



OCEAN BREEZE



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Delivery of 311,000-ton VLCC "TONEGAWA"

On July 12, 2018, the 311,000-ton VLCC "TONEGAWA" was delivered to the Imari Facility (Saga Prefecture) of Namura Shipbuilding Co., Ltd.

The hull form of the ship was improved and scaled up to a length of approximately 339 meters to achieve improved transportation capabilities and fuel efficiency. In addition, the criteria for coating performance have been applied to the cargo oil tank and ballast tank to prevent corrosion, which has enhanced the safety of the vessel. Moreover, Namura Shipbuilding's new technology that it developed independently has been adopted to improve fuel efficiency, and ballast water treatment equipment has been utilized, making the vessel into a state-of-the-art ship that is kind to the marine environment and is now the flagship in the series.

The name of the ship, "TONEGAWA," is derived from the "Tone-gawa," a first-class river that originates from Oominakami-yama, one of the Mikuni-Mountains in Gunma Prefecture, and runs through the Kanto region, with one of the largest basin areas. It is reputed to be the "oldest son" of Japan's rivers and representative of Japan's rivers. Like Tone-gawa, which is essential to the lives of people as an abundant water supply and as the habitat, home, and breeding ground of a variety of animals and plants, the name was selected in the hope that the ship will continue to contribute to the transportation of crude oil in order to supply energy that is essential for people's lives.

On the day of the delivery and naming ceremony, on a sunny day suitable for the launch of the oldest daughter, the "TONEGAWA," with around 50 participants including the financiers of the vessel, the management company, the shipbuilding supervisor and the captain of the vessel, the ceremony was held on a grand scale.

We hope for the safe operation of the "TONEGAWA," which is taking charge of the transportation of crude oil from the Middle East/West Africa to the Far East including Japan and to Europe, throughout its life from now on. We appreciate everyone's cooperation until the vessel is delivered.

Tanker Team, Tanker Group



New LNG Ship Built for JERA Co., Inc., "ENSHU MARU" Naming Ceremony

On August 7, 2018 the naming ceremony for the new LNG carrier built for JERA Co., Inc. (the company which has taken over the thermal power generation business of Chubu Electric Power Co., Inc. and Tokyo Electric Power Company Holdings, Incorporated) was held at Sakaide Shipyard of Kawasaki Heavy Industries, Ltd.

It was a beautiful day, and many stakeholders participated in the ceremony, including Mr. Mizuno, Chairman of the Board of Directors of Chubu Electric Power Co., Inc. and guest of honor, and his wife, Mr. Gordenker, Chairman of JERA, and his wife, representatives from the Japan Bank for International Cooperation, Mizuho Bank, Ltd., and Sumitomo Mitsui Trust Bank, Limited which provided financing for this vessel, and Mr. Asada, President of Tokyo Century Corporation, which shares this vessel.

At the ceremony this vessel was named "ENSHU MARU" by Chairman Mizuno. It is named after "Tohtoumi", Enshu-koku, an old name of the western part of Shizuoka, one of the major supply areas of Chubu Electric.

This vessel is the same model as the BISHU MARU, which entered into service in December last year. It is equipped with a Reheat Turbine Plant featuring high thermal efficiency as a propulsion engine, and it boasts the world highest level of heat resistance among LNG tanks. This type of the vessel, with a load capacity of 165,000 cubic meters, meets various needs: the ability to enter various types of LNG terminals in Japan and around the world, the versatility to support service in the new Panama Canal, and LNG trading on a global scale, which has been expanding in recent years.

Subsequently, this vessel was loaded with LNG, and underwent a loading and voyage test ("Gas Test"), before being delivered officially on August 31.

When this vessel was brought to the Sodegaura terminal in Chiba during the gas test, the charterers who handled the business in this project and financial institution representatives were invited to visit the vessel day after day, and they were given the rare opportunity to view up close an LNG vessel. This vessel is crewed by Filipinos entirely from her delivery, a first for our managed LNG carrier, and it will handle LNG receiving. The crew received a warm cheer from visitors on the day.

This vessel will be involved in the transport of LNG produced in North America from shale gas, and it will contribute to the stable shipment of energy to Japan, and also optimization of worldwide LNG transport, an aspiration of our customers.

We would like to express our sincere appreciation to all involved with this vessel, from contracts to construction and entering into service.

