



OCEAN BREEZE

Contents

No. 196 2021 Winter

News Roundup

Group Ship Management Company Accredited for Cyber Security Management System P1

Conducting The 2020 Emergency Response Drill..... P3

PT K Line Mobaru Diamond (KMDI) Received the Best Transport Quality Award in the Carrier Car Trailer Division from Daihatsu..... P5

PCC "DRIVE GREEN HIGHWAY" Makes First Call at Port in Jakarta, Masks Donated to Ship..... P6

Certification Obtained for Academy's Online Training for LNG Vessels P7

First LNG Bunkering Vessel in Japan Named "Kaguya" – and the First Ship-to-Ship LNG Bunkering Business Successfully Commenced in Japan P8

Letter from Overseas

The Community Where I Live — London — P10

Group Ship Management Company Accredited for Cyber Security Management System

Quality Management Team, Safety and Quality Management Group

Recent years, due to advances in information and communications technology and equipment, we became able to share a variety of data and communications between shore and ship through internet connections. We are moving forward with setting up our communications and network environment for shore and ship with the goal of improving safe operations and transport quality and reforming our operations.

As communications between shore and ship become convenient, the risks of exposing ship to cyber risks also increases and it is necessary to take appropriate actions to protect the ship. As an international effort, a resolution for maritime cyber risk management was passed by the International Maritime Organization (IMO), which is a UN organization.

With these movements in motion, "K" Line Energy Ship Management Co., Ltd. (K-ENE) and "K" Line Ship Management (Singapore) Pte Ltd (KLSM SGP) acquired Cyber Security Management System (CSMS) accreditation from Nippon Kaiji Kyokai (Class NK). We would like to introduce initiatives against cyber risks from both companies.

K-ENE and the Very Large Crude Carrier (VLCC) "SETAGAWA" managed by K-ENE acquired CSMS accreditation from Class NK on September 24, 2020, and the certificate presentation ceremony was held on October 2 of the same year. K-ENE began preparations for cyber security in the summer of 2019, but as there were few companies in the shipping industry at the time that possessed knowledge related to cyber security for ships, ABS, a maritime classification society, was appointed as a consultant as they possess ship-level cyber security knowledge that corresponds with Tanker Management and Self-Assessment (TMSA) introduced by the Oil Companies International Marine Forum (OCIMF). We were advised by ABS on the necessary responses by comparing required cyber security measures and the current state of our ship and company. A consultant based in India was appointed to examine the ship and create a network diagram. While these preparations were advancing, we experienced the effects of COVID-19 and struggled, unable to move forward as planned, but we continued forward with preparations based on Class NK's CSMS guidelines and acquired CSMS accreditation through remote evaluation.



Certificate presentation ceremony on the accredited ship

Next, I'd like to talk about KLSM SGP's initiatives.

KLSM SGP and container ship "ONE HAMBURG" managed by KLSM SGP acquired CSMS accreditation from Class NK on October 15, 2020. As KLSM SGP has its offices in Singapore, they entered into a contract with Class NK Consulting Service (NKCS) through the cooperation of Class NK Singapore, and the CSMS construction support services came to be their first initiative. In the preparation of the document, they have received the advice from NKCS and incorporated the cyber security measures into their safety management systems, and at the same time, they separately developed on a Cyber Security Management Plan, their own basic policy, and a Cyber Security Management Guide, which records the details for practically operating the ship. While greatly affected by COVID-19, KLSM SGP were able to overcome the challenges and set up the corresponding cyber security guidelines by utilizing their high-capacity communications ability to the maximum extent possible and using video communications for ship examinations and remote audits from shore. They are also taking measures with technology that allow them to keep this technology up-to-date while reducing the burden of crew, including the introduction of an automatic update system for anti-virus software.

Rather than simply aiming to acquire CSMS accreditation, both companies have worked on practical measures and developments on guidelines to safely protect ships from the threat of cyber risks as their first priority. We plan to proceed with a continuous educational program, as the most important task moving forward will be figuring out how to have the constructed CSMS become widely known among crew.

We are currently moving forward with similar preparations for vessels other than the accredited ship. Safety forms the basis of our group business whose essential task is maritime transportation, and we will continue with our efforts to be able to provide safer, optimum maritime transport services by strengthening our response against cyber risks.

Measures Against Cyber Security Risks

The resolution of "MSC.428(98): Maritime cyber risk management in safety management systems" was passed at the IMO Maritime Safety Committee which was held in June 2017. It is recommended that appropriate actions be taken for cyber risks through a safety management system by the first annual audit of a "Document of Compliance (DOC)" after January 1, 2021.



