW in total), and imports approximately 12 million metric tons of bituminous coal per annum.

This agreement is the second CVC with KOWEPO with whom "K" LINE also concluded a 10-year CVC with a Panamax bulk-carrier in May 2007.

Outline of the Charter Agreement:

Agreement: Consecutive voyage charter of a Capesize bulk-carrier for 10 years commencing from the second half of 2011

Services: Marine transportation of bituminous coal for electric power generation from Australia, South Africa, Indonesia and Canada to South Korea

Vessel: A Capesize bulk-carrier

Agreement with Glovis Co., Ltd. for Consecutive Voyage Charter for Iron Ore Transportation

"K" LINE concluded an agreement at the end of August last year with Glovis Co., Ltd. (hereinafter Glovis), a Seoul-based logistics arm of Hyundai Motor Company Group for a 20-year consecutive voyage charter (CVC) contract with a dedicated VLOC (Very Large Ore Carrier) to transport iron ore consigned to Hyundai Steel Company.



Glovis is responsible for the ocean transportation of iron ore and coking coal consigned to Hyundai Steel Company. To carry out its responsibility, last year the logistics company fixed five long-term contracts. With this very first contract for "K" LINE with Glovis, "K" LINE will partly participate in the ocean transportation for Hyundai Steel Company by transporting approximately 3 million tons per annum of iron ore.



In line with the mid-term management plan, "K" LINE is accelerating its activities in overseas markets, and aims to further strengthen its presence in the continuously growing Korean market.

Outline of the Charter Agreement

Agreement: Consecutive voyage charter of a VLOC for 20 years commencing from 2012

Services: Marine transportation of Iron Ore from Australia's West Coast to South Korea

Vessel: A dedicated VLOC 250,000 DWMT

“K” LINE Joins Central-China/Red Sea Service (CRS)

The Company joined Central-China/Red Sea (CRS) Service presently operated by Hapag Lloyd (HL) and Wan Hai Lines (WHL).

The overall capacity and port rotation of CRS service remain in the same position with a total of 6 X 1,200TEU type vessels. The 1st sailing of this new joint service commenced on February 20, 2008 in Shanghai.

Port rotation of the service is as follows:

Shanghai — Ningbo — Hong Kong — Shekou — Singapore — Port Kelang — Jeddah — Aqabah — Hodeidah — Port Kelang — Singapore — Hong Kong — Shanghai

Through our fresh participation in this CRS service in addition to our existing RSS service, we are demonstrating how strong and consistent “K” LINE’s commitment is to provide high quality direct service to meet our customer demands enhancing huge growth in future traffic growth between China and Red Sea ports.

Our present RSS service operates on the basis of a round-trip voyage of 49 days deploying a total of 7 X 2,000TEU type vessels with port rotation as follows:

Shanghai — Ningbo — Hong Kong — Shekou — Singapore — Aden — Jeddah — Aqabah — Ain Sokhna — Aden — Singapore — Laem Chabang — Shekou — Shanghai

“K” LINE Launches 2nd Loop Service on Asia-Mexico/ West Coast South America Route

“K” LINE has launched a Second Loop in Asia-Mexico/West Coast South America Service (New Andes) which is jointly operated with Mitsui O.S.K. Lines, Ltd. (MOL).

The twice weekly service will offer faster transit time between Asia and West Coast South America ports and provide high quality service catching up with the rapid growth of the trade volume.

Loop 1 covers Mexico and Chile market while Loop 2 covers Mexico, Colombia and Peru. Loop 2 also will offer a direct call at Ningbo, China, to meet active seaborne trade from that area.