LNG Group



Captain Mendoza, who was given a memorial gift for this vessel by Mr. Mizuno, Chairman of the Board of Directors of Chubu Electric Power, who named the vessel.
(At the naming celebration party)

K Line (Thailand) Recognized for Milk Run Transport Wins Award for the Second Year in a Row

K Line (Thailand) (hereinafter "KTL") won the Best Transporter Award from Denso International Asia (Thailand) (hereinafter "Denso"). On June 29, the FY2017 performance evaluation meeting was held with the participation of five milk run transporters being used by Denso in Thailand at the Denso headquarters in the suburbs of Bangkok. KTL earned the highest points in all the evaluation items including safety, timeliness and service quality, and it was recognized as the best milk run transporter. The award commenced in FY2016. This was the second award ceremony, and KTL won the Best Transporter Award after also winning it last year.

Milk run transport is a transport method that involves traveling around several parts manufacturers (suppliers) with a single vehicle and delivering parts to a customer. It is possible to deliver the parts more efficiently than by using the method where several suppliers deliver parts to a customer separately.

In order to travel around several suppliers in Thailand and deliver the necessary parts to a customer in a timely manner, meticulous service management is required. Bangkok Marine Enterprises (hereinafter "BME"), a pivotal KTL Group company, carried out the service. At BME, service managers communicate closely with drivers all day so as to respond quickly to the congestion situation of traffic routes and changes in the transport environment such as heavy rain and flooding, which are characteristic weather conditions of Thailand. Needless to say, it is essential to always maintain the vehicles in good condition. All of us at KTL and BME are very pleased to win the award again following last year, because it attests to the untiring efforts we make in our daily business.

KTL and BME commenced milk run transport for Denso in 2002, covering eight suppliers with two trucks. Today, we allocate about 40 trucks for Denso milk run, traveling around 80 suppliers. In addition to Denso, we offer a milk run transport service for major shippers such as Toyota and Kubota to support our their production activities.

K Line (Thailand) Ltd.



Mr. Ikeda, General Manager of KTL, who received a commemorative shield from Mr. Hakamada, Vice President of Denso International Asia (Thailand)



Top: During the meeting;
Bottom: Commemorative photo of all the meeting participants



BME, K Line (Thailand) Group's Surface Transportation Company, Completely Changes the Logo on its Trucks

Bangkok Marine Enterprises Ltd. (BME), which is responsible for surface transportation operations in Thailand as a member of K Line (Thailand) Ltd. Group, changed its logo on its trucks and the new trucks with the bold use of the color of "K" Line containers were delivered to BME in the middle of August.

Marine containers and finished vehicles with which everyone in "K" Line Group is familiar are not the only business areas handled by BME. Its truck department, which is responsible for the parts distribution business in Thailand, is one of BME's pillars along with the container transportation department and the finished car transportation department.

BME began the parts transportation service to Denso with 2 trucks in 2002. BME's truck picks up parts from multiple suppliers and delivers them to Denso's plant, which is known as "milk run transportation." As a result of continued efforts to improve transportation efficiency and quality, BME has expanded not only the size of the transactions but also its customer segment, succeeding in becoming involved in Toyota's milk run with approximately 70 trucks in 2007. Currently, BME's truck department owns and operates about 230 trucks to provide milk run service to seven customers, including Denso and Toyota, at any hour of the day or night to support their production activities.

The four new trucks delivered this time will be assigned to the milk run service to Toyota's engine plant, which will enhance the size of its operation starting in September.

K Line (Thailand) Ltd.



The members who participated in the overseas training for new employees, which was held in Bangkok in the middle of August. Commemorative photo in front of the new truck.



New trucks that have just been delivered to BME's truck base



Trucks with old logo

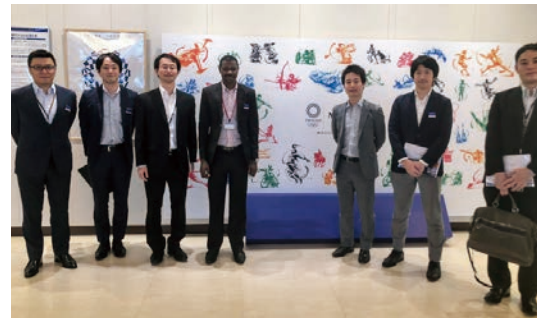
Internship Held for a Trainee Invited from the Republic of Mozambique!

Kawasaki Kisen Kaisha, Ltd. ("K" Line) held an internship for a trainee who was invited from the Republic of Mozambique for five days from August 6 (Monday) through August 10 (Friday). The internship was held as part of the Master's Degree and Internship Program of the African Business Education Initiative for Youth (ABE Initiative) hosted by the Japan International Cooperation Agency (JICA).

