



# OCEAN BREEZE



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## K-Assist Project

### To Solidly Continue Safety in Navigation and Cargo Operations Using Intelligent Ships

Advanced Technology Development Team, Advanced Technology Group

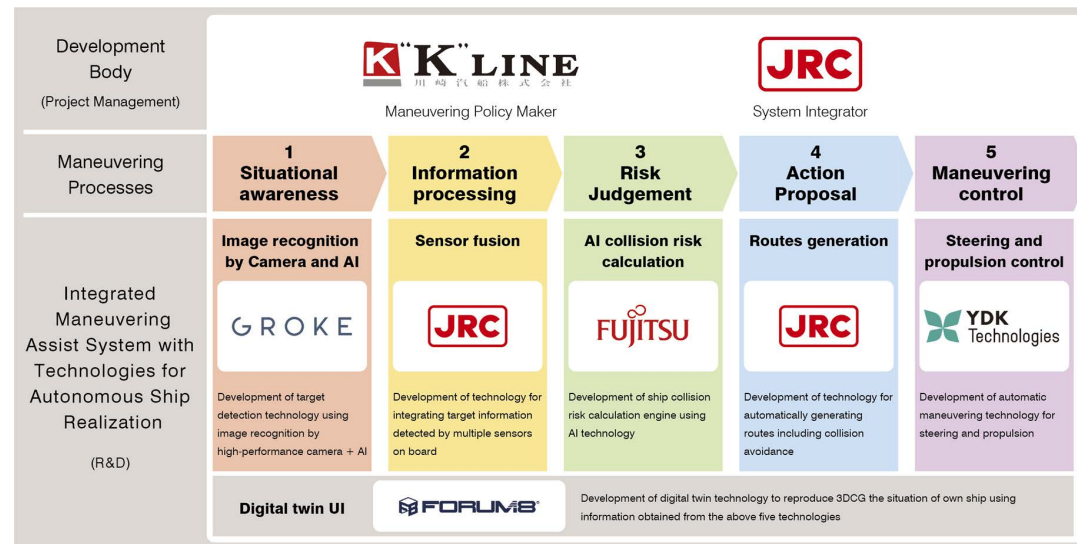
We have collected the multiple ongoing autonomous ship development projects into the newly named K-Assist Project. K-Assist's meaning is "K" Line Autonomous Ship with Safe and Intelligent Supporting Technology. We will use intelligent ships to solidly ensure safety in navigation. The K-Assist Project promotes technological development in four areas: support for watchstanding/maneuvering, support for safe berthing/unberthing, optimal route control in actual sea condition, and support for engine plant operations. In this issue, we would like to explain two of these efforts.

#### Development of a Watchstanding/Maneuvering Support System Based on Advanced Technology, including AI

As a part of an initiative to expedite implementation of autonomous ships, "K" Line has entered into a joint R&D agreement with Japan Radio Co., Ltd. (JRC) and YDK Technologies Co., Ltd. (YDK) to develop an integrated navigation support system that utilizes artificial intelligence (AI) and other cutting-edge technologies for assisting maneuvering in making safety maneuvering decisions. The aim is to prevent serious marine accidents under congested water such as collision and grounding by providing safety information to navigator and supporting their decision-making through this Integrated Navigation Support System that utilizes advanced technology. The project aims to develop a system that will prevent accidents and that will lead to autonomous ship operations by combining "K" Line's maneuvering knowledge and experience in safe ship operation over many years, JRC's marine equipment's knowledge and advanced radio technology developed, and YDK's steering and propulsion control technology.

An overview of this initiative and the joint R&D structure is shown below.

[Overview of the initiative and the joint R&D structure]



The aim is to develop a comprehensive system that will further improve the safety of ship operations by utilizing the knowledge and technologies of the three partners in each process from situation awareness by the seafarer to maneuvering control of the ship, combined with the most advanced technologies provided by Groke Technologies, Fujitsu Limited, and Forum8 Co.

Starting from April 2023, demonstration at sea will be conducted on various ship types and routes, both domestic and international, with the aim of full-scale commercial implementation in the future. “K” Line, JRC, and YDK will continue to develop the system to further improve the safety of ship operations by providing more advanced support and reducing the burden on seafarers and to assist in implementing autonomous ships.



Displayed maneuvering information (conceptual diagram)

## Machinery Operation Support System Development

We at “K” Line and Kawasaki Heavy Industries, Ltd. (KHI) announced that we have concluded a co-development contract for “AI (Artificial Intelligence)-based Marine Machinery Operation Support System” (hereinafter referred to as “the System”) that is expected to be part of the core technology to achieve autonomous vessel operation in the future. The System will have such functions as failure prediction/ diagnostics, CBM (Condition-Based Maintenance), and optimum operation support, based on the data analytics of marine machinery operation data using AI.

Through this co-development project, we aim to complete the System by combining “K” Line’s extensive data on vessel operation and marine machinery operation collected from Kawasaki-Integrated Marine Solutions\*1 and its years of experiences in operation and maintenance of onboard machinery, and KHI’s technology and expertise in building ships and propulsion plants, and by having AI learn these data and knowledge.

“Marine AI,” the core of the System that executes failure prediction and operation condition diagnostics, will be implemented both onboard and in the cloud system. The one onboard learns the vessel’s operation data and uses them to diagnose on a real-time basis.

The one in the cloud system periodically collects the data accumulated on each vessel, and centrally uses them for further learning, aiming to offer failure prediction and diagnostics as well as optimum operation support for any type of vessels.

A proof-of-concept has been established for the initial stage for the core technology of the Marine AI for failure prediction and diagnostics while we are discussing the use of the technology of Preferred Networks, Inc.

With abundant data collected from various ships via Kawasaki-Integrated Marine Solutions, as well as such data obtained from the latest sensors that were not available before, “K” Line and KHI will further proceed on developing the Marine AI that is versatile enough to be applied for any types of vessels.

\*1 K-IMS (Kawasaki-Integrated Maritime Solutions: the integrated vessel operation and performance management system)  
The ship ICT system manages ship operations, monitors the status of engine plants, and analyzes ship performance from land using the ship-land intercommunication system.

