



# OCEAN BREEZE



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No. 191 2019 Autumn

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## "K" Line Holds the 13th Safety Measures Conference with Ship Owners

Marine Safety Team, Marine Safety Administration Group

"K" Line (Ship Management Group and Marine Safety Administration Group) held the 13th annual Safety Measures Conference with Ship Owners in Fukuyama on August 28, 2019, inviting ship owners as part of its initiatives for the safe navigation of vessels operated by "K" Line Group companies. The goal of this conference is to improve the quality of "K" Line's entire fleet and its services by promoting and understanding the matters regarding "K" Line's safe navigational policies and environmental measures among business administrators / marine & technical superintendents closer to job sites, sharing with them the information on a broader range of subjects, and exchanging opinions.

About 80 people gathered on this year's conference from more than 40 ship owners. A lot of directors and departmental employees attended the meeting from "K" Line including, Senior Managing Executive Officer Atsuo Asano and Managing Executive Officer Kiyotaka Aya. As a result, participants totaled to more than a 100. After acknowledging the shipowners for their safe daily navigation at the start of the gathering, Senior Managing Executive Officer Asano delivered an opening speech. "Opportunities for exchanging opinions with ship owners like this delight me," said Asano. "We must overcome the rising hurdles customers set year after year, such as our response to environmental issues and regulations, in a united way with ship owners. Let's turn this conference into an opportunity to discuss the each other's awareness of problems and worries frankly in order to find and overcome the problems ahead of us together, and of course, immediate issues."

After the speech, the Ship Management Group introduced the latest inspection conditions for different types of vessels, On-Board Adviser ("K" Line's initiatives for raising the safety levels of its entire fleet through internal audits on a short-term boarding basis), and its approach to education and training. Following their introduction, the Marine Safety Administration Group gave an outline of training for chartered ship crew members provided at "K" Line's training center in Manila and reported on its initiatives and future outlook associated with responses to the 2020 Global Sulfur Limit. Lastly, the Advanced Technology Group introduced in their presentation, Introduction to K-IMS, an integrated ship navigation system "K" Line developed with the Kawasaki Heavy Industries Group for purposes including the collection and management of big data, which is talked about a lot these days.

Generally speaking, the "K" Line's stance of making efforts to spread safety-related initiatives and ideas down to job sites was highly evaluated by concerned parties, including members of the media. The participants actively exchanged views at the post-conference get-together. The Ship Management Group would like to report that this year's conference successfully concluded, with the first attempt to publicly recognize the services of seven distinguished ship owners (namely, KN MARITIME, Taiyo Kaiun, SANASIA SHIPPING, Kawana Kaiun, Fukunaga Kaiun, Fuyo Kaiun and Kyowa Sansho). "K" Line would also like to take this opportunity to express their heartfelt thanks to all concerned parties for their extraordinary effort and cooperation.



## "K" Line Launches Service Based on a Long-Term Voyage Charter Contract with Emirates Global Aluminium (EGA)

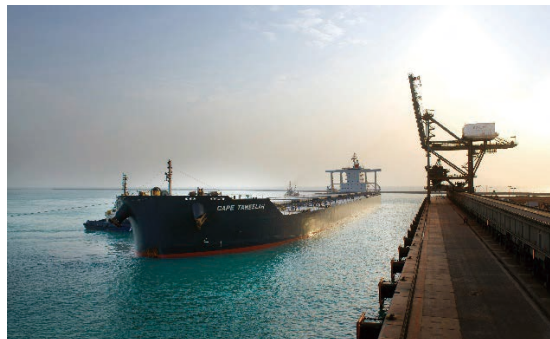
Coal & Iron Ore Operation Team No.2, Coal & Iron Ore Carrier Planning & Operation Group

The Coal & Iron Ore Operation Team No.2 would like to report here the arrival of MV CAPE TAWEELAH, the first vessel operating based on a long-term contract for the transportation of bauxite on capesize bulk vessels which "K" Line entered into with Emirates Global Aluminium (hereinafter "EGA"), at Port Khalifa, the United Arab Emirates (UAE), the port of discharge, on June 23, 2019 following the completion of loading at Kamsar Port, Guinea. This long-term voyage charter contract is the fruit of "K" Line's long-term history of transactions and relationships of trust with Dubai Aluminium, the predecessor of EGA, which goes back to an aluminum transportation contract signed in 1979. This long-term relationship and history of transactions has led to the latest total quantity transportation contract.