Through this program, friendships and networks are fostered between Japan and Africa, while the trainee is expected to play the role of a guide, or maritime pilot, when Japanese companies are involved in business activities in Africa. "K" Line supports the purpose of this program and accepted a trainee for the first time on this occasion.

During the internship, "K" Line introduced its business in the shipping industry and gave a tour of Oi Container Terminal, an LNG ship under construction, and a shipyard. In addition, in cooperation with our customer, the trainee participated in a meeting to experience the day-to-day operations of our company.

The "K" Line Group is aware that contributing to the medium- and long-term development of a community and international society through its support of education and employment creation is a significant social responsibility of a corporation. The "K" Line Group aims to make a continuous contribution to employment creation and skill development in the region in which our Group operates.



LNG Team No.2, LNG Group



Comments from Mr. Anisio Lourenco Bande on the internship

My Impression and Memories from "K" Line Internship Program

Anisio Lourenco Bande

It was very great experience to have participated in Kawasaki Kisen Kaisha, Ltd. ("K" Line) internship program. "K" Line is a shipping company with worldwide operations with connections to ports and terminals; on the other hand, Mozambique Ports and Railway Company (CFM) where I have been working for 13 years operates and manages ports and railway infrastructures for transportation and handling goods and passengers. Through the complementary services between "K" Line and CFM operations, this internship was so productive in the exchange of experience and knowledge with the main goal to see how these two companies can cooperate and make network for working together in new business opportunities or projects. Hopefully, after sharing more information about Mozambique and my company particularly, in the near future "K" Line can find new investment and business opportunities in my country.

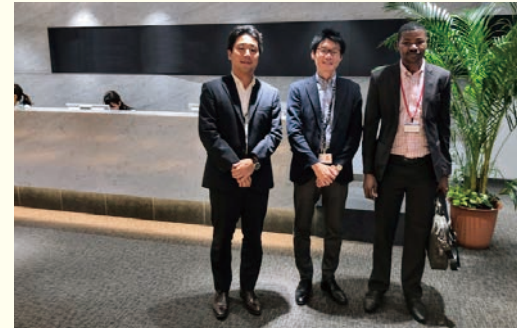
From the "K" Line internship, I can divide it into three parts: First as education, second as corporate and third as entertainment.

The Education part was composed of workshops where I felt myself in academia. I could learn and practice through simulations about their business model in different steps, how they evaluate new projects by taking into account the time value of money through analysis of Project Future Value, Present Value and the Net Present Value; on the other hand, the simulations are about the minimization of project cost and improving the cash flows.

In Corporate part, I could learn how the Business to Business (B2B) model they use is important to reduce the risk exposure to the market through the segregation in different stakeholders involved into the value chain of the project. This model in "K" Line perspective is feasible to secure fixed income which allows the company to avoid the fluctuation of the market as they own the assets or lease them through long-term contracts to charterer (users who takes the operation risk), unlike the most common Business to Customer (B2C) model whereby the company is highly vulnerable to any market fluctuations with no stability in Cash Flow and mostly based on short-term contracts. It was worthwhile to learn how "K" Line maximizes corporate profit through the B2B where "K" Line holds the investment as they own the assets (they assume the investment risk) and the Charterer holds the operation (assumes the operation risk).



During the internship program, we visited "K" Line's clients, customers and partners and I got to know the operation of financial institutions and particularly the perspective of Project Finance for one of the clients I visited. We also visited during this internship the Ohi Container Terminal which has quite similar operations to our main Maputo Container Terminal that made this a great opportunity to share the operation experience between the two terminals. Finally, we visited a ship yard in Kagawa where I learned about the function of this shipyard in all steps to build the vessels and other equipment which has some similarities with our general workshop operation at CFM called "Oficinas Gerais" for refurbishment of Locomotives, wagons and carriages. Fortunately we visited the LNG Vessel named just one day before our visit as "ENSHU MARU" which is "K" Line investment and is expected that in the future might operate in our ports to transport our expected big LNG project north of Mozambique. I feel proud to have had the chance to enter into the LNG vessel under construction and hear explanation about its construction complexity and that it is one of most expensive vessels due its complexity and new system installed.