[Rotation]

Loop 1: Weekly Fixed-Day Service with Nine 2,500 TEU-Class Full Containerships

Keelung (Taiwan) — Hong Kong — Chiwan (China) — Xiamen (China) — Shanghai (China) — Qingdao (China) — Pusan (S. Korea) — Manzanillo (Mexico) — Iquique (Chile) —



Valparaiso (Chile) — Lirquen (Chile) — Yokohama (Japan) — Keelung (Taiwan)

Loop 2: Weekly Fixed-Day Service with Eight 1,700 TEU-Class Full Containerships

Yokohama (Japan) — Ningbo (China) — Shanghai (China) — Pusan (S. Korea) — Manzanillo (Mexico) — Buena Ventura (Colombia) — Callao (Peru) — Yokohama (Japan)



(Both loops will be connected from/to other Asian ports by feeder service.)

[Start of service]

Loop 1: M/V HS Challenger departed Keelung on March 22
Loop 2: M/V Hansa Aalesund departed Ningbo on March 30

“K” Line Mobaru Diamond Indonesia (KMDI) Appointed as Astra Daihatsu Motor’s Carrier Car Vendor for Their First CBU Export to Japan

Good news from “K” Line (Indonesia) (KLI) Group!

One of KLI Group subsidiaries, PT. “K” Line Mobaru Diamond Indonesia (KMDI), was just appointed as one of PT.

Astra Daihatsu Motor (ADM)’s carrier car vendors to carry their first CBU export to Japan, from their VLC (Vehicle Logistic Centre) to Tanjung Priok Port.

Prior to this, KMDI had also been awarded to carry their CBU regular export shipments with a 60% share at the early stage.

ADM, a local subsidiary of Japanese car manufacturer Daihatsu Motor Ltd., shipped its first CBU exports to Japan on Tuesday, February 05, 2008. Exports to Japanese market will be under Toyota's brand name (Toyota Town Ace and Toyota Light Ace) while exports to other countries will be under Daihatsu's brand name.



KLI Group/KMDI supported this project by purchasing and developing 10 units of brand new carrier car trailer trucks (Hino brand truck head and 6 units capacity trailer) both for export and domestic. Five units will be used for export while the remaining 5 units will be used for domestic. KMDI, together with local body maker and ADM, studied and developed the carrier car specifications and construction which are suitable for their CBU units due to their vehicle dimensions. KMDI finished the construction only less than three months ago. For this project, KMDI made diversified tactics as well as utmost

efforts to make certain everything goes well.

KLI Group proudly declares that ever since KMDI was established on June 01, 2003, it has successfully served as one of the leading car carrier specialists and has earned customer trust and loyalty. Under KLI Group, KMDI together with its other sister companies (PT. "K" Line Indonesia, PT. K Line Total Logistics Indonesia, PT. Karawang Taro Logistics Center Indonesia, PT. K Line Logistik Indonesia) has proved to be one of the reliable total logistics providers in the Indonesia market. In 2007, KMDI's achievement was 68,082 units; in 2008, it is targeted that KMDI will achieve 100,000 units.

The picture to the left shows the ceremony of Astra Daihatsu Motor First CBU Export to Japan on Feb. 5, 2008. In this ceremony ADM invited some of Indonesia's ministers, representative from Japanese embassy, board members of Toyota Motor Corp, Daihatsu Motor Corp, and all their suppliers/vendors/shipping lines, etc. including board members of KLI Group: Mr. Tetsuo Nonaka and Ms. Atsuko Watanabe, and board members of KMDI: Mr. Eddy Suwanto and Mr. Prayudi Hendarto.

This event was widely announced in the local media in the next day's news.

Bulletin Board

Changes of Executive Officers

"K" LINE has decided in a board meeting held on January 31, 2008 on changes to Executive Officers.

1. Retirement/Change (effective March 31, 2008)

Present Position	Name	Scheduled New Position
Managing Executive Officer	Yoshiyuki Ota	Deputy Managing Director of "K" LINE PTE LTD
Managing Executive Officer	Toshio Suzuki	Continue to be President & CEO of "K" Line America, Inc.
Managing Executive Officer	Kazuyuki Oda	President of SEAGATE CORPORATION
Executive Officer	Akira Otsu	—

2. New Appointment to Position of Executive Officer (effective April 1, 2008)

Name	Present Position	Name	Present Position
Shigeo Itaya	"K" Line (China) Ltd.	Toshiyuki Suzuki	GM Containerships Business Group
Kazutaka Imaizumi	GM Drybulk Project Business Division	Hiromichi Aoki	GM LNG Group

3. Promotion (effective April 1, 2008)

Mamoru Mori will be promoted to Managing Executive Officer.