EGA held a ceremony to mark the arrival of the first capesize vessel at Port Khalifa on the day MV CAPE TAWEELAH reached there. Abdulla Kalban, Managing Director & CEO of EGA, Abdullah Humaid Al Hameli, Executive Vice President of Corporate and Acting CEO of Abu Dhabi Ports, and Atsuo Asano, Representative Director of "K" Line, were among many concerned parties that took part in the ceremony to celebrate the memorable arrival of the first fully-laden capesize vessel at the Gulf Cooperation Council (GCC) port. This first vessel, MV CAPE TAWEELAH, was named after Al Taweelah, a district where an EGA aluminum oxide smelting works is located. Many involved parties from EGA attended a ceremony for naming and completing the vessel where CEO Abdulla Kalban of EGA formally completed it by giving it a name. The people at EGA felt an strong attachment to the vessel for that reason. They shared the joy of its first port call in the sweltering heat, with temperatures rising over 40° C, taking many photos with the ship in the background.

EGA is the largest aluminum producer in the UAE outside the energy industry. The company is jointly owned by Mubadala Investment Company in Abu Dhabi and Investment Corporation in Dubai. With this maiden voyage as the beginning, "K" Line will ship about 5 million tons of bauxite per year from Guinea to the UAE. EGA, which had imported aluminum oxide, the material aluminum is produced from, built an aluminum oxide smelting works within an owned lot adjoining Port Khalifa, to launch a new project to realize the integrated production of aluminum from imported bauxite, the ore used to produce aluminum oxide.

The Coal & Iron Ore Operation Team No.2 would like to once again express its gratitude for the cooperation that all concerned parties provided in many ways in the preparation for the commencement of this contract. At the same time, the Team would like to declare its resolve to contribute to the success of the EGA project by offering optimum marine transportation services from the viewpoints of safety and costs.



## "K" Line Decides the Winners of the FY 2018 President's Award and Marine Sector Award for Contributions to Safe Navigation

This award system is based on the idea that many types of extraordinary behind-the-scenes efforts and work by crew members support the safe navigation of vessels. "K" Line established the system to contribute to the improvement of navigational safety by directing a spotlight on the actions of crew members and vessels that are recognized to have contributed to the safe navigation of vessels, the environmental protection, and the maritime security, and by recognizing their services.

"K" Line President Yukikazu Myochin presented the President's Award to winners at the "K" Line Head Office in Tokyo on August 1, 2019. Following that, "K" Line Managing Executive Officer Capt. Kiyotaka Aya gave the Marine Sector Award to winners on "M/V HAMBURG HIGHWAY", PCC stayed in Chiba Port on August 20, 2019.

The winners of this year's awards are as follows.

### Award Category for Individuals

#### President's Award:

Capt. M. Nabeshima  
For avoiding danger during entering port on LNG carrier



#### Marine Sector Award:

Capt. T. Gamou  
For avoiding danger during navigation on LNG carrier



### Award Category for Ships

#### President's Award:

crew members of OCEANIC BREEZE  
For avoiding danger during entering port on LNG carrier



Photo shows from left to right: Chief Engineer Naofumi Watanabe, Capt. T. Gamou and Capt. H. Uba

#### Marine Sector Award:

crew members of HAMBURG HIGHWAY  
For avoiding danger during the emergence of mechanical trouble



Photo shows from left to right: HAMBURG HIGHWAY Chief Engineer Takeya Mikami, "K" Line Managing Executive Officer Capt. K. Aya, and HAMBURG HIGHWAY Capt. A. Shigemoto



Photo shows from left to right: "K" Line President Yukikazu Myochin and Capt. M. Nabeshima

Marine Human Resources Group

## Introduction of WOZMAX type GF, a 250,000-dwt LNG-Fueled Ore Carrier

Ship Planning Team, Ship Technical Group

"K" Line and Namura Shipbuilding Co., Ltd. have jointly undertaken studies on liquefied natural gas (LNG)-fueled ore carriers based on the second-generation WOZMAX®\*1 built in 2017 for "K" Line (whose first ship was MV CAPE HAYATOMO). The two companies gained approval in principle (AiP) for a conceptual design for this LNG fueled ore carrier, which is named WOZMAX type GF\*2, from DNV GL on August 5.

WOZMAX type GF is a 250,000-dwt ore carrier that is LNG-fueled and eco-friendlier. The ship achieved Energy Efficiency Design Index (EEDI) Phase 3 with a fuel switch to LNG while maintaining the performance of WOZMAX®. One of the major features of WOZMAX type GF is to have long cruising distance by only LNG fuel which is good enough to engage in the transportation between Far East and South America via Cape of Good Hope.

