



OCEAN BREEZE

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No.167 2013 Spring

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2013 Major Accident Drill

Marine Safety Administration Group

On February 15, 2013, a major accident drill was undertaken assuming physical injuries and oil pollution. This was part of periodic emergency drills conducted to prepare for a possible marine accident and involved the NAGARAGAWA, a "K" Line-registered VLCC.

Each year we conduct drills that assume the occurrence of oil pollution in order to prepare for unanticipated marine accidents. The drill this year was of a large scale, held with cooperation from the 3rd Regional Coast Guard Headquarters of the Japan Coast Guard and the Maritime Disaster Prevention Center. It also involved a ship management company, a lawyer and representatives from a consulting company and insurance company.



Third Prize Awarded to Filipino Crewmember For a Proposal Highly Regarded for Its Improvement to Work Efficiency and Safety

Proposal Office

Notice of Result of Proposal Review

Proposer: Rommel B. Ramos, boatswain, s/s AL RAYYAN

Name of Proposal: A proposal concerning mooring wire serving work (Mooring Wire Serving Tool)

Description:

Some ports at which this vessel calls do not permit ships to be moored directly with wire but require the use of rope, which is to be connected to the wire for fixing and mooring the ship to onshore facilities. In such cases, we need to perform a rope connection on the vessel. The rope is to be connected with the wire via a shackle. Because the wire and rope need to be connected to the shackle in a particular direction, we have to prevent the shackle from turning upside down during the work. We therefore conduct mooring wire serving work for the end of the mooring wire connected to the shackle (by winding a wire or Manila rope around it), thereby decreasing the size of the loophole at the end of the wire (see Photo 1).

This proposal is about making and using a tool (see Photo 2) that enables mooring wire serving work to be completed in a short timeframe and by a small number of workers.

Evaluation:

Use of the proposed tool ensures clean appearance of the connected part and improves the safety of the work, in addition to allowing the work to be completed in a shorter timeframe and by fewer workers than before. Also highly regarded was the point that the tool can be made using a material available within a vessel. Another aspect deserving extra points was that this proposal is the first in about four years. We have consequently assessed this proposal as deserving of a Third Prize.



(Photo 1)



(Photo 2)



“K” Line India University

“K” Line University Has Evolved in Its Own Unique Way in India

“K” LINE (INDIA) PRIVATE LIMITED

Did you know that in India, far from Japan, “K” Line University has evolved in its own unique way, just like another Galapagos Islands species?

“K” Line India University has now become a specialty monthly event of “K” LINE (INDIA) in which local Indian staff members undertake research and give presentations based on a given topic and then hold a Q&A session, with all employees of the office participating. Recently, employees of “K” LINE (INDIA) are not the only participants at this event. Senior managers of Japanese banks in Mumbai and staff from major trading companies and government-affiliated organizations are also invited as special guests, providing a boost for the event.

“K” Line India University will continue to evolve in its own way. Your participation in the event as a speaker is greatly welcomed. And it will give you a chance to win a round-trip flight ticket.



Construction of FOREST SYMPHONY, a 4.3-million CFT Woodchip Carrier

Thermal Coal, Woodchip and Pulp Group

On January 9, 2013, construction of FOREST SYMPHONY, a 4.3-million CFT woodchip carrier, was completed at Oshima Shipbuilding Co., Ltd. This vessel will be used to transport woodchips as papermaking materials exclusively for the Oji Group (formerly Oji Paper Co., Ltd.). As the seventh vessel with a name that starts with "FOREST" it continues our tradition.



Orphanage Visit in Batam Island, Indonesia

Contributed by Mr. Beny Lie (Photo) (KSPI) & Mr. Satoshi Ueki (Article) (KLPL/KCAD-GOC)

“Do you wanna go to Batam Island?” “Sure, I do!” This is the conversation Beny and I had in one of the evenings after work. I always ask friends to go out somewhere together, but never really make the plan myself, so I thought it was one of those “social” conversations. A few days later, I received the detailed itinerary and budget plan for the whole trip. Beny actually planned this thing. And wow, many friends of Beny are going together! Wait, this itinerary says, “We are going to Orphanage”. What is it all about?