New Buildings

Name:	SOUTHERN HIGHWAY
Type:	PCTC
Delivered:	Jan. 25, 2008
Built:	Shin Kurushima Dockyard Co., Ltd.
LOA:	188.03m
Breadth:	28.20m
Draft:	8.50m
DWT:	12,892mt
Capacity:	3,850units
Service Speed:	20.0knots



Name:	MICHIGAN HIGHWAY
Type:	PCTC
Delivered:	Feb. 15, 2008
Built:	Toyohashi Shipbuilding Co., Ltd.
LOA:	199.94m
Breadth:	32.26m
Draft:	9.826m
DWT:	17,673mt
Capacity:	6,100units
Service Speed:	20.0knots



Consolidated Operating Results/Financial Status for 3rd Quarter (Fiscal 2007)

Consolidated Operating Results

In the 3rd Quarter of fiscal 2007 (from April 1 through December 31, 2007), both the global and the Japanese economies grew moderately amid growing concerns over adverse effects from turmoil in financial and capital markets from last summer triggered by the issue of subprime lending in the U.S. and surging crude oil prices. In the U.S. economy, domestic consumer spending was generally firm, supported by improved employment and income situations, despite some signs of slowing down in housing investment; and the European countries also saw steady growth in their economies. In the Asian region, economies continued to expand, thanks to particularly brisk exports to European countries as well as increasing domestic consumer spending and strong capital investment mainly in China and countries in the Middle East. The Japanese economy was on a recovery trend primarily in the manufacturing industry led by exports to newly emerging countries and Europe.

Under these environments, the "K" LINE Group focused on expanding the scale of business while deploying aggressive business operations in accordance with policies under "K" LINE Vision 2008⁺. As a result, consolidated operating revenues for the 3rd Quarter of fiscal 2007 accounted for ¥984.643 billion, an increase of ¥184.125 billion compared with the same period last year. Consolidated operating income was ¥100.690 billion, an increase of ¥60.969 billion compared with the same period last year, and ordinary income was ¥100.993 billion, an increase of ¥59.256 billion compared with the same period last year. Consolidated net income for the 3rd Quarter was ¥67.993 billion, an increase of ¥32.413 billion compared with the same period last year. Consolidated performances for the 3rd Quarter significantly improved compared with the same period last year.

The following is a summary of the activities by business sector.

1) Marine Transportation <Containership Business>

In Asia/North America services, growth of cargo movements shipped from Asia slowed down due to sluggish cargo movements of housing-related products impacted by subprime lending issue. However, cargo tonnage and freight rates exceeded those in the same period last year, respectively. In Asia/Europe services, cargo movements to major European countries grew steadily, and those for Eastern Europe and Mediterranean Sea area also increased favorably. The Company's tonnage movement continued to grow significantly by 17% from the same period last year contributed partly by launching of large-sized 8,000 TEU type containerships, and levels of freight rates substantially exceeded those in the same period a year earlier. In the Inter-Asia services, export cargo steadily increased, which contributed to the growth of the overall tonnage movements in the services. Cargo movements and freight rates in North/South service routes grew steadily, surpassing those in the same period last year. As a result, the overall operating results of the containership business increased in both operating revenues and profits compared with same period last year, but the level of profits fell under the initial projections, hit partly by further hikes in fuel oil prices.

<Bulk Carrier and Car Carrier Business>

In the dry bulk transport, market freight rates both for large-sized bulk carriers and small- and medium-sized carriers exceeded those in the same period last year through the 3rd Quarter of fiscal 2007. The Company secured stable profits by concluding a long-term transportation agreement with each customer in the transportation services of coal and iron ore, thermal coal, woodchip and pulp, and at the same time, enjoyed significantly better spot freight rates mainly for small- and medium-sized bulk carriers. As a result, the overall bulk carrier business saw increases both in operating revenues and profits compared with the same period last year.