In general, LNG fuel tanks for bulk carriers are arranged at aft part of vessels so as to keep deadweight and vessel's dimensions. However, it is difficult for large size LNG fuel tanks to be arranged at aft part because tank capacity and its arrangement are normally restricted by the small deck space and trim condition, also the cylindrical LNG pressure tank which is used for LNG fuel tanks in most of cases results in loss of space due to its tank shape.

Cruising capacity is restricted in such cases. Making use of small stowage factor of planned cargo (i.e. iron ore only) for solving above-mentioned point, LNG fuel tank arrangement has been changed to the midship area, so that ship can keep deadweight and have enough LNG tank fuel capacity



### [Characteristics of the Ship]

1. To keep almost same deadweight and normal service speed as WOZMAX®
2. To have large-capacity of LNG fuel tanks by means of arrangement in the center section of the hull
3. To achieve EEDI phase 3\*3 by means of primary fuel changes to LNG
4. To keep enough endurance for round-trip between Singapore and Brazil in gas fuel mode

WOZMAX type GF, a concept ship, requires further design and cost optimization. There are still many hurdles ahead before ship's actual construction. However, the Ship Planning Team believes the WOZMAX type GF is an option for solving the problem of insufficient cruising radius of LNG-fueled carriers caused by restrictions on LNG tank arrangements.



\*1: WOZMAX (registered brand of Namura Shipyard): an optimum size of vessel that can call main West Australian iron ore loading ports, which stands for "West" "OZ" "MAX".

\*2: Type GF, included in the name of this concept ship, refers to the ship being liquefied natural gas-fueled.

\*3: EEDI (Energy Efficiency Design Index): the number of grams of CO<sub>2</sub> emitted when carrying 1 ton of cargo for 1 mile, and 30% reduction is required in phase 3, compared with the reference value which is the average of vessels built between 1999 and 2008.



## The Community Where I Live – São Paulo, Brazil

Contributed by Mr. Tomoyuki Takahira, "K" Line Brasil Transportes Marítimos Ltda. São Paulo

"The opposite side of the globe." This is the term that described this country when I learned about Brazil for the first time in my childhood, but it seemed inaccurate when I looked it up. Strictly speaking, "the opposite side of the globe" from Japan (which is apparently called the "antipode" in academic terms) is not Brazil, nor anywhere close in the South American continent, but is in Argentina or the ocean off Uruguay. If, however, you dig a hole straight down through the earth from Okinawa, you might just end up in Brazil, so this expression is not exactly wrong, per se.

In any case, the impression that Brazil is far away from Japan has remained with me since then, and I've had that belief reinforced every time I've flown the roughly 30-hour trip, including layovers, covering of a distance of 17,000 kilometers.

Moreover, with the 12-hour time difference, and the corresponding day-night reversal, I guess most people do not opt to travel there from Japan for just a week or so, even if they are quite interested in Brazil. (Despite the beginning of short stay visa waivers for Japanese citizens this June, there remains no sign of an increase in Japanese tourist numbers.)

I have now lived in the city of São Paulo in Brazil for almost two and a half years. I would like to report about the city, local lifestyle, and other features as much as I can in this article. I do not think I can convey enough only through words or photos, but this is not a place easy to visit from Japan. Therefore, I would like to recommend several movies about Brazil that I watched so that you will grasp the atmosphere. Please have a look at this article and also watch the movies if you get interested in Brazil.



Author



Japanese food at a morning market (Feira). Soy sauce, fried tofu, miso, shimeji, and all other foods are produced locally.

### About São Paulo, the City where I Live

First, it is not so easy to pronounce "São Paulo" correctly in Portuguese. The "ã" symbol, indicated by the letter "a" with a squiggly line above it, is called nasal near-open central vowel. "São" does not simply sound like "-ao" as it's expressed in symbols, but it sounds almost like "-ow" and it is better to pronounce it with a nasal, unique deep bass sound.

São Paulo in Brazil is said to be the largest city in the southern hemisphere, with a population over 11 million, almost the same as Tokyo. Brazil used to be a Portuguese colony, so the official language is Portuguese. To the surprise of many Japanese, most people in the city do not speak English. Moreover, as almost all the other countries in South America are Spanish speaking, I feel Portuguese, spoken only in Brazil, is somewhat inconvenient (Not many other countries are Portuguese speaking, e.g. Portugal, Angola, Equatorial Guinea, etc.)