## NEDO Demonstration Project: The World's First Demonstration Test Ship for Liquefied CO<sub>2</sub> Transportation to be Built

Renewable Green Business Team, Carbon Neutral Promotion Group

The ship building contract for demonstration test ship for liquefied CO<sub>2</sub> transportation was conducted. The vessel will be used for the NEDO demonstration projects, "CCUS (CO<sub>2</sub> capture, utilization, and storage) R&D and Demonstration Related Project / Large-scale CCUS Demonstration in Tomakomai / Demonstration Project on CO<sub>2</sub> Transportation / R&D and Demonstration Project for CO<sub>2</sub> Marine Transportation," in which "K" Line has participated since June 2021. The world's first demonstration test ship for the CCUS project for liquefied CO<sub>2</sub> transportation will be built at the Enoura Plant at Shimonoseki Shipyard & Machinery Works, the Mitsubishi Heavy Industries Group and completed in the latter half of 2023. Following completion of shipbuilding, NEDO project consignee Engineering Advancement Association of Japan (ENAA) will charter the demonstration test ship from Sanyu Kisen Co., Ltd (Sanyu Kisen) to carry out research and development and demonstration tests for establishing liquefied CO<sub>2</sub> ship transportation technology. As a subcontractor of ENAA, "K" Line will engage in R&D for society's implementation of the marine transportation of liquefied CO<sub>2</sub> along with Nippon Gas Line Co., Ltd. (NGL) and Ochanomizu University. In the demonstration test, NGL takes charge of operating and managing the demonstration test ship, and "K" Line provides low-temperature liquefied gas handling technology and knowledge about risk assessment based on its long-cultivated knowledge in the field of low-temperature liquefied gas transportation to achieve successful test results through mutual support and cooperation.



General Particulars	
Cargo tank capacity	1,450m <sup>3</sup>
Length overall	72.0m
Breadth	12.5m
Draft	4.55m

Liquid CO<sub>2</sub> becomes dry ice at the triple point (the point at which CO<sub>2</sub> can exist as a solid, a liquid and a gas). If CO<sub>2</sub> is converted to dry ice during cargo handling, it would cause accidents such as clogging the pipeline. To avoid these, it is important to operate cargo handling carefully. In the current small-scale marine transportation of CO<sub>2</sub> for food/chemical uses in Europe, it is transported at the temperature and pressure ranges (-20 °C and 2.0 MPa) that enable CO<sub>2</sub> to remain stably in a medium-temperature, medium-humidity liquid state. However, large-scale transportation essentially requires an increase in tank size. For this, it may be necessary to establish transportation requirements closer to the triple point (-50 °C and 0.6 MPa) to ensure economic efficiency. The demonstration test verifies issues related to pressure and temperature control methods

and marine transportation by collecting operational data under various loading conditions and in various weather and sea conditions with a view toward the establishment of transportation technology at globally unprecedented low-temperature and low-pressure conditions. "K" Line will prepare for development of future large-scale CO<sub>2</sub> transportation through these demonstration tests.

CCUS is considered as indispensable technology for carbon neutrality of our society. It is essential to establish safe, low-cost liquid CO<sub>2</sub> marine transportation technology for the construction of a large-scale CCUS chain. The International Energy Agency (IEA) has estimated that the world will need 3.6 to 7.2 billion tons of CCS storage annually in 2050 (varying by scenario). If multiplied by the percentage of CO<sub>2</sub> emissions that are from Japan (3.3%), the country will need to have 120 to 240 million tons of CCS storage per year. There should be the high demand for marine transportation in Japan where emission sources and reservoir lands are generally far from each other. Additionally, there would be a great potential to CO<sub>2</sub> storage in Asia Pacific countries such as Indonesia, Malaysia and Australia, it is necessary to establish the technology to transport CO<sub>2</sub> over long distances and in large scale to these areas for Japan.

Based on "K" Line Environmental Vision 2050, the long-term environment-related guideline, The "K" Line Group has promoted the initiatives to reduce GHG emissions. We will contribute to the realization of a carbon-neutral society through the demonstration with liquefied CO<sub>2</sub>.

### [The examination structure and roles of four companies]



## Mass-Production and Cost Reduction of Floating Offshore Wind Installation adopted for the NEDO Green Innovation Fund!

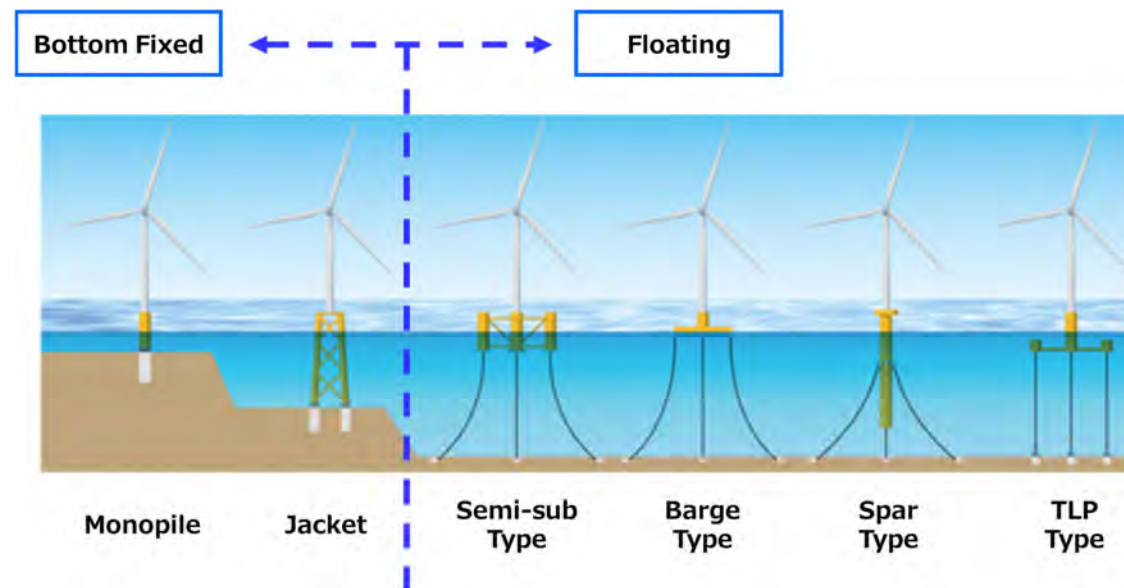
“K” Line Wind Service, LTD.