With respect to car carrier business, demand for shipping spaces continued to exceed supply capacity, since auto sales maintained constant growth in resources-producing countries of Latin America and Caribbean region, Middle East and Africa, as well as in Europe, benefitting from a stronger euro and briskly growing economies of Eastern Europe and Russia. The total number of

cars transported by the Company increased about 8% from the same period last year, and the car carrier business secured constant earnings.

Operating results of the overall dry bulk carrier and car carrier business for the 3rd Quarter of fiscal 2007 increased both in operating revenues and profits compared with the same period last year.

<Energy Transportation and Tanker Business>

As for LNG transportation, the newly-built carrier for the Cheniere Project operated solely by the "K" LINE Group was completed during the 3rd Quarter, with the fleet of LNG tankers increasing to 32 carriers. In addition, the LNG tanker chartered for a short-term corresponding to strong spot demand operated smoothly. As a result, the energy transportation business secured stable profits.

In the tanker business, operating results fell below those in the same period last year due to softened freight rates amid continuously surging fuel oil prices.

The overall operating results of the energy transportation and tanker business saw a rise in operating revenues but a decline in profits compared with the same period last year.

<Coastal Shipping Business>

In the coastal shipping business, the Company actively promoted efforts to ensure transportation volume by replacing a former bulk limestone carrier with a newly-built large-sized bulk limestone carrier in October 2007 to correspond to robust domestic demand for transportation of raw materials and by exchanging ships in regular roll-on roll-off services. The Hachinohe/Tomakomai ferry services were able to increase transportation volumes by increasing convenience for customers under the four-services-per-day system.

As a result, the overall operating revenues for marine transportation amounted to ¥872.206 billion, and operating income stood at ¥88.099 billion.

2) Logistics/Harbor Transportation

With respect to the comprehensive logistics business, competition intensified in the air cargo forwarding market due partly to the adverse effects of additional charges following soaring aircraft fuel. However, the Company expanded its volume of transport steadily, due partly to the effects of the reinforced alliance among Group companies at home and abroad. The overall operating revenues of this business segment were ¥95.991 billion, and operating income stood at ¥10.437 billion.

3) Other Business

As for other businesses not mentioned above, operating revenues amounted to ¥16.445 billion, and operating income was recorded at ¥1.969 billion.

Consolidated Financial Status

At the end of the 3rd Quarter of fiscal 2007, total assets were ¥940.288 billion. Total assets increased ¥39.849 billion compared with the end of last year, attributable mainly to an increase in construction in progress due to capital spending for vessels, increases in notes and accounts receivable-trade owing to expanded business scale, increases in deferred and prepaid expenses and an increase in inventories compared with the end of last year, though cash and time deposits, and investment securities decreased due to repayment of borrowings and share price declines respectively.

Total liabilities decreased ¥7.940 billion from the end of last year to ¥534.873 billion. Current liabilities decreased by ¥0.202 billion from the end of last year due mainly to a decrease in short-term loans, despite increases in notes and accounts payable-trade and accrued income taxes owing to the expanded scale of business. Long-term liabilities decreased by ¥7.738 billion compared with the end of last year thanks primarily to a decrease in bonds.

Net assets increased by ¥47.789 billion from the end of fiscal 2006 to ¥405.414 billion, owing mainly to increased retained earnings, despite a decrease in net unrealized holding gain on investments in securities due to share price declines, etc.

Consolidated Prospects for Fiscal 2007

	Billions of Yen
	Fiscal 2007
Operating Revenues	¥1,300.0
Operating Income	128.0
Ordinary Income	128.0
Net Income	84.0

Preconditions:

4th Quarter: Exchange rate ¥105 per US dollar, Fuel oil price US\$487 per MT

What Is “K” Line Maritime Academy (Philippines)?