Beny’s friends who joined this trip are all Indonesians living in Singapore. They did some fund raising at wherever they work. Along with this donation, they decided to spend one day at the orphanage.

On a Saturday morning in October, we took the ferry from Harbour Front Centre, with all the PSA Gantry Cranes in full view - which always remind me of work during the weekends. It took only 1 hour to get to Batam, very close but it was definitely Indonesia.

The trip was indeed well planned in advanced and organized. Beny was the key person in the group. He looked different from how he usually is (he is always serious and quiet in the office, most of the time) and he was really the reliable “leader” in the group.

After an hour drive from the ferry terminal in Batam, we reached the Orphanage located in the middle of somewhere. Beny’s group prepared everything any kids would ever want -lunch with juice, sweets, packs of snacks, and some nicely-wrapped unknown gift boxes. We went into one of the rooms in the building, where about 90 kids, age between 5 – 13 years old, were sitting and waiting for us. We (except me, as I do not know any Indonesian word) briefly explained who we were and what we were going to do for the day.

I learnt that this orphanage is run by a private church with only 4 regular staff including the Sister. They do not get enough financial support from the government, while all kids need proper food and education. I was indeed impressed with all of Beny’s friends who have deep consideration over their



Home for the orphans



180 eyes looking at us

home country, even they are away from home. One of them said to me, "You can never choose what kind of family you come from, but with education and hope for the future, they can do better in life". Yes, I think so too.

We spent hours playing games, dancing and singing. The kids were very excited to play with big brothers and sisters. They used all of their bodies to express they were having fun. I could not say or understand any single Indonesian words, but I could surely tell they were excited and enjoyed. When kids received the gifts, they showed us a special sign of appreciation. They took our hands and put them to their foreheads. I learned from Beny it was a traditional way of expressing thanks to others (only performed in specific region). Throughout the day, I really enjoyed myself seeing the kids smiling and shouting loud, as well as learning a bit about the Indonesian culture. After hours, we finished the whole course, and the time came to say good-bye. All the kids lined up and gave us the special thanks again. That means each of us received thanks 90 times. That was the most memorable moment of this whole trip.

This event is not regularly conducted, but the group has been doing this from time-to-time. I will surely love to get involved again and I would like to think about the way to contribute more. I would like to express my big thanks to all the new friends for giving me this opportunity to experience all of this, and also to Beny, who will be transferred back to KSPI office by the time this article is issued. We in KLPL will miss you very much.



🎵 Everybody needs a little good time~



All set for an exciting day

MV CAPE ROSA GREETINGS TO ALL !!!

Contributed by Capt. Manuel B. De Chavez, Master of MV CAPE ROSA

It is our great pleasure to feature our vessel MV CAPE ROSA in this prestigious magazine which serves as our basic information onboard and to know what is happening in the entire family of "K" LINE and its Wide World.

To start with, MV CAPE ROSA was born in Tsu Shipyard Universal Shipbuilding Corporation on July 2004 and commissioned to service on Jan 2005. She is a 300 meters huge cape size bulk carrier with 203,163MT deadweight, floating gallantly on her best attire shape and ready to serve beyond the satisfaction of all concern parties. She is designed to carry iron ore and coal cargo from Australia, South Africa and Brazil bound for discharging port Japan and a long time chartered by JFE Steel Corp. Presently, she has on her 54th successful voyage and her 7th of year existence of unparalleled service. She is operated by "K" Line CIT1 in Tokyo, Japan, managed by TNKC Regional Operating Headquarters in Manila, Philippines and Veritas Maritime Corporation as her manning agency. Both operator, manager and manning agency are very supportive and can count on every minute of time. She has 23 skillful and well disciplined Filipino crewmembers including Master with unsurpassed dedication to uphold Company's objectives in all aspects of operation both in management, operations and the likes.