As the city is located at a high altitude of about 760 meters, the temperature sometimes drops below 10°C and it becomes frosty in winter, from June to August, although it sometimes exceeds 30°C in the summer, from December to February. It is said that the state of São Paulo became a metropolis because of the coffee plantation boom starting in the 1800s. Italian, Portuguese, Spanish, German, and Middle Eastern immigrants came to work in coffee farms in the past, resulting in a lot of their descendants living here now. Notably, about 1 million Japanese immigrants also live here. São Paulo sees many state Japanese community offices, and also a lot of companies, shops, and restaurants for Japanese Brazilians. What is more, a bounty of Japanese foods are brought in by Japanese immigrants and can be easily found in markets, such as shimeji (mushrooms native to East Asia), tofu, and natto.

### About My Offices

The organization where I work includes two companies: "K" Line RoRo & Bulk Agencia Maritima Ltda. (known as KBR) and "K" Line Brasil Transportes Maritimos Ltda. (known as KRBB). I am mainly responsible for the management of ports and cargo collection businesses on the east coast of South America, as well as the route operation tasks for our car carrier ships on the North/South and Mercosur service routes. In addition to São Paulo, there is also an office in Rio de Janeiro, which serves as a back office. On the same floor of our São Paulo office building, there are also other offices: KBR, which was established last year with its core operation being car logistics services on the east coast of South America, and Nexus Gerenciamento de Pátios Ltda. (known as NEXUS), which is a joint venture with our local partner, Orion. A total of 25 employees from KBR/KRBB and 4 from NEXUS work here.

There is also another office:, Nexus Gerenciamento de Pátios Ltda. (known as NEXUS), which is a joint venture with our local partner with its core operation being car logistics services on the east coast of South America. A total of 25 employees from KBR/KRBB and 4 from NEXUS work here.

The office just moved here last November and it is now located in a business district in São Paulo. It has been set up



Right: Office building where KBR, KRBB, NEXUS are located. Building on the right. Left: Paulista Avenue

on the 10th floor of a building along Paulista Avenue, where many other Japanese companies have offices. This location also has very good access to the subway and bus. Note, however, that traffic has been getting heavier every year and we need to be aware that we will get stuck in traffic when traveling by car during rush hour. In addition, due to the gases emitted by the cars that increase in number every year, harm to human health is becoming severe, and when there is a spell of dry days, the air doesn't clear, and I end up coughing a lot.

## **About Brazilians**

I always think the good points about Brazil are the weather and people's cheerfulness. As you can imagine, Brazilians are generally very open-minded and can be friendly even to unfamiliar people. They can easily say what they want to say and they do not worry too much. Another good thing I notice is that I do not often hear them badmouth each other. They are also very kind to others. They act as if human beings were all "amigos/amigas" (friends) and I have not seen much racial discrimination. These points were not mostly far off of my impression. What surprised me, however, was that Brazilians get extremely jealous when it comes to love. For example, a couple might fight simply because they were walking down the street and one of them glanced at a slightly good-looking woman/man. Seeing my colleagues receiving calls from their wives or girlfriends even at the workplace, talking in whispers on cell phones is an everyday thing. When I ask, "Is there an emergency at home?" they answer "They rang me because they were lonely." It seems they may have been checking if their better half is actually working at the office (and not having an affair).

## **About the Safety and Security**

One day, a victim parked his bicycle locked with a combination cable lock in an open terrace area of a coffee shop in the Paraíso district of São Paulo and stayed inside the shop. After a while, 3 to 4 thieves (youngsters) opened the combination lock (in whatever method they use) and ran away with the bicycle. The victim was not harmed physically. The victim witnessed the whole incident from inside the shop, but sat quietly as he thought the lock could not be opened. Even after the lock was opened, he thought it was an unsafe situation and did not chase the thieves.

This is an incident that I myself experienced. To alert Japanese expatriates, I reported this bicycle theft to the Japanese embassy. The youngsters actually came inside the shop and tried to bum money off of me, but I ignored them. After that, they spotted my bicycle parked outside and took it away after they opened the lock skillfully, rather brilliantly. When I first saw them, I thought they must be about early elementary school age. They were all so skinny and bony and looked so scruffy that I could not tell whether they were boys or girls. They could not even focus their eyes on me, probably because of drugs, but they were reaching out their hands while murmuring something. I could not feel I was actually talking with living human beings. Such youngsters who started doing drugs in childhood dabble in theft, robbery, and worse, murder, due to their need to buy drugs. Behind such circumstances lie the adults who lead kids to be drug addicts from an early age and go on to sell drugs with the money gained from stolen goods, raising the crime rate in São Paulo and throughout Brazil.