This article covers details of “K” Line Maritime Academy conception proceeding to an outline of the newly-opened “K” Line Maritime Academy (Philippines) with explanations about installed education/training machinery. We are solidly convinced that the institute will contribute to enhancement of “K” LINE maritime business with the support of a large number of well-educated and trained ship crewmembers. Wishfully, each and every reader of this article will deepen his understanding on a top-priority assignment that the Company and its group are committed to accomplishing along “K” LINE Vision 2008+.

“K” Line Maritime Academy

“K” LINE Vision 2008+, our intermediate management plan, targets a planned expansion of business scale and establishment of administration structure for ship safety, i.e. safety in ship navigation and cargo operations. As a pillar for realizing these targets, the management plan maps out a global conception of “K” Line Maritime Academy (KLMA) and is earnestly endeavoring to take every possible measure for the purpose of the stable recruiting and fostering of maritime technical staff.

The fundamental underlying concept of KLMA is to foster future technical maritime human resources for the “K” LINE Group regardless of nationality.

Under the above concept, education/training is on the move along the unified criteria solidly established within the “K” LINE Group. KLMA takes over a multiplicity of achievements turned out by “K” Line Maritime Training Corporation (KMTC) that has been engaged in education/training of “K” LINE Group ship crewmembers on a long-term basis since 1993. In this process, we have been ready to newly start an educational institute in Pasay, Philippines as a representing and central organization.

At KLMA (Philippines), with newly-installed ship maneuvering simulators, captains and navigators are provided with education/training classes for disciplines against collision and stranding/grounding in narrow channels and also for perfec-

tion of safety in ship navigation and cargo operations. Further, with cargo handling simulators for LNG, the institution gives education/training courses to meet the international level of seamen’s discipline as well.

On the other hand, chief engineers and engineers are able to experience maintenance work of pistons and cylinders of main engine with a set of machinery copying a real main engine with two cylinders in place and they also learn from basic operations of engine to various trouble shooting as a full-mission simulator of engine room is introduced.

In addition, KLMA (Philippines) provides other diversified classes such as for skill training with equipment used during a period of working onboard, for stress management and for teamwork building.

The explanation further goes on:

On the top of expansion of sophisticated learning facilities, the institute is ready to carry out long-term education/training as it is equipped with accommodation facilities (accommodating 110 people) and a dining room. We are planning on admitting 10,000 trainees to this institute in total per year. A clinic also is open with the latest medical instruments that make it possible to practice a unitary health administration of all Filipino crews working onboard.

About Installed Facilities and Apparatuses

New “K” LINE Building

Site sqm	3,380 square meters
Stories	Seven Floors
Total Floor Area	7,293 square meters including the welding area



Floor Arrangement

Ground Floor	Ventis Maritime Corporation (Manning Company) Main Engine Model, Engine Workshop, Lecture Room, Welding Area
2 nd Floor	“K” Line Maritime Academy Office, Conference Room, Clinic, Large Lecture Room with capacity for 102 trainees.
3 rd Floor	Bridge Simulator, Engine Room Simulator, Electrical Room, Auxillary and Boiler Room, Refrigeration Room, ECDIS

	Room, Main Engine Maneuvering Simulator, ERS Briefing Room, BRS Briefing Room.
4 th Floor	7 Lecture Rooms, GMDSS Room, LNG Simulator, Computer Training Room, Trim and Stability Room.
5 th Floor	Galley, Briefing Room, Library, Canteen (100 seats), Seamen's Lounge, Officers Dormitory (2 persons x 5 rooms)
6 th Floor	Ratings Dormitory (4 persons x 10 rooms + 6 persons x 10 rooms) Laundry room and shower rooms
7 th Floor	"K" LINE Hall, "K" LINE Representative Office, Conference Room

Main Training Facilities of "K" Line Maritime Academy (Philippines)