Certificate Presentation Ceremony
(Second Row)

Left: Mr. Shigeru Ida

Manager of Maritime Education & Training Certification Department, Class NK

Middle: Mr. Hirofumi Takano

Executive Vice President/Director of Innovation Development Division, Class NK

Right: Mr. Naoki Saito

General Manager of Maritime Education & Training Certification Department, Class NK

(First Row)

Left: Mr. Hiroyuki Iwaki

President, "K" Line Energy Ship Management Co., Ltd.

Right: Mr. Kiyotaka Aya

Managing Executive Officer, Kawasaki Kisen Kaisha, Ltd.

Conducting The 2020 Emergency Response Drill

On 6th of October 2020, an Emergency Response Drill was carried out as a training in preparation for responding on an emergency in case, a major maritime accident takes place while some employees and staffs are working from home. This drill assumed a scenario where a "K" Line coal carrier collided with another vessel while transiting the Hoyo Strait, leading to the leakage of cargo oil from the other vessel. Below is the overview of the scenario.

Marine Safety Team, Safety and Quality Management Group



Countermeasure headquarters

Accident Scenario

The coal carrier, which had been loaded in the Russian Far East was heading north along the Hoyo Strait in the Seto Inland Sea under the pilot's guidance to a domestic port of discharge. She then collided with a coastal tanker heading south. The coastal tanker was badly damaged its port side hull causing for the cargo oil to spill-out. One crew member went missing, and there are multiple people injured on both ships.

Right after receiving reports of the accident, a headquarters for countermeasures was immediately established within the company. Information related to the spilled oils and the vessels state were collected in the headquarters from the ship management companies. The necessary responses and communication systems implemented were verified to be working smoothly.

To prevent the COVID-19 infection, this year's emergency response, the use of online tools was utilized in handling this accident. While some were unaccustomed to this method, each team communicated throughout the drill and was able to confirm the issues.

At the end of the drill, a mock press conference was held at the Iino Conference Center, numerous questions were raised by representatives from consulting companies in which they acted as reporters. These questions were aimed at CEO Myochin, Senior Managing Executive Officer Harigai, Managing Executive Officer Aya, and "K" Line RoRo Bulk Ship Management Co., Ltd.'s President Kadono, and valuable reviews were offered, as well.

Through the Emergency Response Drill, we will be able to promote and strengthen our safe operation, environmental protections, and quality of transport. While also at the same time, carrying out safety culture training for the land and sea-based employees, including safety campaigns, along with the preparedness for unexpected events and circumstances.

Finally, we would like to express our appreciation for each and everyone who participated and helped with this drill.



Mock press conference



Mass media and public inquiry response

PT K Line Mobaru Diamond (KMDI) Received the Best Transport Quality Award in the Carrier Car Trailer Division from Daihatsu

PT. "K" Line (Indonesia)

KMDI, a joint venture between "K" Line Indonesia (KLI) and Mobaru Diamond, is a domestic land transport company that is involved in business with carrier car trailers (trailers that transport cars), container truck transport, motorcycle transport, and container depots. Particularly in the carrier car trailer department, they deal with Toyota, Daihatsu, and most automotive companies that have a production and/or sales base in Indonesia as a top company with over 20% of the domestic market share and close to 350 trailers.

Recently, they were awarded the Best Transport Quality Award in the carrier car trailer division for 2019-2020 by Astra Daihatsu Motor (ADM), Daihatsu's Indonesian joint venture. On September 17, a representative from ADM's logistics department visited KMDI and presented a trophy. This was welcome good news during the pandemic.

The KLI Group offers logistics services in forwarding, customs clearing, and storage in addition to those offered by KMDI. If you have logistics demand in Indonesia, please let us handle it!



PCC "DRIVE GREEN HIGHWAY" Makes First Call at Port in Jakarta, Masks Donated to Ship

PT. "K" Line (Indonesia)

"PT. "K" Line (Indonesia) makes special cloth masks and distributes them to employees and their families, and these masks are also offered to customers. We donate these masks to each vessel of pure car carriers (PCC) that calls at Tanjung Priok Port at Jakarta in Indonesia, as well. On September 24, 2020, "K" Line's environmental flagship "DRIVE GREEN HIGHWAY" made its first call at Tanjung Priok. Unfortunately we were not able to visit the vessel under the pandemic situation.

Instead, we donated masks to the Captain Gemba of the vessel through our agency department.