“K” Line Wind Service, LTD. together with Japan Marine United Corporation, Nihon Shipyard Co., Ltd., and Toa Corporation, is pleased to announce that the “Mass-Production and Cost Reduction of Floating Offshore Wind Installation” project was officially adopted for the Green Innovation Fund as a “Cost Reduction for Offshore Wind Power Generation Project” supported by the New Energy and Industrial Technology Development Organization (NEDO).

In order to achieve the Japanese government target of carbon neutral by 2050, development of renewable energy is essential. Offshore wind power generation will play an important role in this target with its potential as a major energy source and with potential of economic growth brought by supply chain development in Japan who only has limited land space.

Offshore wind power has been developed mainly in Europe and development of large-scale projects is expanded in Taiwan and the US. Most of the already developed offshore wind turbine projects have been deployed in 50-meter-deep shallow waters. With limited shallow water area around Japan, there are high expectations for floating offshore wind solution which can be installed in deeper water depth to be developed.

However, while there are commercial scale floating offshore wind power plants in development, there are not yet any that have begun operations. While floating offshore wind is technically proven, the biggest challenge is how to reduce the high cost of electricity generation. The Japanese government is aiming to develop floating offshore wind power and make it a major power source in Japan by utilizing the Green Innovation Fund to support the technological development necessary to achieve cost reductions.



Reference: Expectation and Foresight of FOW in Japan (Japan's Floating Offshore Wind Group)

Bottom-fixed wind turbines are increasing in size, and soon they will be taller than the Eiffel Tower.

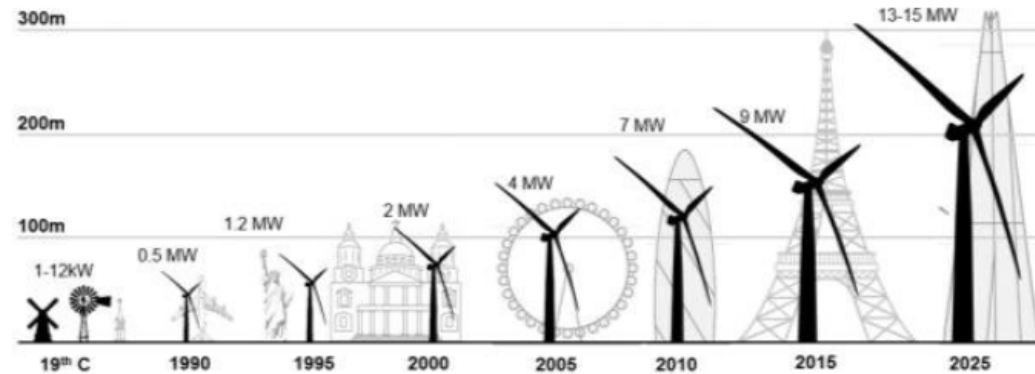
Floating wind turbine are smaller than bottom-fixed turbines, but even still, they are quite large, with 80 meters by 80-meter floating platforms.

It is not difficult to imagine the large costs necessary for constructing, assembling, and installing these floating offshore wind.

For floating offshore wind power to be commercially developed, reductions in cost for all of these processes is required.

There are many type of floating foundation type. A variety of research and development are underway, as the optimal type of floating foundation varies based on the geological conditions of the sea bed and the climate and hydrographic conditions of the sea where the foundation is to be installed.

“K” Line Wind Service is working on research and development towards cost reductions for semi-submersible type floating foundation. Other consortiums were also adopted for the NEDO Green Innovation Fund, but many of these companies are focused on developing floating foundations and related cost reductions. The consortium “K” Line Wind Service participates to targets not only cost reduction of floating foundation but aim the optimization of the whole process starting from foundation production, assembling the turbines on to the foundation and installing the assembled turbines.



Reference: Evolution of wind turbine size and power output (Bloomberg New Energy Finance)

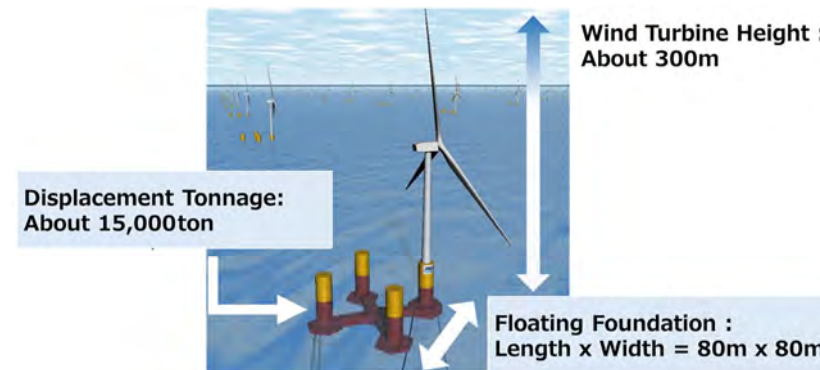


Image courtesy of Japan Marine United Corporation

Type	Merits	Issues
Semi-submersible	Suitable for many places	Complex structure for floating platform
Barge	Prime for mass production	Floating platform is less stable
Spar-buoy	Easy to build	Unsuitable for shallow water
TLP	Small sea floor area	Anchoring cost is high

Japan has little experience with offshore support vessels and there are only limited number and capacity of such vessel type, as there has been little development of offshore oil and gas industry. For the development of floating offshore wind as a major power source here in Japan, the use of advanced mooring technology which can handle large anchor/chain products needs to be expanded and development of vessel to specifically fit to Japanese ocean conditions are required. At “K” Line Wind Service, we will work on this research and development project that will make us a leader in Japan by utilizing the offshore support vessel knowledge of KAWASAKI KINKAI KISEN KAISHA and the experience of “K” Line from its projects in Europe.



Image courtesy of KAWASAKI KINKAI KISEN KAISHA, LTD.  
Akatsuki Offshore Support Vessel towing a floating off-shore wind turbine

The role of each consortium member shall be as per the chart.