The Entertainment part, I had great moments during the internship with "K" Line by meeting the very energetic team of which the "K" Line Group is composed. Everyone welcomed me with happiness and enthusiasm, energetic and youth is how I name the team where everyone approached and talked to me freely asking about Africa and Mozambique. I can't forget the welcome dinner where we enjoyed Okonomiyaki Tokyo style. Everyone was happy and enjoyed telling stories of their life which was a very good moment for all of us. I personally explained about our culture, our living and so on. At the end of my last day of internship on Friday we had drinking occasion where many "K" Line members came to greet me using our "African style" shaking hands. That was the end of the very, very great time I experienced in Kawasaki Kisen Kaisha, Ltd.

I would like to express my total gratitude on behalf of my company, Mozambique Ports and Railway (CFM), and in my own personal name first to JICA (the sponsor of my staying and studying in Japan) which made this opportunity become reality, and to all "K" Line Group members who provided this wonderful opportunity and experience for me, particularly to Mr. Hiromichi Aoki, Mr. Kiyoshi Sekiya, Mr. Takahiko Yashiro, Mr. Kosuke Kajino, Mr. Toshiaki Yajima, Ms. Kanako Akimoto, Mr. Iichiro Kawase, Mr. Yoshinori Hida, with whom we directly worked together during my internship period.

Thank You so much, Doumo Arigatou Gozaimasu, Muito Obrigado.

My Impression of Japanese Culture

I am very impressed with Japanese culture in many senses of both action and behavior: the general overview if someone asks me how Japanese people are, I would summarize in two words: Helpful and Shy. If you are foreigner, these two characteristics might confuse you about how to deal with Japanese people; they are willing to help you though on the other hand they are shy to talk to "strangers". This is something cultural as even between Japanese to Japanese they will not talk to each other if they don't know each other, this becomes worse if you are foreigner due to the majority being shy to speak English. If you need any help, I recommend you start by saying at least one Japanese word "sumimasen" as it calls their attention rather than if you start by greeting in English. It is not common in Japan to greet someone you don't know who they call "strange people" and is very common for people travelling together long distance on Shinkansen seated beside each other but not talking during entire trip. I experienced many times I was the only one trying to communicate with the person beside me during our trip even though my Japanese language is "poor" as in my culture if we travel together, even if we don't know each other, we usually introduce some conversation; but when I looked around, I realized that none were talking to others in the train. On the other hand, they are so helpful and respectful of people; once you ask for help, everyone will do all to help you in many cases. I experienced people taking me to the place I was looking for even if it required him to change his schedule or route. To get adapted to Japanese culture, I learned that "do what others are doing" so it means just follow others' behavior if you don't know what to do, this is a unification of behavior which makes a buildup of good living manners.

In business manner I would say that Japanese people are so concerned about risk when they think about business or new partnership that they are very averse to take risks. They tend to explore when they are sure there is no risk, especially if they have to invest abroad where in many cases they want to partner if there is another Japanese company in the project or somehow related; otherwise they most probably will have big constraint to enter into that market even though they want to expand their business. This is my concern after interacting with many SMEs in Japan.



Taking a Close Look at ONE MINATO, Carrying on the “ONE Spirit” of the Glorious “K” Line Fleet of Containerships!

Ship Technical Group



On July 24, 2018, the 14000-TEU containership ONE MINATO, the first for “K” Line to sport the ONE coloring, was completed and handed over at the Imabari Shipbuilding Hiroshima Shipyard, and subsequently embarked on her maiden voyage. I was fortunate enough to be involved with the initial planning and approval of the drawing work for this ship, and was dispatched to the shipyard for on-site supervision of its construction until the end. From this perspective, I would like to share with you about the ship and daily life while supervising her construction.

Kei Noma



Left: Group photo of the ship’s crew
Top right: Group photo from the delivery ceremony
Bottom right: With construction completed, the ship embarks on her maiden voyage

Main Specifications of the Ship	Length (Loa)	365.94 m
	Breadth	51.20 m
	Depth	29.90 m
	Summer draft	15.50 m
	Main Engine	MITSUI-MAN B&W 11S90ME-C10.5

Vessel Overview

As a sister ship of “K” Line’s first fleet of five 14000-TEU containerships completed in 2015, this is the final ship of the subsequent 5-ship series order placed with Imabari Shipbuilding. At “K” Line, we take the initial letter of the 14000-TEU ship names and refer to them as M-type, making this ship one of the second-generation M-type series. Improvements were made to the second-generation ships in response to feedback from the first generation. The new ships are more fuel efficient and boast increased potential for cargo capacity.