Left: Captain Gemba of the DRIVE GREEN HIGHWAY
Right: Agency supervisor

Certification Obtained for Academy's Online Training for LNG Vessels

As the world's LNG vessel hull volume increases, it is especially increasing that the demand of LNG ship seafarers and staffs on shore duty of ship operation controlling.

KLMA* Japan obtained Learning Programme Certificate for "SIGTTO Standard Training Course" including online course delivery from Norwegian DNV-GL. This means that the certification range was enlarged by adding online training to conventional face-to-face training, and this marks the first certification of online training in Japan from DNV-GL. The academy in Manila (KLMA Philippines) also registered this certification online at the same time.

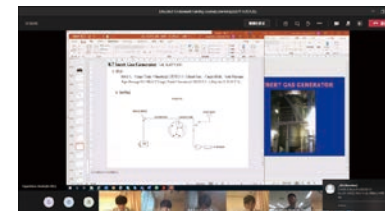
The movement of people has continued to be restricted to prevent the spread of COVID-19, and our mariner training has been greatly affected by this, too. However, it became possible to host training online after working on related areas and through an inspection by a certifying body of our online training held as a trial so far, and this training has been implemented for new employee training for seaborne employees who joined the company in October 2020.

Participants who have actually taken the training have said that there is no significant sense of discomfort and that the content of the training was not inferior when compared to face-to-face training, while we don't know how long the pandemic will continue, we will continue our operational efforts with increased safety while lowering the risk of COVID-19 infection by expanding the online format. We will also assess the results of online training for other training processes.

* KLMA: "K" Line Maritime Academy

* SIGTTO Standard Training Course: An international standard for LNG vessel crew training determined by members of the Society of International Gas Tanker and Operators

"K" Line Training Center (Machida)



First LNG Bunkering Vessel in Japan Named "Kaguya" – and the First Ship-to-Ship LNG Bunkering Business Successfully Commenced in Japan

On September 16, 2020, a naming ceremony for Japan's first LNG bunkering vessel, KAGUYA *1, was held at the Sakaide Works of Kawasaki Heavy Industries, Ltd. The ship's name, "Kaguya", is derived from "The Tale of the Bamboo-Cutter", which is said to be the oldest fictional narrative prose in Japan, and the name expresses our desire to grow the LNG bunkering market as long and high as a bamboo tree. Numerous name ideas were proposed from the joint venture partners but the name "KAGUYA", proposed by "K" Line, received the most support and was finally chosen. Besides "K" Line, the naming ceremony was attended by the joint venture *2 partners, Toyota Motor Corporation, Kawasaki Heavy Industries, Ltd. and the Ministry of Land, Infrastructure, Transport and Tourism.

The study of the project began in 2017, and on January 26, 2018, "K" Line together with joint venture partners made public announcement about the talks on the launching of LNG bunkering business in the Chubu region of Japan, and subsequently on May 10th of the same year, the launching of the project was formally decided. Then, the two joint venture companies were established.

Since April 1, 2020, one employee from "K" Line has been dispatched to the



Kaguya supplying LNG fuel with ship-to-ship bunkering basis (photo provided by Central LNG Marine Fuel Japan Corporation)

joint venture company as "Chief Operating Officer", and working together with employees similarly dispatched from NYK and JERA.

After the completion of gas test conducted at JERA's Kawagoe Thermal Power Station, "Kaguya" performed the first ship-to-ship LNG bunkering in Japan to NYK Line's LNG-fueled PCC "Sakura Leader" (PCC: pure car carrier), at Shin Kurushima Toyohashi Shipbuilding Co. Ltd.'s manufacturing wharf. A drone was used to shoot the aerial photo of "Kaguya" performing its first bunkering.

It is our pleasure to note that "Kaguya" will also supply LNG as marine fuel to "K" Line's own first-ever LNG-fueled PCC, being constructed at Tadotsu Shipyard Co. Ltd., part of the Imabari Shipbuilding Group. This LNG-fueled PCC is expected to be delivered to "K" Line by the end of fiscal year 2020, and the first ship-to-ship bunkering to this PCC will be carried out soon after her delivery. It is our strong belief that the importance of "Kaguya" will grow in line with the rise of the number of LNG-fueled vessels in the world as the shipping industry see LNG as marine fuel as one of the key solutions to achieve the goal set by the International Maritime Organization (IMO) to reduce GHG emissions from shipping by at least 50 percent by 2050 compared to 2008.