Furthermore, the most important thing, we is that the crew members of the above vessel are committed to our pledged for keeping her flag flying

high with pride and honor and the flame of unwavering service kept burning and revitalizing at all times. We are doing our very best to the optimum without waiting or expecting any token of reward because we are truly an advocate of the Company's visions and objectives. Finally, integration & synergy between Company and personnel afloat are the most fundamental core factors to achieve common goal in shipping business.

SAFETY FIRST — THERE IS NO SPARE PARTS OF HUMAN LIFE

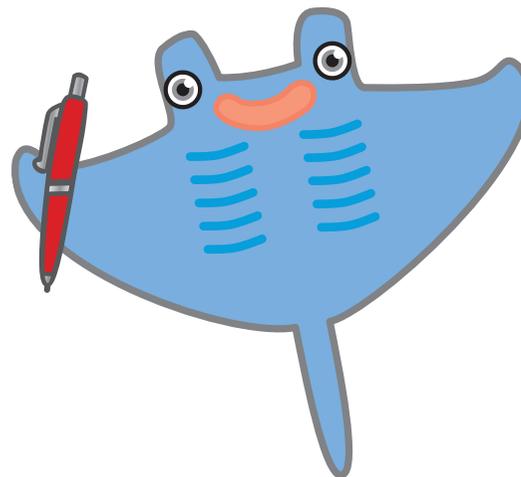


Editor's Log

Spring has come!!! In Japan, cherry trees come into full bloom around the beginning of April which is the month when new school year starts for Japanese children and also the month when new business year starts and graduates start working. Japanese parents usually take photos on special occasions like the entrance ceremony, so my albums are full of photos of me and cherry blossoms! I like the way I smile in front of cherry trees and it is for these reasons that cherry blossoms make us think of new beginnings. Japanese people like cherry blossom very much because they remind us of lots of fresh feelings.

By the way, Japanese cherry trees usually start blooming in the south of the country at the end of March and make their way north, so we can enjoy cherry blossom outings until around May. I actually have a plan to go to Hirosaki in Aomori prefecture at the beginning of May as Hirosaki is in the northern part of Japan and is one of the famous cherry blossom viewing spots. I hear residents of Aomori prefecture spend more time and money on cherry blossom viewing than people do in Japan's other 46 prefectures according to a recent survey by Weathernews.Inc. Aomori also ranked top for the proportion of residents who believe cherry blossoms in their prefecture are the most beautiful in the entire country. I think this is not surprising because Aomori is a cold place and its cities are always covered by snow every winter so people have to wait for spring to come for a long time. I think cherry blossoms make them realize that spring has finally come!

I'm looking forward to visiting Aomori. I will take lots of photos of cherry blossoms and post them in Ocean Breeze for everyone to enjoy!



Ocean Breeze and "K" Line News are looking for color photographs!!!!

Landscapes near the port visited that are not found elsewhere, snapshots taken while traveling, and photographs taken in the past are acceptable. Send in your favorite photographs from those you have taken. A photograph competition is held once a year. The first place winners are awarded a wonderful prize! Your efforts are always welcome.

Instructions for Sending in Your Photographs (Send to: Information and Public Relations Team, IR & PR Group)

Theme of photographs:

unrestricted, as a rule (portraits of individuals and pet photos are not accepted)

Composition:

please send photographs laid out in a way that allows the portion you wish to show to appear properly

- ◆ Guideline for image data: at least 3,000 pixels lengthwise x 2,000 pixels widthwise; volume up to about 2 MB
- ◆ Avoid small images photographed using a mobile phone, etc.
- ◆ Provide a description of the location in the photograph (80 to 90 characters)
- ◆ Please note that the copyright belongs to "K" Line.

Publication

Photographs will be published in each issue.