To make matters worse, slums, called favelas, are scattered across Brazil. Favelas are settlements of illegally built housing. The electricity used there is often stolen from the nearby electrical cables which are tampered with. Particularly in Rio de Janeiro, it appears that 1 in 4 live in favelas now and they have been expanding. Favelas are considered a breeding ground for crime due to their poverty.



**[Recommended Movies]***City of God*

The movie depicts a story based on real events about the war of kids who grew up on the streets in Rio de Janeiro's favelas between the 1960s and 1980s.

*Bus 174*

About the hijacking of a bus which occurred in reality.



Left: Innocent kids in a favela. Right: The combination lock that was opened (security level 2). Only the lock was left. My second bicycle with a newly purchased security level 8 lock.

**About Japanese Immigrants**

Brazil is home to the world's largest Japanese population outside Japan. Since 1908, 130,000 Japanese immigrants have come to Brazil, and São Paulo in particular has a high Japanese population. Literature says Japan was experiencing an economic crisis when it did not receive reparations despite winning the Russo-Japanese War in 1904. The rural population was in especially great poverty, and since immigration from Japan was limited by the US, Australia, Canada, and other prospective countries, the Japanese government searched for new countries that would accept Japanese immigrants. In 1905, the Japanese Imperial Colonial Migration Company, which sent emigrants from Japan, received an immigration proposal from the Brazilian government, mainly to fill the labor shortage on the coffee plantations that were booming at the time. In 1907, the Company signed an agreement with the state of São Paulo and recruited emigrants throughout Japan. Finally, 781 Japanese signed contracts to become the first set of immigrants with the Company, and headed for the Port of Santos in São Paulo state on the Japanese ship, *Kasato Maru*, in 1908. This was the genesis of Japanese immigration to Brazil. Later, Japanese immigrants endured ill-treatment akin to slave labor and salaries too low to return to Japan, unlike the initial guidance they received. However, through joint funding they became land-owning farmers and made a living growing Japanese vegetables that they brought in. Since then, they opened their own shops, factories, and hospitals, and finally established their position in today's Brazilian society.

I hear that shimeji, which is now a common word here in Brazil, was also brought to Brazil by Japanese immigrants and is now commonly seen on the dinner table of Brazilian families. Like shimeji, the descendants of the immigrants who came from "the opposite side of the globe" 110 long years ago, and the Japanese immigrant society run by these people are indispensable to Brazilian society today.

Another remarkable presence of Japan is the Festival do Japão that Japanese immigrants host in São Paulo every July. The lively event attracts over 150,000 visitors annually. I also take part in the festival every year, but particularly the Japanese Brazilian beauty contest for stunning ladies with both Japanese and Brazilian heritage draws a lot of attention.

## [Recommended Movies]

*Haru to Natsu*

A story of a family who moved from Japan to Brazil in the early Showa era

*Dirty Hearts*

A story about the conflict between "winners" and "losers," which actually happened between Japanese Brazilians after the end of World War II.

## Unexpected Systems and Customs

Lastly, let me introduce some systems and customs that Japanese people might not expect, but I experienced in Brazil.

### [Sidewalks must be paved by the owners of the houses, apartments, and buildings along the street.]

One day I fell on a sidewalk and I found an astonishing fact after looking into my question of why the road is so uneven. Beyond anything I could have imagined, sidewalks must be paved by the owners of the buildings along it, not by local governments (excluding main streets, like Paulista Avenue). Due to this system, the design, material, and height of sidewalks are different and uneven, building by building.



Uneven sidewalk

### [Going on a trip during holidays]

Brazilians believe, if some say "I just relaxed at home during holidays," people take a pity or commiserate with them for not being able to go anywhere. For this reason, it is common that everybody goes on a trip to somewhere on days off and boasts about the trip after the break. Some might even borrow some money for a trip.