Fuel Strategy Team, Fuel Strategy and Procurement Group



Naming ceremony (photo provided by Kawasaki Heavy Industries)
Left: Yukikazu Myochin, President, Kawasaki Kisen Kaisha, Ltd
Right: Hitoshi Nagasawa, President, Nippon Yusen Kabushiki Kaisha

The successful delivery of “Kaguya” and performance of the first ship-to-ship LNG bunkering by her involved enormous support. We would like to take this opportunity to express our utmost gratitude to all those who have contributed to this project

As a shareholder of the joint venture, the Fuel Supply and Procurement Group is committed to actively support the sale of LNG fuel and encourage the expansion of the use of LNG as marine fuel. We would once again thank you very much for all your continuous support.



The vessel being named as, “Kaguya”



(photo provided by Kawasaki Heavy Industries)

*1: Overview of LNG Bunkering Vessel Kaguya	
LNG loading capacity	3,500m ³
Gross tonnage	4,044 tons
Total length	81.7m
Total width	18.0m
Shipyard	Kawasaki Heavy Industries Sakaide Works

*2 Joint venture

Central LNG Shipping Japan Corporation and Central LNG Marine Fuel Japan Corporation

Based at JERA’s Kawagoe Thermal Power Station, Central LNG Shipping Japan Corporation will retain and manage the Kaguya, with Central LNG Marine Fuel Japan Corporation handling operations and sales of LNG fuel.

For more information: <https://central-lng.com/en/>



The Community Where I Live – London –

Contributed by Mr. Kaneto Mori, "K" LINE LNG SHIPPING (UK) LIMITED

First Time in London

In early 2017, I received a phone call from the company while carrying out my duties as captain for the first time while out at sea, but as I was walking around the deck, I couldn't take the call directly and was told to call back later. Wondering what the call was about, I nervously called back. I was asked if I would go to London, and I thought, "No way! I'm going to London?" I wondered if this was a dream and pinched myself, but realizing this was reality, I immediately became excited and responded with one phrase: please let me go! I had put in a request to work

abroad, but I hadn't even dreamed of going to London. This was the start of a life in London for the first time and a new challenge.

It has been three and a half years since I came to London, and the time has flown by when I think about it. From April 9, 2017 I flew to London on a 12-hour flight. Contrary to my expectations that this would be the perfect start as the weather was quite favorable, the jetlag was rough, and it took two weeks for the lightheadedness to go away and my body to return to normal, but my expectations towards my new life in London and my motivation towards my new job surpassed my discomfort.



Office staff (author, five from right)

Westminster, London – the First Place I Looked for a Home and Where I Now Live

Upon arriving in London, I first stayed at Chelsea Cloisters, an apartment hotel offered by the company in South Kensington. Generally, you can live here for two weeks and during that time, you have to look for a place to live on your own, and this was an enormous task to do first upon coming to London. As fate would have it, I first lived in Westminster, an area that is somewhat quiet due to there being governmental offices in the area. Famous tourist spots are also nearby, with many sites being within a ten-minute walking distance, including London's symbol, Big Ben (a clock tower), Westminster Abbey, the Palace of Westminster which is currently used by the Parliament of the U.K. as the Houses of Parliament, Victoria Tower, the Prime Minister's residence at 10 Downing Street, Buckingham Palace, St. James's Park, the London Eye (a Ferris wheel), and the River Thames. Shopping, restaurants, Piccadilly Circus where people gather for musicals, Regent Street, Soho, and other areas are also within a thirty-minute walk.



Big Ben



Victoria Tower

The Office Location, The Commute, and The Workplace

The office is located about five-minutes by foot from St. Paul's Cathedral where Princess Diana and Prince Charles had their wedding ceremony. With the Museum of London right in front of the office, it is in a really good location. In the afternoon, the park beside St. Paul's is bustling with people sunbathing or eating lunch.

The commute from where I live in Westminster to the office takes 35 minutes by Underground (subway), or when I have time, a little less than an hour walking along the River Thames. Since the pandemic started, I have commuted by rental bike as well since the outbreak of the pandemic, and that gets me to the office in about 25 minutes.

London is a place where people looking for work from around Europe gather, and as such, the workplace is multinational. The company is made up of staff from around fifteen countries. Because we are all from vastly different upbringings, there are great differences in how we view things and how we think. As a result, it is essential that we create an environment that brings everyone together to move forward by discussing and deciding on shared goals and milestones while respecting each person's character and diversity. For this reason, we at KLNG use KARE project, which is a concept and a thought system, concentrating our efforts on not only technical skills but also in the education, improvement, and use of non-technical skills so that we can effectively manage our technical skills. The word KARE is a combination of "care" and the K from "K" LINE.