Ship Main Engine	K a w a s a k i - M A N B&W 2S50MC-C
Main Engine Maneuvering Simulator	NABTESCO
Full Mission Bridge Simulator	Kongsberg
Full Mission Engine Room Simulator	Kongsberg
ECDIS and Small Bridge Station	6 units
LNG Cargo Handling Simulator	Kawaju Techno
Auxilliary Boiler Simulator	Sunflame
GMDSS Simulator	Seagull
Galley Training (Kitchen)	
Gas and Electric Welding	Gas x 5, Electric x 10
Lathe Machine	5 units

Brief History of "K" Line Maritime Academy

"K" LINE established "K" Line Maritime Training Corporation (KMTC) in 1993 for the purpose of providing training to the growing number of Filipino seafarers boarding "K" LINE vessels. It started very small with only two instructors, one for deck and one for engine and two Upgrading courses. Now from two instructors, KMTC has 18 instructors, 2 psychologists and five office staff. And from two Upgrading courses to 35 various technical and social courses.

Due to "K" LINE's expanding fleet that requires a big number of competent and high quality



Ship Main Engine Training Model

seafarers, "K" LINE built a new, modern and state-of-the-art training facility that follows the "K" LINE Spirit: Safety in Navigation and Cargo Handling for all "K" LINE fleet, enhancing and upgrading the competence of our Filipino seafarers.

This new building is re-named "K" Line Maritime Academy (Philippines) and is geared towards becoming the "Knowledge Center in Asia."



Kawasaki-MAN B&W 2S50MC-C

Introduction of Facilities and Apparatus, etc.

KLMA (Philippines) has come into being this year by placing a variety of the most sophisticated facilities and apparatus in the new "K" LINE Building that contribute to further developing the traditional education/training institute. The new institute is aimed at providing students/trainees with an invaluable opportunity for acquisition of essential knowledge and skills required for that high level of maritime crews/staff that "K" LINE seeks.

The institute with a space of approximately 2,500 square meters consists of:

one large lecture room (accommodating 100 persons), 6 general classrooms (one room accommodating 28 persons), 12 exercise rooms for simulators, etc., one room where a Main Engine Maneuvering Simulator and a framed set of machinery copying a real main engine are placed for discipline purposes, one workshop and space for welding.



One large lecture room accommodating 100 persons

Main Facilities and Machinery for Training

1. Ship Main Engine

The main engine is a Kawasaki-MAN B&W 2S50 MC-C Engine with 2 cylinders of superchargers.

The real engine is modified into having two cylinders. Equipped with an Alpha oil syringe/lubricator, the control machine and accessories are the same as what is used onboard ships. We cannot drive the machines with fuel. However, we can understand how control air flows at the time of starting/stopping a main engine and also whether control valves are driven.



2. Main Engine Maneuvering Simulator (NABTEC-made)

The subject simulator is aimed to understand operational mechanism of the main engine and trouble shooting. As it is linked to the above machinery copying a real engine, it is possible to exert remote control over both starting/stopping.



3. Simulator of Engine Room (Full Mission)

The above simulator is a full-mission simulator based on computer. It is Kongsberg-made. It sets a target at education/training for better understanding of the engine plant on the whole, also our ERM course as well.



4. Auxiliary Boiler Simulator

The simulator is a SUNFLAME-made burning control apparatus to which a real rotary cup is attached. It is used for studying mechanism of automatic control over burning, trouble-shooting and opening alignment of rotary cup.

5. Mitsubishi Self Jector Unit (SJ30G)

With link to sump tank of the main engine, it is possible to purify LO. It helps exercise discipline of opening and assembling and also helps understand



mechanism of operation and control of purifier.

6. Bridge Simulator (Full Mission)

The simulator is Kongsberg-made. BRM training and ship operation training are exercised by projecting discipline sea areas on a 210-degree cylindrical screen. It also interfaces with a simulator of an engine room where unified training of bridge and engine room at ship arrival and departure can also be conducted.



7. ECDIS and Small Bridge Simulator

The simulator is Kongsberg-made which enables us to carry out various disciplines in addition to operation of ECDIS as a monitor of discipline sea areas, with RARAR/ARPA and ship maneuvering equipment installed at bridge.