Company	Major Role
<b>Japan Marine United Corporation</b>	Development/Manufacturing of floating foundation and EPCI of floating offshore wind projects <ul style="list-style-type: none"> <li>• Optimization of Floating Foundation</li> <li>• Mass-production of Floating Foundation</li> <li>• Optimization of Hybrid Mooring system</li> <li>• Development of cost competitive procedure in floating offshore wind installation (Turbine assembly and floating foundation installation)</li> </ul>
<b>Nihon Shipyard Co., Ltd.</b>	Engineering of floating foundation and development of offshore support vessels for offshore wind projects <ul style="list-style-type: none"> <li>• Optimization of Floating Foundation</li> <li>• Engineering for mass-production of Floating Foundation</li> <li>• Engineering for Hybrid Mooring System</li> <li>• Engineering for cost competitive procedure in floating offshore wind installation (Turbine assembly and floating foundation installation)</li> </ul>
<b>“K” Line Wind Service, Ltd.</b>	Development of floating foundation installation <ul style="list-style-type: none"> <li>• Cost competitive installation procedure</li> </ul>
<b>Toa Corporation</b>	Development of turbine assembly <ul style="list-style-type: none"> <li>• Cost competitive assembly procedure</li> </ul>



## The Community Where I Live ~ Taipei ~

Contributed by Mr. Kenneth Lai, "K" Line (Taiwan) Ltd.

What's the first thing that comes to your mind when you hear the word "Taiwan"? Perhaps "Bubble Tea"? Maybe "Taipei 101"? Or the restaurant "Ding Tai Fung"? For me, it's "Home", it's "Family".

Allow me to preface by saying I grew up in Taiwan but spent a slight majority of my life in the US. Therefore, I hope to provide everyone a glimpse into life here from a unique perspective. But spoiler alert, Taiwan IS as wonderful as advertised.

What an extraordinary time to be alive, what an extraordinary time to be alive in Taiwan! If I were asked to write this article three years ago, I would've started off with something different. But there's no other way to talk about Taiwan these days without talking about our relatively uninterrupted lives under Covid-19.

This is not to say the folks here didn't have to sacrifice some of our convenience for the greater good. The keyword here is "relative". While some credit should be given to the government, in my opinion, most falls on the Taiwanese people. It's such a blessing to live in a society where you don't need to convince your neighbor to wear mask or demand public places to provide QR code for contact tracing. The sense of unity to fight Covid as one was impressive and assuring to witness. As if our national pride is at stake.

Stats wise, from the very beginning to date, Taiwan has only seen 20,300 cases (including arrivals at airport) and 853 deaths. It's never good to see even one death but relatively speaking, Taiwan survived both the Alpha and Delta variant mostly unscathed. During a spike last June, we did see daily cases top 532 at its peak. At the time, one could sense panic amongst the people prompting the government to raise alert to level three which deployed several hard measures such as controlled headcount for indoor/outdoor gatherings and shutting down venues such as restaurants and golf courses for a couple months.

Now under Omicron variant, arrivals testing positive at the airport continue to stay elevated from end of last year through Lunar New Year. With our borders still closed to foreigners, these cases are mostly those who flew back to celebrate the holidays with family (even with the 14-day quarantine mandate). Otherwise, the actual domestic cases thankfully are in the single digits daily. Still, because of Omicron, the government shortened the requirement for booster shot from 6 months after second jab to only 3 months. Quite aggressive considering most nations set it at 5-6 months after. Speaking of vaccines, we went from lack of supply in the first year (especially mRNA options) to 76% fully vaccinated and 36% with booster shots today.



About the Author: Kenneth Lai and son Nicklaus "Nico" Lai (inside the Taipei 101 shopping mall)

For the most part, daily life here hasn't changed too much. When we hear about extended lockdowns and indoor mandates from aboard, it truly serves as a reminder of just how lucky we are to be "stuck" in Taiwan during this unprecedented period. That said, the end of this pandemic is near. Vaccines are abundant. Anti-viral drugs will be available soon. "Normal" life shouldn't be too far behind. Until then, please stay safe everyone no matter where you are.

Enough of playing Dr. Fauci, allow me to play your tour guide.

Taiwan is home to close to 24 million people on an island roughly the size of US state of Maryland, or one tenth of Japan, or half of Ireland. Because of the mountain range running north to south down the middle, weather pattern is very different depending on where you are. Taipei in the north is situated in a valley so it tends to be hot and stuffy during summertime. East coast by far is the most scenic but also with the most unpredictable weather. West coast cities like Taichung and southern cities like Kaohsiung enjoy the best weather all year round. We might be a small island but it seems like once you leave Taipei going south along the west coast, sun magically appears without fail. Very much like crossing the Bay Bridge from San Francisco to Oakland. You go from cold and gloomy to hot and sunny just by crossing one bridge.

If one were to plan a trip to Taiwan, I wouldn't speak against going down the beaten path such as checking out the Taipei 101 observatory, Chiang Kai-shek Memorial, National Palace Museum, night markets, queuing for table at the original Ding Tai Fung, or spending a few days at the breathtaking Taroko National Park in Hualien. I would however recommend adding a few more activities if time allows.



Chiang Kai-Shek Memorial Hall in Taipei.



The iconic Taipei 101 building.

To start, you might know Taiwan for its famous (and sometimes very expensive) Oolong tea, but did you know Taiwan also has the highest concentration of cafes in the world? We love our tea, but we love our coffee just as much. So, make sure to stop by and have some coffee at a couple cafes that received international recognition: 'Simple Kaffa' and 'Fika Fika'.

Now, if you're traveling as a family and do visit Taipei 101 in the Xinyi district, I would recommend spending some time walking around the malls around the area. You'll find not only designer brand stores but also street artists. My son Nico loves watching these performances. You'll also find some good dining options in the area. In fact, I'm very glad Singapore's 'Jumbo' opened here a couple years ago. I wouldn't dare to say it's as good as the original but it's certainly cheaper than flying to Singapore (although I do miss my dear friends at KLPL). Just a short walk away, one could also hike the Elephant Mountain for a picturesque view of Taipei 101 and the city below. Another tip if traveling with kids is to visit the Taipei Zoo. It's easy to get to by subway and tickets only costs USD\$2/adult.



Family selfie with panda at the Taipei Zoo.