Among these second-generation M-type ships, ONE MINATO is the first “K” Line ship to sport the ONE coloring. As it will also serve as a 47-crew training ship and sail under a Japanese flag with a Japanese crew, this new ship has attracted extensive attention.



The First Use of the ONE Coloring Scheme

When you look at photos of the ship, it's the gorgeous ONE coloring scheme that will first grab your attention, followed by the "ONE" initials in the ship name in place of the traditional "BRIDGE."

This year, 2018, marks the milestone of 50 years since "K" Line's containership business began service in 1968 with its first container ship "GOLDEN GATE BRIDGE" on the Japan-California route, and during that time we have become familiar with the BRIDGE series of ship names. However, starting with this ship, our ships will now bear the ONE ship name.

In fact, the ONE MINATO name was originally planned to be MINATO BRIDGE. Later, due to the launch of ONE, the decision was made to apply the ONE color scheme, and the ship name was also changed in connection with this. A ship name is shown on the outer panel of the hull with weld bead (the use of welding on iron plate to build up the metal and draw lines) and painted along its borders, but due to this latest change in the ship name, the finished ship name bead was completely scraped away until entirely flush. On site, watching the ship name weld beads spelling out "MINATO BRIDGE" disappear before my eyes, even a rookie such as myself remembers feeling sad.

To veteran senior superintendents and those who have worked on containerships for many years, I think it was a big shock and difficult decision.

The hull color features a bold magenta-colored design. For a structure floating in the sea, I hadn't seen something with this color before, so around February when it was being repainted, I thought "It's kind of like a Happy Valentine Ship," and as I looked at it every day, I started to think it looked very cool, and now with its successful construction, I'm entirely onboard.

A bit of trivia: since magenta has been painted over the "K" Line grey, two coats of the magenta were applied so that the grey undercoat would not show through.

Training Ship Specifications

The ship is equipped with training ship specifications for its expected use as a training ship, with the crew complement increased from the regular 32 to 47. The breakdown of the additional crew is as follows: 12 cadets (6 deck officers and 6 engineers), 2 instructors (one of whom uses the Electrician Room), and one extra cook and messman, respectively. As well as the addition of extra quarters, a Lecture room for learning has been added, the mess room as been extended so that officers and cadets can eat together, and a different living quarter layout than her sister ships has been adopted. The mess room in particular, thanks to the extension, is quite spacious. Combined with the classy interiors for which Imabari Shipbuilding is known, I think a spade we can take pride in has been created.



The ONE logo and ship name listed on the stern of the ship



3-Tier Lashing Bridge



Scene of trans-bulkhead block mounting

A training ECDIS has also been installed on the bridge for deck officer cadet training. Additionally, for engineers' training, a practical engine work space where tasks such as taking pumps apart to maintain and welding of parts can be performed has been set aside. This is a new initiative that has not been implemented on training ships in the past. To realize the training ship specifications, each sales department helped with a share of the costs, and the plan moved forward as we consulted with members of the Marine Human Resources Group Seafarers Policy Team. I think fullest possible use was made of past training ship experiences to produce more enhanced facilities.

Torrential Rain in Western Japan

Just before delivery, western Japan was hit with torrential rains in July 2018. The Imabari Shipbuilding Hiroshima Shipyard and the city of Mihara were situated in the center of the downpour. As a result of the torrential rains that lasted until July 6, the Nutagawa River overflowed in towns around Mihara, resulting in inundation above floor level plus landslides. Numerous casualties were also reported. We hope that the areas affected by the disaster will make a swift recovery.

I was also in Mihara at the time. On the morning of July 7 when I woke up and switched on the television, I saw footage of flooding up to the second story of a home in an area around 15 minutes by car from my home, and I recall being shocked at the sight. The rain had already stopped, but the Nishinogawa River that runs past the front of my house had reached quite a high level, and since the water purification plant was underwater, water supply was cut off from noon that day. When this happened, I had already received advance word of the shutoff from a friend of my wife and was able to fill the bathtub with water, so I was able to flush the toilet using buckets of water after that. Something else I learned for the first time was that since the house was all-electric (uses only electricity for heating), hot water is retained in the electric heating tank, and by opening a valve during an emergency, hot water can be poured into buckets and other containers, which was a blessing. So by mixing this in with the water stored in the bathtub, I was able to bathe for several days.

Water was also cut off at the shipyard and this situation continued until July 19, just before delivery. As an emergency measure, the shipyard had industrial water transported by sea on a barge and miraculously continued operations. What's more, during that time ship crews and superintendents struggled without adequate water for showers and toilets. We are really grateful for their efforts.