8. Real AIS Machinery

It is equipped with a real AIS telecommunications receiver. It provides trainees with operational disciplines and knowledge on AIS.

9. GMDSS Simulator, Wireless Telecommunications Apparatus

It is equipped with a JRC-made wireless radio apparatus for ship use and GMDSS apparatus. Training is carried out in combination with a PC-based simulator. It has acquired official permission from MTC (Maritime Training Council) and therefore after a 3-week training course, trainees can be granted the certification of GOC.



10. LNG Cargo Handling Simulator

The subject simulator is a product developed on the basis of database sourced from our LNG



carriers. It can be operated in the same way as cargo handling apparatus used onboard ships; it helps exercise cargo handling operations at loading/discharging, entering/leaving a dock and during voyage, as well as trouble shooting.

11. Galley Training (Kitchen)

The galley has 4 kitchen tables. Trainees can exercise various cooking (recipes); Japanese, Chinese, India, Western and Philippine, etc., and also learn table arrangements.



The Opening Ceremony Takes Place for “K” Line Maritime Academy (Philippines)

The opening ceremony for “K” Line Maritime Academy (Philippines) took place on February 22, 2008. More than 250 people attended, including Philippine President Gloria Macapagal-Arroyo, VIPs of the Philippine Government and other people concerned.

The ceremony progressed peacefully and splendidly in a solemn atmosphere.

The ceremony is being briefly described below:

Philippine President Arroyo arrived at the ceremony site 20 minutes before schedule, welcomed with a round of applause by President Maekawa, Senior Managing Executive Officer Yoshida, etc. on behalf of “K” LINE and staff with KLMA (Philippines), etc. The tape cutting and unveiling ceremonies were smoothly performed, watched by a large number of pressmen with cameras flashing.



Tape Cut (from left to right: Mr. Wenceslao B. Trinidad, Mayor of Pasay City, Mr. Arturo D. Brion, Labor and Employment Secretary, Philippine President Mrs. Arroyo, “K” LINE President Mr. Maekawa, Mr. Makoto Katsura, Ambassador to the Philippines, Mr. Sen. Juan M. Zubiri, Member of Philippine Upper House)



A handshake in front of the logo of “K” LINE after the unveiling ceremony

President Arroyo was shown around inside the institute after the unveiling ceremony. During her visitation, “K” LINE President Maekawa escorted her, briefing her upon the aims of facilities being introduced. She seemed to show a particular interest in the Main Engine Maneuvering Simulator whose height is 8 meters and whose weight reaches 100 ton (gross). Originally, it was scheduled that the Philippine President was to see the inside through the glass windows, but because of her being so interested she entered the interior herself and listened carefully and interestedly to our President’s explanation.



Electronic Chart Room



Framed set of machinery copying real Main Engine, for training

She also was so interested in a ship maneuvering simulator. Especially, she was so surprised at wild-weather-stricken sea areas on the screen.



Ship Maneuvering Simulator Room

After her visitation to the main facilities, she was accompanied to the “K” LINE Hall on the 7th floor, site of the main ceremony. She proceeded to the ceremony place received by “K” LINE staff and cadets in a line-up followed by a welcome address given by President Maekawa.



In the course of the address, President Maekawa expressed his gratitude to President Arroyo and other VIPs of the Philippine Government for their attendance at the ceremony. After that, he sent a message about our management plan and our intention to secure ship crews. He spoke to the honorable Philippine President directly that KLMA (Philippines) plays a very important position in our plan for recruiting ship crews. At the end of his speech, he communicated to all participants declaring emphatically that he was solidly convinced that KLMA (Philippines) be utilized to the maximum extent for the purpose of securing excellent and dependable ship crews supporting safe and quality ship operations and that the same institute would grow into a leading knowledge center in Asia without fail.



After an address by President Maekawa, lunch started, which was originally expected to be 20 minutes long, but continued for one hour, although the President’s Security Group was somewhat embarrassed, but both eating and conversation advanced in a friendly atmosphere all the time.