I also enjoy visiting places that were rejuvenated from its glory days. Huashan Creative Park for example used to be a wine factory back in the early 1900's and is now a public area with boutique shops, events, and live concerts. Behind it is an expansive park where young folks gather for picnic, kids play at the huge playground, and people walk their dogs (and tortoise if you're lucky to see it). Similar story for Xinyi area's Songshan Cultural and Creative Park. What used to be a tobacco factory is now a place where local talents and industries showcase and sell their work. Or you could opt to take a stroll down memory lane by visiting one of several "Old Streets" in the storied neighborhoods around Taipei. One of my favorites is Dihua Street to the west of city. Unlike most Old Streets, lots of exterior façade at Dihua Street have been renovated and some shops have converted into cafes, but you can still find some old authentic shops selling the same dried goods, Chinese medicine, and traditional items as generations ago. An hour south of Taipei, you'll find another Old Street in the town of Daxi. My family enjoys going there and snack on the delicious local treats. These "Old Streets" can be found across Taiwan. Every town's got their own version of the "Old Street". It's a way for the good folks to save a little piece of their local history and to slow time down while the world moves at lightspeed.



Daxi Old Street. Note how all the original exterior façade still stand today.



Example of the kind of street food you'll find at Old Streets and night markets across Taiwan. I can't help it, every time I see (or more like smell) these grilled sausages, I must have one.

Let's leave Taipei by taking a short drive north to the port city of Keelung. Along with Kaohsiung and Taichung, Keelung makes up three of the main ports in Taiwan. If you're up for it, you could choose to head for the fish market well before sunrise where fishermen sell their catch of the day fresh off their return. You'll be rubbing shoulders with many restaurant chefs there. For someone like me who can't wake up early unless it's for golf, I prefer Keelung's night market (at least prior to Covid). The street food is excellent (but long queues) and even for a non-dessert guy, I found my favorite tangyuan (sesame or peanut rice ball) there. Perhaps the most famous place near Keelung is Jiufen and its Old Street. Situated up in the mountains to the east of Keelung, visitors could hike through the narrow steps to the top and get a breathtaking view of valley and serene mountains all around you. Definitely a very popular stop for those visiting Taipei.



Keelung "Miaokou" night market taken pre-Covid. Lots of people, lots of food, but all part of the experience.



Another example of the street food you'll find at night markets. Sesame tangyuans are my personal favorite! Chewy on the outside and once you bite in, the sweet sesame (or peanut if you prefer) pours out.

Leaving Keelung going clockwise along the coast, make sure to pull over and enjoy the ocean view before you and cliffs behind. In fact, I really find our northern coastline to be quite lovely. One really should take their shoes off

and walk along the sandy beach. There's actually a stretch of the beach where streaks of rock formation crawl out of the water and cover themselves with moss. Under the right tide and season, this landscape is quite striking to see in person. Something you don't see every day. Just make sure not to step on them as they're considered protected area.



Northern coastline draws plenty of die-hard fishermen as well as scuba divers.



Northern coastline with striking rock formations covered in moss.

Further down the east coast, you'll find the town of Yilan. Only an hour drive away from Taipei makes it a popular weekend getaway. Known for its hot springs and a famous Peking Duck restaurant, it can now add the international award-winning whiskey Kavalan and its whiskey factory to the list. If traveling with children, Yilan also offers several petting zoos with friendly animals for the kids to get up close to. Going further south, one must absolutely visit Taiwan's most famous Taroko National Park in Hualien. The beauty of the landscape there is beyond words can describe. Unfortunately, I haven't been there in over ten years so don't have any photos to share but it is an absolute must-see.

Continuing down the east coast is the gem that's not often talked about enough. The town of Taitung is one of my favorite destinations in Taiwan. It was recently voted the second friendliest town in the world by Booking.com and I wholeheartedly agree. Great people and beautiful rice fields to ride your bike while soaking in the scenery. I've also discovered the best fried chicken I've ever had in my life there. Being only a short one-hour flight away from Taipei, it offers a similar weekend getaway as Yilan. The higher cost of accommodation in Yilan can offset the plane ticket cost to Taitung a bit. Or one could choose to ride the train to Taitung which takes over four hours but you'll get to enjoy the wonderful coastal view. By the way, a totally random tip, Taitung night market is right in middle of town and offers great fun for both kids and adults. Both can enjoy the snacks and street games (eg. marble machines, throw balls to knock blocks off a platform, etc). What's really generous about these vendors is that everyone wins. I was surprised when my 20-month-old still got to pick his prize even though he didn't win the marble games. I also didn't knock all the blocks off the platform and they gave me a prize too. Everyone goes home a winner, how refreshing! Happy child, happy parent!



The original Taitung natives.



Taitung's beautiful rice fields extending as far as the eye can see. Rent a bike and soak in the view and the fresh air.



Taitung Coastline.



Taitung's "Walking Tree". Its name comes from the fact that all the roots and branches you see in this photo come from the same tree! It just grows and grows as if it's "walking".

If we keep going south, you'll arrive at the southernmost tip of Taiwan in what might be the closest to a beachy destination in Taiwan: Kenting. It can get quite crowded and expensive during summers so as a family we went during last winter. It was my first trip there in over 30 years. We stayed at the Gloria Manor which is located within the Kenting National Park and was once the vacation home of Chiang Kai-shek (if you're interested in history, there are many artifacts on display). Lots have changed in 30 years coupled with off-season visit to a beachy destination, I came away with a very different yet enjoyable experience. By the way, another tip: as tourism is very mature in Kenting and the place has become home to many expats, fancy dining options are abundant. However, don't be fooled. Spend less and have yourself some excellent fresh seafood from the old local seafood restaurants. No fancy dish presentation or wow factors to brag about, but your taste buds will thank you (and your wallet too).



Kenting coastline offers more than just sandy beaches.

As we start looping back north along the west coast, we'll arrive at the city of Kaohsiung which is home to the largest seaport in Taiwan and was once the third busiest port in the world. Aside from its warm people like our dear colleagues Chengchien and Eric, you'll also find fantastic seafood here as well. By the way, CNN listed Kaohsiung as one of the must visit cities in the world a few years ago. As we continue north, we'll hit Taiwan's second largest city, Taichung. This place has really blossomed in what seems like in the blink of an eye. Modern condos rising all along the city's long rectangular park anchored by the new eye-catching National Taichung Theater at one end. New constructions, ample parking, culture, quick 50-minute high-speed rail from Taipei, and pleasant weather year-round, it's no wonder the real estate value has risen in recent years.