AGM

In late June just before delivery, we had an incident where a large number of Asian Gypsy Moth (AGM) appeared. These AGM settled all over the ship where they laid eggs and hit the bow mooring deck. The walls and mast were thick with AGM.

It seems that while anchored out to sea ahead of sea trials, the AGM flew out to the ship from land, attracted to the lights atop the ship. Unfortunately for us, this is apparently due to a large number of AGM springing up in the Mihara area once every ten years. After the sea trials, we began earnest eradication efforts, with each team at the shipyard turning out in full force for the endeavor. First, they were washed away using high-pressure fresh water cleaning, but their eggs tend to stick firmly to surfaces, so that wasn't enough, and they had to be scraped off one at a time manually. As the ship is allocated to the North American route, just one of these AGM could have an immediate and adverse impact on the ship's route, so desperate efforts to completely eradicate the AGM were made. As a result, the ship managed to obtain an AGM-Free certificate before completion. This gave a renewed appreciation of the ferocity of nature.

A Day in the Life of a Superintendent

Since regular hours at the shipyard run from 8:00 a.m. to 5:00 p.m., everything is done an hour earlier compared with Tokyo office. Basically, the workers finish around 4:30 p.m., pack up for the day and file out to return home at 5:00 p.m. As Superintendent, we would head back to the office at this time and head home after finishing up with paperwork. However, Saturdays are often treated as a work day at the shipyard, and when the construction schedule gets tight, many workers would come in for overtime regardless of whether it was Saturday, Sunday or public holiday. I don't know if this is why, but tourist spots around Mihara would be relatively quiet on Saturdays, while some spots would become busy with many people (who appear to be shipyard workers) and their children on Sundays.

Now back to the topic - the main tasks of a Superintendent are to carry out inspections and patrols throughout the day.

There are many types of inspections such as welding inspections, painting inspections, equipment inspections, machinery and electrical inspections plus cargo inspections. The work is divided between hull superintendents, painting superintendents and machinery/electrical superintendents who are present to supervise their respective work. Like a construction site, a ship under construction is not a favorable environment by any stretch of the imagination. Conducting inspections in the midst of floating dust is a regular occurrence, and you could find yourself on a high elevation work vehicle in extreme cold due to being outdoors or working into a ballast tank during extreme heat. In this way, the work takes an extreme physical toll as well. In addition, there are dangers all over a ship under construction. For instance, handrails might not yet be installed, and there may be holes in the floor. With this ship in particular, the hull is extremely large and there is a drop of around 25 meters from deck level to the tank top of the hold. Of course, since we use safety belts as we carry out our work, there is no danger of falling during regular work, but when the ground opens up to a space dozens of meters below just one step ahead of you, it tends to make you a little nervous. If you suffer from a fear of heights, the shipbuilding site for a large containership may be hard for you.

Once inspections are complete, we move through the ship on a patrol. This is to look at locations we couldn't see during inspections, and to check if improvements that were previously pointed out have actually been made. During these patrols, we would often find new points requiring improvement, and once returning to the office, we would submit comments to the shipyard to point this out.

Contractors would also join us on patrols. This gave us the opportunity to become friendly through idle chatter and on occasion go out drinking in Mihara at night. Once you get to know someone, the relationship of trust leads to them being more accommodating, in turn allowing the construction site to be better controlled, so it is important to communicate and build relationships of trust in this way. This was the moment I realized that while it may be an ultra-large ship, a lot of what goes into building it is the hands of these veteran workers.

A superintendent's time schedule	
7:45	Arrive at work, change into working clothes
8:00	Shipyard personnel come to site office (mechanical and electrical team)
8:30	Morning meeting in site office - assignment of inspection tasks for the day
8:45	Ship's crew and shipyard person come to site office (sales, hull assembly, hull outfitting, painting team)
9:30 ~ 11:00	Attendance at inspections
11:00 ~ 11:30	Ship patrol
11:30 ~ 12:00	Create inspection reports in the office
12:00 ~ 13:00	Lunch - boxed lunches arrive at the site office. The lunches are large portions.
13:00 ~ 13:30	Discussions with shipyard design team
13:30 ~ 15:30	Attendance at inspections
15:00 ~ 16:30	Ship patrol
16:30 ~ 18:00	Create inspection reports in the office, submission of shipowner request forms, etc.
18:00	Leave work

Conclusion

Through this construction supervision work, I was personally able to gain a wide range of experience that would not be possible working in Tokyo.