### [High bank loan interest]

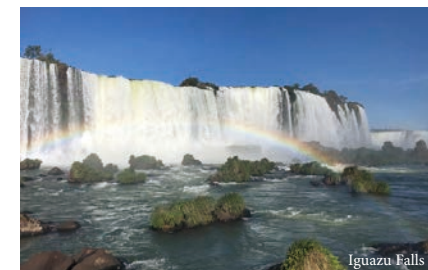
I did not notice that my local bank account balance was running low for a while, and it was negative when I checked one day! My bank had tentatively paid for the withdrawals from credit cards and other payments, resulting in my bank account being overdrawn. After that, this negative balance carried interest of 1% per day, generating interest of 365% per annum on an invoice later....

### [Grown-ups also hold birthday parties that they pay for themselves.]

The other day, I was surprised at my (male) colleague holding his 39th birthday party. It cost about 200,000 yen, a cost that he covered himself.

### [Brazilians love giving nicknames, which are used even on official occasions.]

Kaká, Hulk, Ronaldinho, Zico, and Pelé. These are the names of the Brazilian football players that everyone must have heard of at least once in their lives, but none are actually their real names. Everybody is absolutely calling each other by nicknames in my office as well.



Iguazu Falls

~Extra Edition~

**The Community Where I Live – Singapore**

Contributed by Mr. Yukihiro Itagaki, "K" Line Pte Ltd

***My Durian Experience***

Have you heard about the fruit called durian? Durians are known to emit a strong odor from their pulp. For this reason, bringing durians into hotels or trains is prohibited here in Singapore. In the two years after coming here, I was gradually working up the courage to face durians. It was then that I received a request to contribute an article for OCEAN BREEZE so I decided to write about my experience with durians.

A year after I had come here, I was still not interested in durians at all. But the opportunity came all of a sudden. "K" Line Pte Ltd, where I am currently, issues quarterly company newsletters. When any ex-pat is going to leave the company to return to his/her home country, he/she is interviewed for the newsletter. I attended one of these interviews, and the interviewer asked each of the ex-pats if they liked durian. All the interviewees said they did not like durian because of the offensive smell. Someday I will also return to Japan and may receive the same question in an interview. How wonderful would it be if I could calmly say, I rather like durian? Wanting to make this come true, I was suddenly determined to try a durian.

According to the Internet, splitting the husk of a durian covered with spines exposes the yellow, sticky pulp inside. While durians emit a strong smell, it is very nutritious and an effective means of recovering from fatigue. It sounded like a perfect variety of fruit to me as I, over forty, am obviously becoming more fatigue-prone. The Internet also said that appreciating the taste of a durian would require at least three or four tries. Until then, you would have to endure.

I asked my Singaporean coworkers how durians are recognized and treated in their society. Surprisingly, everyone liked durians very much, irrespective of differences in age or gender. "I like the bitter ones." "I think Red Prawn is a good buy. It has a lot of pulp in contrast with its small seeds." "Try Mao Shan Wang first. It's expensive but tasty." "It's odorless right after being split. At the store, ask to split it and eat it on the spot if you can." "Now is December and is the beginning of a season when durians are expensive. They will be less expensive in January. Durian season comes twice a year, and the other one lasts from June to August." The local co-workers enthusiastically gave me a lot of



Left: Author

advice. I never imagined that they would get so excited when talking about durians. The fact that all these people liked durian was beginning to encourage me. Durians are not freakish, and you should find them tasty once you get used to the smell, I thought.

My home is surrounded by a bustling atmosphere in the heart of Singapore. It is very easy to find a store to get a durian. On my way back from work, I picked up and bought a pack of durians. I ate them with my wife, though my children stayed away from us due to the smell. "Passable," was my first impression. Some people liken the smell to that of a restroom. To me, it was like a much stronger version of the grass-like smell of thin onion skin. It tastes like custard cream and is very sweet. On my first try, I did not find it tasty, but it was passable. After that, I tried it for a second and third time. The fourth time, my wife began to like the taste. I was growing somewhat uneasy, as I still did not find it tasty. Finally, on the sixth try, I began to naturally like the taste of durians. Once I got used to it, I no longer felt the smell was annoying. Rather, I like the smell of durians now.

About once a year, "K" Line Pte Ltd holds a Durian Feast where participants visit a durian store and eat as many durians as they can. I participated this past July. I guess nearly half of the company's staff were there. Eating durians makes the body feel flushed, so they are usually eaten with mangosteen for neutralization. I saw the wisdom of living!!

Durians available in Japan are grown in and imported from Thailand and are reportedly different in flavor from Malaysian ones. You'll never know unless you try. If you find a durian at a department store or any other place, I recommend that you gather a bit of courage and try it.