Before we end our tour around Taiwan, I do want to recommend spending some time at Sun Moon Lake located almost right in middle of Taiwan or about 90 minutes west of Taichung. The view of a small island sitting in middle of a giant lake surrounded by calm emerald colored water with fog hanging low across layers and layers of mountain in the backdrop always captivates me. There's nothing better than sipping on your morning brew, breathing in the cool morning air, and staring at a real-life artwork before your eyes. Side note, every September, crowd gathers here for the annual Sun Moon Lake International Swimming Carnival where thousands of swimmers compete in the 3,000-meter race.



Sun Moon Lake with its breathtaking view. This was taken at the Lalu Hotel where we were guests of a wedding. I can sit here and stare all day. By the way, like Gloria Hotel in Kenting, Lalu Hotel was also once a vacation home of Chiang Kai-shek

And if the mainland isn't enough for you, the small islands off the coast of Taiwan are some of the biggest attractions as well. Perhaps the most famous being Matsu Island where its shores glow blue (aka "Blue Tears") at night during spring and summer thanks to the work of marine micro-organisms. Another island on my to-see list is the Penghu Island made popular by its weekly summer fireworks festivals as well as home to the lone marine national park in Taiwan. By the way, I've been told that some of the best seafood we get on the mainland come from here. Can't think of a better way to spend a day than beach all day and seafood feast at night.

Enough of playing tour guide, let me share some of my perspectives of Taiwan.

Folks often ask me what I miss most about the US. Easy question. Firstly, my friends. It's not easy to build a new circle of friends like those you've bonded over the years, but I've been fortunate to have made some. Secondly, I really miss authentic Mexican food! What's most disheartening is even the Mexican restaurants opened by Mexicans don't taste right here. Perhaps I was spoiled living in California with authentic burritos at every corner. Thirdly, as a crazy Boston sports fanatic (as you can see from how I dress my son), it's been very strange to watch the World Series and Super Bowl in the morning. Consuming alcohol so soon after brushing your teeth just doesn't seem right.

Kidding aside, Taiwan has offered me the most priceless milestones and intangibles in my life. First and foremost, I'm finally back home with my family. After 23 solo years away, I'm glad to appear in our family photos again. And equally important, it was in Taiwan where I met my wife Olive (within 7 days of arriving from the US). Without my family and Olive, I wouldn't become a husband and finally a father almost exactly two years ago today. I can go on forever on our journey to become parents but that's a novel in itself. I will just say, I wake up every single morning feeling truly blessed. A healthy child, a safe environment, unconditional love and support around me, lots of golf, uninterrupted life during pandemic, I have a lot to thank Taiwan for.

Another incredible perk of Taiwan is our healthcare system. Especially for someone coming from the US where a visit to the doctor or pharmacy could cost you dearly. My first experience here was quite shocking to say the least. The visit cost me USD\$5 and that included medicine. Absolutely unheard of in the US. No wonder folks here tend to see the neighborhood clinic for even the slightest symptoms. That said, I'll happily take that in exchange for readily available and affordable medical care especially as our parents get older.

In addition to world-class healthcare, Taiwan also removes one of my biggest pet peeves about the States: tipping. Not that I don't believe in gratuity, it's the mandatory aspect and at your own discretion as to the amount that drove me crazy. When I left the US, the standard was 20% on everything from taxi ride to restaurants but I heard it's gone higher with some places even charging tips for food take-outs these days (at least in San Francisco Bay Area). In Taiwan, there's no tipping culture or already included in your bill (ie. no guess work or risk of offending the server or contemplating if that's 20% of the pre-tax bill amount or do you remove the cost of a bottle of wine then 20% because that bottle could cost as much as the food itself, etc).

Saving the best perk for last, cost of living. Ok, disclaimer, just like Singapore, as long as you don't buy a car or house, the everyday cost of living in TW is really quite reasonable. In the downtown proper, there's really no reason to own a car. Our subway or "MRT" system covers a vast area at little cost. Then there are always plentiful of taxis to hail off the street in Taipei. Most drivers are polite and will take you directly to your destination without worrying about them taking the long route to squeeze a few more dollars out of the fare. And if you don't mind a little research, the extensive bus system really supplements the MRT to cover rest of the Taipei map. I personally take the bus to work on raining days. Two stops and it drops me off right in front of the office. Finally, there are "U-Bikes" which is the bike sharing network that many major cities offer these days. Scan your pass (about USD\$0.60/hour), detach the bike from rack, and off you go. In short, transportation in Taipei is a breeze. By the way, here's something I find very interesting about Taiwan. There are no meters for street parking. Basically, assuming you're lucky enough to find a spot, the amount you pay is based on how long you park and how often the ticket person comes around to check. Meaning if the person doesn't come around to stamp a paper ticket they place on your windshield, you pay nothing. Or if he/she only came around once over 4-5 hours, then you only pay for whatever the minimum is (street parking ranges between USD\$0.50-\$1.50/hour depending on area). This means there's no such thing as a meter violation here. Very generous in my opinion of the city to pass on such lucrative revenue source.

Almost forgot, one more perk about Taiwan, I'm a huge fan of our Taiwan Beer. While they offer lots of flavors, you can't go wrong with any of them and they're very affordable. Local neighborhood restaurants charge about USD\$3 for a 600ml bottle. If you're more of a whiskey drinker, as mentioned earlier, Taiwan also offers Kavalan. Better yet, there's always our famous (or should I say infamous) Baijiu (aka Kaoliang). Here's my lifesaving tip to drinking in Taiwan: Always fear the smallest glass. Wine glass, easy. Beer mug, sure. That tiny Baijiu/ Kaoliang glass (about half the size of a tequila shot glass), you won't remember how you got home. Some of the strongest drinkers fall victim to this clear liquid in its tiny innocent looking glass.

In summary, guess what I'm saying is you can get to the bar, have a beer, not worry about (drunk) tipping, and overcome your hangover at local clinics all on the cheap living in Taipei

That said, Taiwan isn't perfect by any means. Some of its flaws can be labelled as "same everywhere" such as political polarization, growing wealth gap, and spread of fake news, but some are strictly Taiwanese issues. I'll share some from my own perspectives. Firstly, for as much as praised Taiwan earlier, it's surprising to me that we face such severe population decline. Latest figure shows Taiwan's birth rate is at 1.07 children per woman making it the lowest fertility rate not just in Asia but in the world!