Even though I was inexperienced, I worked on the planning for this ship in 2015, and later I was responsible for drawing up approval work and discussions over detailed specifications from 2016. Being assigned to the building of a new ship from start to finish was an extremely fortunate experience for me as an engineer at a shipping company.

Since I have been involved with MEISHAN BRIDGE, the final BRIDGE series ship produced by "K" Line, as well as the construction of ONE MINATO, the first "K" Line ship with the ONE color naming scheme, I am very honored to have witnessed a milestone in "K" Line's containership business from the front lines.

This is a milestone for the containership business that has served as a symbol of "K" Line, and I sincerely hope that as flagbearer of this new beginning, ONE MINATO will enjoy safe voyages.

In closing, I would like to again offer my heartfelt gratitude to everyone who was involved with the construction of these ships.



Pictures from upper left: ❶ Mounting of hull block at dock No.1

❷ Fore side bay of the living quarters

❸ Mounting of bow block. Application of ONE colors has also started

❹ When you look from above the hatch coming to the inside of the hold, you notice the considerable height

❺ View of the Imabari Shipbuilding Hiroshima Shipyard from the sea

❻ Commemorative photo from when the MEISHAN BRIDGE was launched

❼ During a welding inspection of out hull plates, boarding a high elevation work vehicle from the dock bottom to perform work

❽ A snapshot with a colleague at the ship delivery ceremony (left: writer)



The Community where I Live

Contributed by Ms. Maki Sugai, "K" Line Pte Ltd

Singapore is clearly deserving of being called a hub. All kinds of people and goods gather from all over the world on small land mass that is about 1.15 the size of Tokyo's 23 wards. It is not an exaggeration to call it a center of the shipping business. Everything from people to information and ships come to Singapore. Most people in our company have probably been to Singapore at least once. However, please allow me to take this opportunity to introduce Singapore.

I mentioned that it was a center of the shipping business, and as shown in the attached picture, many ships come and go through the Singapore Straits every day. When I came to Singapore for the first time after joining the company, I was really surprised to see this. I fell in love with the unique scenery and chose a home haphazardly. Less than three and a half years have passed since I was transferred to Singapore and I look for the K's funnels from my balcony every day. (laughs) Sometimes I am told from a ship, "We will pass through the Singapore Straits from now on," and I get excited to look for K's funnels from my balcony using my binoculars. If you are on board and plan to pass through the Singapore Straits, let me know!



In-house golf competition
(the writer is second from the right)

Prices

Singapore is a small country, which can be covered north to south in just 30 minutes by car. It does not have any resources or industries. However, it became the only advanced nation in Southeast Asia in just 53 years since its foundation in 1965. Now, Singapore ranks second in the world as a home to multimillionaires, and the number of multimillionaires moving to Singapore from all over the world is increasing annually.

Therefore, prices are really high! In particular, nonessential groceries such as alcohol are very high. For example, a Suntory Kakubin (squire whisky bottle) costs at least 60 dollars (about 5,000 yen), compared to around 1,200 to 1,300 yen in Japan! As for meals, of course Singapore's famous chicken rice can be enjoyed for less than five dollars at Hawker Center (a local street stand), but Japanese ramen costs from 1,500 to 2,000 yen per bowl, and a fixed course costs 300 to 500 dollars at a sushi restaurant. There is a variety of food, and one of the attractions of Singapore is to enjoy flavors from all over the world, including Chinese food (restaurants for regional food such as Sichuan and Guangdong are also available), Japanese, Italian, French, Indian, South Korean, Mexican, Thai, and Greek food. There are many Japanese restaurants around the office, and I don't have any trouble finding a place for lunch and drinking parties. Don Don Donki (Japanese Discount King) and Daiso [2-dollar (about 160 yen) shop] are also available, so living here is very convenient.

Commuting

For me, who worked in Tokyo immediately before coming here, the greatest appeal of Singapore is the stress-free commuting. When I was in Tokyo, my commute to the office was more than an hour via the Den-en-toshi Line, which was really congested. I was crushed, my feet were stepped on and I was met with train delays during the daily commute.

On the other hand, I assume that the average commuting time in Singapore is about 20 minutes. It is possible to live within walking distance from the office like me, and many people live downtown such as in Orchard or Somerset (still three to four stations by train). Trains called MRT run every three to five minutes, from 5 o'clock in the morning to around midnight, and trains are not congested to the level that people touch. In Japan, people try to get on a train forcibly, but local people here will not get on a congested train but wait for the next one. Buses and taxis are very convenient. Only public transportation is inexpensive in Singapore, where prices are high. Unlike other Southeast Asian countries, the government controls the number of cars very well, and there are nearly no traffic jams (although cars are expensive). Recently, I have thought that Tokyo should learn from Singapore in some aspects of urban planning.