Museum of London and the company building



St. Paul's Cathedral



Promenade along the River Thames



Trafalgar Square



Lively scene outside a pub

There are Eight Behaviors in the KARE project: 1. Care, 2. Mutual trust, 3. Team building, 4. Dilemma management, 5. Speaking up, 6. Feedback, 7. Learning, and 8. Open actions. Being aware of these, we respect, encourage, and care for one another while creating an environment where we can speak without regard to position and placing value on communication. Creating teamwork that can determine and respond appropriately in important situations and leadership in which each person acts with responsibility is important. This is not something that happens overnight, and this workplace environment may be one where everyone continues and acts with this in mind.

London Beer, Pub Commutes, and The Workplace

There are pubs not just in London but in every town in the U.K. and British people love beer! A pub is like an *izakaya* in Japan, and coworkers, friends, couples, families, parents, children, and even dogs and other pets gather here, day and night. People spill out onto the street outside pubs on weekday evenings and they enjoy chatting over drinks while standing. The problem is that there is no custom of eating side dishes while drinking like in Japan, but rather they fervently drink only alcohol. And the size of one beer is a pint (586 mL) which is larger than a medium beer mug in Japan (350 to 500 mL), meaning you have to be careful not to drink too much as you will certainly drink more than in Japan before you know it. Well, some people who can't control themselves (myself) may just use the pint unit of measurement as an excuse for excess drinking!

British Slang Words and Phrases

I want to tell you about some of the British slang that I like and that you can use.

British people love beer, of course, but they also love to use the word Cheers! But it is used daily to mean something other than offering a toast. It is frequently used to mean, "thanks". For example, we say, "Cheers," when someone does something for us at work, and both customer and employee say it when the customer pays for a beer at a pub.



Chatting over drinks

Next, when someone says, "Thanks," to you, you respond with, "You're welcome," right? I used, "You are welcome," before coming to London, but British people don't really use this phrase. They use, "No worries," instead, and I couldn't get used to it at first as it literally means, "don't worry".

Last is, "Lovely." British people use "lovely" on a daily basis to the point that it is a habit. "Love" has a strong romantic image, but "lovely" for British people is a positive adjective or word - anything that is good is "lovely"! Lovely day! Lovely time! Lovely idea! I joined a one-day bus tour before, and the guide said "lovely" more than 50 times in a single day!

If you use only these three phrases, you can seize on the opportunity to become friends with a Londoner right away!

London Food

It is often said that British food is bad, but if you come to London, I still hope you will try the quintessential British food: fish and chips! It's delicious if you go to a proper shop, with a crunchy fried exterior and soft, white fish inside. My recommendation is Tattershall Castle, a boat along the River Thames that was converted into a pub-restaurant with spectacular views. My other recommendation for food is Sunday roast. It is said that it has this name because in England in the past, they cooked using an entire cow and ate it over a week and made this particular dish on Sundays.



Fish and chips



Sunday roast

Music Connections

The most unforgettable memory from London has been my connections through music. A miracle occurred where I steadily met people who I would've never thought I would encounter. I play the ukulele as a hobby, and soon after coming to London, I encountered something called a SingSong Club. A SingSong Club is a free event where the lyrics and chords are projected onto a screen at a pub, and everyone performs, sings, and dances along with the band. While I was initially interested, I hesitated to join these very local events. I came to attend one of these events when the band leader and organizer found me and talked to me. I got onboard with my single ukulele, and soon made many local friends. I later came to socialize with the band leader's family, as well, and for the last three years, I am sometimes invited over for dinner or to have a jam session around a fire in their garden, and they have been really kind and fun. The band leader's wife is an ordinary mother of two now but she used to be an Australian pop singer and has an incredibly beautiful voice. Her bright and jovial personality is still wonderful and I am honored to have been able to get to know such people.



Music connections



Former pop singer and wife (author and his wife, center)

There is also Ukulele Wednesday. Ukulele lovers gather every Wednesday in many places in London and play together. We play together with men and women, both young and old, and it takes no time to become friends with these people. I participated and sang in a charity concert at Waterloo Station during the Christmas Season last year. Open mic sessions are also all the rage in London, and anyone can casually perform in public at pubs. I sometimes have sung along with my ukulele. When the audience is really engaged, they sing along with me and get into the spirit. I have also encountered a variety of young artists and audience members from various countries.

It's really amazing that my horizons could be broadened so much with just music and a lone ukulele.

Lastly, the UK was unavoidably put under a large-scale lockdown due to the pandemic, and it has become impossible to do the various experiences I have written about here, but keeping my gratitude close at heart for having a chance to work in London, I will properly do my job in the limited days I have left here in London and I hope to return to Japan and make use of the various experiences I have had while here.



Red bus