Secondly, the driving standard here could really improve. Really wish more folks would practice common courtesy and rules of the road. It's not the worst I've ever seen in the world but because I hold Taiwan to such high standards, it's disappointing to witness some of the things we see on daily basis versus the US (ie. double parking on narrow alleys, etc). Also, when it comes to mopeds, they're extremely popular here. What is frustrating is in some areas, they're allowed to park on the sidewalk. Hence, as a pedestrian, as much as you want to give these riders a dirty look, you can't blame them as they're looking for legal parking spots. In an ideal world, more would opt for the efficient mass transit.

Finally, we're all fully aware of the growing tension between Taiwan and China especially of late. I won't comment on this except to say at a time when mankind is discussing colonizing Mars within this generation and sending everyday folks (albeit very wealthy people) to the edge of space, dispute over color of one's passport seems.....I'll leave it at that.



Before ending, would like to acknowledge that I skipped on several other key highlights about Taiwan. If you don't mind, I'd like to run through these honorable mentions quickly while fully aware they each deserve their own individual writeup. The list includes famous must-eat Taiwanese dishes (eg. stinky tofu, beef noodle soup, etc), high-end restaurants are blossoming as Michelin started reviewing Taiwan in 2018, Taiwan being at Asia's forefront in pursuing greener energy such huge endeavor into offshore wind farm and shift to more LNG, home to the largest company in Asia by market cap in Taiwan Semi ("TSMC"), and leader in advocating for LGBTQ rights in Asia, just to name a few.

On a departing note, it's not often that us in Taiwan get the audience of the entire Kline Family. I would like to take this opportunity to thank everyone for their support for KTW today as well as through the ONE transition. I'm sure like other offices around the world, the transition wasn't as smooth as it could've been at times. But it also gave us a chance to reflect and appreciate what we have in the Kline value versus others. We can never fully express our gratitude in words but hope everyone knows how much we appreciate it!

Thank you all, please stay safe, and almost time to dust off our passports!



Everyone in the Taipei office (from left to right): Kenneth, Henry, Erica, Fujimura san, Penny, Eason, Peter, Amanda; missing our Kaohsiung Office colleagues Chengchien and Eric.

## An Indonesian Story Final Issue

Contributed by Mr. Goichi Tsuruta, PT. "K" Line (Indonesia)

Selamat Siang (Hello)!

From October to March is the rainy season in Indonesia. On days when it seems sunny, the sky can suddenly become dark, thunder claps echo across the sky, and rain pours down twice as heavy as the torrential rains in Japan. It seems like the end of the world, but it stops after about an hour and the sky returns to normal. I guess this is a textbook example of tropical rain. Many people do not leave home with an umbrella, being fine with taking cover while it rains.

You don't really see any vinyl umbrellas like you see in Japan. Even so, the rainy season this year is different. While the torrential downpours happen, it also frequently rains softly for several hours like it does during Japan's rainy season.

It is said that this is abnormal weather, with no rain during Chinese New Year even though it is said to rain then and with the rainy season lasting until about May last year. But compared to the rainy season, typhoons, and blizzards in Japan, you could say that the weather here is favorable. Weather makes me think of earthquakes.

Indonesia is a land of many earthquakes just like Japan, and some of you may remember the large earthquake that occurred on the island of Sulawesi a few years ago. The country has taken major damage in the past from earthquakes, tsunamis, volcanic eruptions, and more. But in Jakarta, earthquakes are rarely felt. Since coming to Jakarta in October of 2016, I have only experienced three or four earthquakes. And these earthquakes were around a level 1 or 2 on the Japanese scale, where you can sort of feel the shaking or think that maybe you're still hungover. Even still, people in Jakarta are scared of earthquakes. When I was visiting a customer's factory three years ago, just when I thought there was a slight shake, there was commotion outside the conference room, and everyone ran outside the building together. The only people left inside the were two Japanese in the conference room.

There was also a small earthquake in December last year. My office is on the 41st floor, and while the shaking was minor, it lasted for a while. As this occurred, a certain female employee rushed into my office, and with a pale face, asked if we were all right, if the building was going to crumble, and if we should run away. I calmed her down, saying, "This isn't even an earthquake and this high-rise should have proper measures in place, so we're fine." In the meanwhile, when I looked outside, many people had run out to the street from the surrounding buildings. The building that my office is in was built 5 years ago, and there is an announcement saying, "This building is fine. Please remain calm, and do not leave the building." But I guess that is just common knowledge. At the same time, another building built about 5 years ago where a certain marine transport



company has their offices has an announcement saying, "Earthquake! Use the emergency stairs and evacuate the building immediately!". It's amazing. I wonder if the building is Okay. After a while, after everyone calms down, I said, "Isn't that a ghost's job?", to a certain employee at my company, they got mad and told me to lay off the jokes. When I looked outside, I saw the people who had evacuated from other buildings taking commemorative photos. This was to be expected, as no matter the situation, Indonesians love photos.

Speaking of ghosts, I want to continue talking about the ghost ruckus in the office. Personally, I wanted to be purified by an exorcist, but there are many Muslims in this country. On December 10, Ustad, a Muslim priest, was invited to the office and performed an office relocation ceremony, which we could not have in July because of COVID-19 pandemic. The ceremony was held in the conference room with about 30 people in attendance, including senior executives and others who were at the office that day. For the ceremony, nasi tumpeng was prepared, which is a type of food that is prepared for weddings and other ceremonies in Indonesia. Nasi tumpeng features rice dyed yellow with turmeric juice shaped into a triangular pyramid, surrounded by fried foods and other dishes. For our ceremony, a large nasi tumpeng of about 30 centimeters in height was specially prepared. The ceremony itself was similar to a Japanese prayer service, with Ustad mumbling in a low voice for about 10 minutes. After that, I cut the top part and held it up, and commemorative photos were then taken.



However, it didn't end there. I had to divide the nasi tumpeng with the ten or so executives that were there and then had to take photos with each. It was hard work. It took around 30 minutes, I suppose. We then saw Ustad off and the ceremony ended. I wondered if there was really any benefit to this, but thankfully, nothing odd has happened yet for three months following the ceremony.