Climate

Singapore has everlasting summer, right on the equator, and the temperature is around 30 degrees throughout the year, with high humidity. Compared with summer in Japan, where it is not shocking to see temperatures exceed 40 degrees nowadays, it is a much more comfortable place to live. Probably because it is surrounded by the sea, it is cool in the morning and evening, and we can enjoy running before and after work.

Although the year is divided by rainy and dry seasons, it does not drizzle every day, even during the rainy season such as the one in Japan. It rains heavily for one or two hours, as if buckets are being overturned (squalls). It rains so hard that people are reluctant to go outside, and meetings are often postponed or rescheduled.

In contrast to scorching weather outside, offices and rooms are overly cooled with air conditioning. Everyone works in parkas, fleece jackets or sweaters, while dealing with the coldness. After staying in the room for some time and going outside, we will feel comfortable, as though our body is defrosting. Nevertheless some local staff look calm while wearing sleeveless shirts. It is amazing to think that people are accustomed to the environment in which they were born. According to another report, the famous founding father of the country promoted the installation of air conditioners based on his belief that people cannot work when it is hot, and it is necessary to clear the head and make people work hard. I am not sure whether this story is true, but it is certain that Singaporeans are very diligent and persons of high standards.

How to spend the weekend

When it comes to the weekend, there are not as many places for leisure and entertainment as there are in Japan. People often say that they get bored and do not have anything to do. There are so many shopping malls, but tenant stores are the same anywhere. In this situation, golf is a popular sport among expatriate Japanese (of course some people prefer to spend quality time with their families). As a rare female golfing member, sometimes I receive invitations from colleagues or customers and as a result I have quite a few opportunities to enjoy golfing. The attached picture at the beginning of the article shows the most recent in-house golf competition. This kind of event is held routinely. When we play golf in Singapore, we start a round in the morning and finish slightly after noon. Therefore, we can take a half day off in the morning and go into office in the afternoon. However, it is fairly expensive to play golf in Singapore. If you want to go golfing at a reasonable price, you can cross the border and go to Malaysia by car, or Batam Island or Pulau Bintan of Indonesia by ferry.



Another event that I have more opportunities to attend since I coming to Singapore is barbeques. Most condominiums in which expatriates reside are equipped with barbeque pits. Wonderful daytime parties are often held where close friends, colleagues and family members talk while drinking beer and grilling meat. These parties seem to be helpful for spending quality time with families, killing two birds with one stone. Also, they are much less expensive than drinking in a restaurant. When someone asks if we are doing something over the weekend, usually we decide to hold a barbeque party! Often there is a pool near the barbeque pit. Some people enjoy themselves too much and dive in.

Travel

Singapore Changi Airport has a large capacity with four terminals, and a fifth terminal under construction. It has ranked first in the rankings of the world's airports for six consecutive years. Because it is such a large hub airport, you can easily get direct access to unexplored places and islands, as well as other places that are difficult to reach from Japan. It is a 20-minute drive to the airport by taxi, and you can go to the airport an hour before takeoff, which is convenient. I have always enjoyed traveling. After coming to Singapore, I enjoy traveling to places that are difficult to visit from Japan, such as Bhutan, Laos and islands in Thailand.

It is also possible to go to isolated islands for scuba diving over the weekend. There are a many great islands in Southeast Asia, and it is the perfect location for divers. They do not have any difficulty finding where to go.

It is difficult to find such convenience in other regions. I wonder how many years it will take to visit all of the islands.

Nature

Although Singapore has a strong impression of a city where skyscrapers stand in a row, unexpectedly it has a plenty of greenery, because originally there were many jungles. We can see animals that are hard to find in Japan.

For example, lizards, as shown in the picture and otters can often be seen in the marina areas near my home. There is an unexpected aspect of Singapore nature where when we go a bit far, we will reach a place that cannot be called a zoo, but where we can enjoy watching nature and animals, such as wild boars, monkeys and crocodiles.

I have been talking about Singapore at length, although you know it very well, but I would be happy if you had better understanding of Singapore. I am looking forward to hearing from you when you visit Singapore on business or for travel!



A monitor lizard that does not move at all



Marina Bay area, which is the greatest tourist attraction in Singapore!