After lunch, the Philippine President was photographed with “K” LINE people on the stage in commemoration of the opening ceremony, shaking hands with local staff and “K” LINE people, then left KLMA (Philippines).



Handshakes with many local staff



The Philippine President left the site with a noble smile on her face

Using KLMA in an effective and productive manner, we have a strong intention and passion to pursue and upgrade “K” LINE’s brand that puts the highest value on security, safety and trust. We will endeavor to secure and foster quality marine technical staff making utmost efforts based on cohesion and cooperation of the entire “K” LINE Group.

Photo Gallery

DURBAN, Gateway to the Zulu Kingdom

Contributed by Ms. Janet Henwood, Freightmarine Shipping, a division of Rennis Ships Agency in South Africa

South Africa's largest and busiest sea port, Durban is a cosmopolitan city, a pulsating fusion of East, West and Zulu influences.

Durban is South Africa's playground, blessed with near perfect weather and plenty of sunshine all year round making it a much sought after holiday destination. From Addington to Umhlanga Rocks, a distance of 20 kilometres, Durban is lined with some of the most beautiful golden beaches, magnet for thrill seekers from surfers and kite boarders to para gliders and yachtsmen.

South Africa is a great sporting nation and Durban is home to the Sharks Rugby Team, 11 of whom were part of the victorious World Cup Springbok squad in 2007. The Sharks are based at the ABSA rugby stadium which was previously known as Kings Park.

Durban's beautiful coast also boasts many of South Africa's championship golf courses and is home to the annual professional surfing event, the Mr Price Pro, which attracts surfers from around the globe every year.

Cricket and soccer are also very popular sports in South Africa and Durban is one of the host cities of the 2010 FIFA World Cup.

For the motor sport fans, Durban is proud to be the South African host for the A1 Grand Prix which takes place in February each year.

Durban is the kick-off point for day trips or excursions into Kwazulu Natal, home of the proud Zulu nation. One has a choice of going on safari to big game parks such as Umfolozi and Mkuzi up the North Coast, travel inland to the mighty Drakensberg Mountains which are a few hours drive from Durban or visit the battlefields of yesteryear where Zulu, Boer and British now make pilgrimages of reconciliation.

As they say, Kwazulu Natal is the province that has the Big 5 and the Big 4 — Beach, Bush, Berg and Battlefields.

Cosmopolitan Durban is the hub of Kwazulu Natal's business and industry and a major Conference destination. The ICC (International Convention Centre) in the centre of the city has been voted Africa's leading conference centre for five consecutive years by World Travel Awards and in 2004 was also ranked as one of the top ten conference centres in the world by AIPC. The ICC is also the venue used for major visiting performers such as Michael Buble, Enrique Iglesias and George Benson.

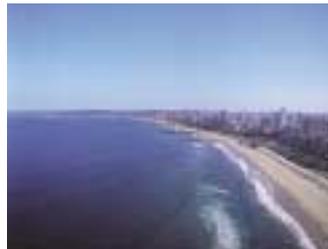
At this meeting place of the warm Indian Ocean, radiant golden sands and lush sub-tropical greenery, Durban offers its visitors a wealth of entertainment from theatre to trendy clubs and casinos and the best curry to be found outside of India.



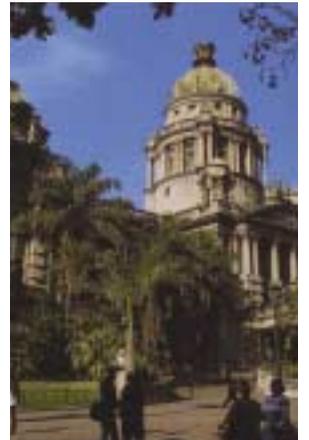
Holiday Inn and Paddling Pool



Dolphins surfing on Durban beach



Durban Beach Front



Durban City Hall



Rickska Puller on Durban beach front



ICC and Hilton Hotel



Entrance to Durban Port



Drakensberg Mountains

The photos were by courtesy of Tourism Kwazulu Natal.

Ocean Breeze

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