It's no ghost, but one good thing about Jakarta is the lack of wild dogs. There aren't many people who have dogs at home, either, so you never hear sudden howling. This is because dogs are forbidden animals in Islam as same as pigs. Instead of dogs, there are many cats. They take pleasant-looking naps in front of our building, down backroads, and especially in the middle of the sidewalks of large roads and in restaurant entrance-ways. I have to be careful as sometimes I almost accidentally step on them. People walking along the streets and people gathering at stalls must find them cute and give them food. So while they are feral cats, their fur is in good condition and they all look happy.



The tails of the cats in Jakarta are often curved. During the Edo Period, Dutch traders who traveled to Nagasaki brought cats from Jakarta on their ships to prevent harm from rats. One explanation for the cats with curved tails in Japan is that descendants of these cats escaped from the ship. Have a look at the tails of the cats near you. If the tail is curved, it may be that this cat carries Indonesian blood from over several hundred years. Switching gears, the Komodo dragons I saw on Komodo Island were extremely large. I want to visit them if it weren't for COVID. There are many more stories I want to share but this is the final edition of An Indonesian Story.



I will be transferred on April 1, taking a post not in the USA but in the UAE (United Arab Emirates) in Dubai. This is really amazing. Where is Dubai? I'll be transferring from one Islamic country to another. It looks like I will continue living with the sounds of the adhan (a loud prayer broadcast from mosques) at 4am a bit longer. But the Middle East is a land of sand. My only idea of the Middle East is from the animated The Genie Family, the song Tsuki no Sabaku wo Harubaruto ("From across the dessert by moonlight"), and Sailor Moon's famous line, "In the name of the moon, I'll punish you!". I'm excited to see what kinds of amazing things await me in the Middle East.

This edition was the seventh from Indonesia. I don't know if it was because you wrote to the Editing Department to say that Indonesia was interesting or if the Editing Department didn't have enough material, but at any rate, thank you again for your support over all these years.

Anyway, Sampai Jumpa! (See you again!)



## Letter from the South American Andes, Part 5 - Memories of Today (A Mobile App Notification)-

Contributed by Mr. Tetsuo Morimoto, "K" Line Chile Ltda

During the COVID-19 pandemic, residents of Chile, South America were ordered to stay home. During the period when the most severe restrictions on activities were imposed, we were not allowed to go out except to take out the trash and walk the dog. Our children's school was also closed and classes were held online. In a sense, it was a precious experience for us as a family of four, sitting around the table and seeing each other every morning, noon, and night. Recently, the restrictions have eased considerably, thanks in part to the vaccine, and people are returning to the streets of Santiago.

Now, after being asked to contribute to "OCEAN BREEZE," I was puzzling over what I could write about that would be unique to Chile, instead of our cocooning. The end of October, the deadline for submitting the article, finally arrived and I was still unable to write anything until the last minute, when one morning I woke up and checked my cell phone to find a notification that said, "Memories of Today, Five Years Ago."

It was not about Halloween. What caught my eye were pictures of a family trip to Mendoza, Argentina, on October 30, 2016, over a four-day weekend. Mendoza, which is five to six hours by car over the Andes Mountains from Santiago, the capital of Chile, is said to be the first fully fledged wine-producing region in Argentina and is famous for Malbec, the main grape variety grown in Argentina. There, five years ago, I was enjoying some delicious wine at a fancy restaurant while taking some silly pictures with my children in a good mood. I never imagined that a few hours later I would hear the news that three Japanese shipping companies would integrate their container shipping businesses. The pictures that appeared on my cell phone brought back memories of the moment—the anxiety I felt when I saw the news of the integration.

Looking back, it was a great opportunity to gain new experience. I stayed with this company not only because I like "K" Line, but also because I wanted to try a new job, something beyond container shipping. Darwin seemed to be saying the one that is most adaptable to change that survives. In today's rapidly changing world, I would like to continue to enjoy new changes and take a lot of pictures for today.



## Unforgettable Memory: Ilyichevsk, Ukraine — I was there 48 years ago —

Contributed by Mr. Michihiro Teramura (OB)

I was dispatched to Chitosegawa Maru at Marseille Fos Port, France to support crude oil tank switching for coal loading.

I departed from Itami Airport and arrived at Paris Charles de Gaulle Airport via Haneda, Anchorage, and Copenhagen. And then I took a domestic flight from Orly Airport, I arrived at Marseille Airport on May 9, 1974. I stayed two nights at a hotel in Marchigi waiting for a ship to enter port, and I boarded the ship which contained 80,000 tons of crude oil on the 12th.

After unloading was complete, I headed for the Black Sea through the Mediterranean Sea. To load coal, the entire crew and I worked night and day to replace a crude oil tank that contained oil, taking turns exchanging the gas in the tank, washing the inside of the tank, collecting the oily residual sludge from the bottom of the ship on the deck using a pneumatic motor, performing overboard discharge work, and also eating and resting. Then we were finally ready to load coal. We passed through the Aegean Sea and the Bosphorus Strait and entered Ilyichevsk (currently Chornomorsk), the second biggest port city in Ukraine, which is 25 km south of Odessa, which is called the pearl of the Black Sea. Two customs and quarantine officers boarded our ship. They were tall and robust women like men.

During the time between shifts, I went to the town to see the sights and the people of the Soviet Union.

The first thing I saw was a statue of Vladimir Lenin, the Russian revolutionary, at the center of a straight road several hundred meters long. Near the statue, there was an eye-catching signboard advertising the Soviet Union with big letters, СССР, which I imagined were a slogan for something.

On both sides of the road there were undecorated three- or four-story buildings which I could not recognize whether they were stores or housings. I only saw one woman with brown bread and green onion, and I rarely saw any other people.

After loading was complete, we sailed through the Mediterranean Sea, around the Cape of Good Hope, across the Indian Ocean, and through the Malacca Straits, reaching Chiba Kawatetsu after a 50-day journey across the seas.

I just wish for peace in Ukraine, which is never a far-away country to us.



Chitosegawa Maru heading to the Black Sea through the Bosphorus Strait



The town where the statue of Lenin stands