



PandaNews

COSCO SHIPYARD NEWSPAPER

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MISSION STATEMENT To be a world leader in ship repair, conversion, new building and offshore marine engineering, we maintain trusting relationships with our customers, employers, and partners, yielding best returns for shareholders, society and environment. Depending on our talented engineers working alongside with an efficient project management team and a highly skilled workforce, we could guarantee to deliver the projects we undertake timely and professionally.

A selection of highlights from 2013



Chinese offshore industry spurred on by general secretary's comments

The General Manager of COSCO (Nantong) Shipyard, Mr. Ni Tao, discussed the global and domestic offshore industry with the newly-appointed general secretary, Mr. Xi Jinping. Mr. Xi is said to have an interest in the offshore industry in the city of Nantong. The industry anticipates that the future ruler of China will pay great attention to the segment in times to come, and will maintain a positive outlook.

COSCO Dalian secures LNG carrier newbuilding

COSCO (Dalian) shipyard firmed up a contract with Dalian Inteh Group and Shanghai Bestway Marine Engineering Design Co. Ltd., to build a 28,000-cbm "Inteh Class" LNG Carrier. The vessel is designed to be dual-fuel driven and will fill the gap for the design and construction of small and medium-size LNG carriers in the domestic shipbuilding industry.

The COSCO Shipyard Group currently holds an orderbook comprising a rather diverse range of shipbuilding and offshore products, including bulk carriers and product carriers of different capacities, salvage lifting vessels, module carriers, cargo and training ships; pipelayers, wind turbine installation vessels, offshore support vessels, jack-up and semi-submersible drilling rigs, FPSOs and high end floating accommodation units.



FPSO "Cidade de Mangaratiba MV24" sails after successful conversion

The seventh FPSO converted by COSCO (Dalian) Shipyard for MODEC, "Cidade de Mangaratiba MV24", sailed smoothly after the successful completion of all conversion jobs in the yard. The FPSO is capable of processing 150,000 barrels of oil per day or 8,000,000 cubic metres of gas per day and has a storage capacity of 1,600,000 barrels. The unit can operate in a water depth up to 2,300 metres.



The FPSO is equipped with a spread mooring system and is designed to serve continuously, without docking repair, for 25 years.

Sevan Brasil discovers new field in Brazil

COSCO-built ultra-deepwater cylindrical drilling platform Sevan Brasil, owned by Sevan Marine and leased by Petrobras, discovered rich reserves in block BM-S-50 while drilling in ultra-deepwater areas in the Santos Basin. Earlier, its sister rig, Sevan Driller, discovered the largest ultra-deepwater oil and gas field in the world, which made a stir in the global offshore industry.



The Sevan series consists of four rigs; the third, Sevan Louisiana, was successfully delivered to Sevan Drilling in 2013. The rig is contracted by an American drilling company and will be deployed in the Gulf of Mexico.

First in China: COSCO Guangdong delivers two livestock carriers



China's first livestock carriers, "Galloway" and "Ganado Express", were delivered by COSCO (Guangdong) Shipyard to Vroon B.V, marking a major breakthrough

the shipyard has made in the specialist ship sector. Each vessel can accommodate about 3,000 head of cattle. The safety capabilities of the vessels meet the Australian Maritime Safety specifications. The marine gas oil (MGO) emissions are kept below 0.1%.

COSCO Shipyard to convert "Queen Elizabeth 2" into five-star floating hotel

COSCO (Zhoushan) Shipyard and QE2 Holdings Ltd, entered into a contract for the refurbishment of the legendary cruise ship "Queen Elizabeth 2" into a luxury five-star floating hotel. This is the first cruise ship conversion project COSCO Shipyard has undertaken; it is also the first time a project of this kind and scale has been assigned to a Chinese Shipyard, marking the successful entrance of Chinese Shipyards into the international cruise ship conversion market. After conversion, "Queen Elizabeth 2" will become one of Asia's major waterfront tourist attractions, a new symbol of luxury, magnificence and appealing life.



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COSCO Nantong: pipelayer sets out for sea trials

On January 8, a pipelayer vessel, being designed and built by COSCO (Nantong) Shipyard for the Malaysian owner TL Offshore, set out to the Zhoushan waters for sea trials and dynamic positioning system commissioning.

The pipelayer measures 153.6 metres in LOA, 35 metres in

breadth, 9.8 metres in height and weighs 12,520 tonnes. The design fully complies with the ABS OSV-2012 code, SPS code and IMO Safe return to port requirements. The vessel will be capable of operating in water depths of 1,500 metres. It will also be capable of working in

shallow water of up to 200 metres with a ten-point mooring system. It will be equipped with a DP3 dynamic positioning system and have a lifting capacity of 1,300 tonnes. The living accommodation provided for the crew is comparable to that of a luxury cruise ship.



COSCO Qidong: Wind turbine installation vessel sets out for sea trials

On January 23, the offshore jack-up wind turbine installation vessel, "Sea Challenger", being built by COSCO (Qidong) Offshore for the Danish owner A2SEA, set out to the Zhoushan waters for her sea trials. The piling testing, propeller system optimization and testing, and the navigation system testing will be carried out during the trials.



COSCO Shanghai enters into memorandum of understanding with Shanghai Customs

On the afternoon of January 15, a memorandum of understanding to build partnerships was signed between COSCO (Shanghai)



Shipyard and the First Department of the Shanghai Customs Field Operations.

At the signing ceremony, the general manager of COSCO (Shanghai) Shipyard, Mr. Liu Yuguo, summarised the yard's strengths in offshore design and consultancy as well as offshore module manufacturing, and expressed his thanks to Shanghai Customs for

their great support and guidance on the import and export of equipment.

The director of the First Department, Mr. Huang Enpei, highly applauded the achievements COSCO (Shanghai) has made in the offshore sector, and said that Shanghai Customs would continue to provide policy support and quality and convenient services to the yard.

COSCO Dalian: steel-cutting for another Super 116E jack-up

On January 8, the steel-cutting ceremony for a LeTourneau Super 116E jack-up drilling rig, to be built for the Singaporean owner Momentum Drilling, was held in COSCO (Dalian) Shipyard. The owner's representatives, inspectors and the yard's management and project team co-witnessed the moment.

Based on the LeTourneau Super 116E design, the rig will measure 70.09 metres in LOA, 62.8 metres in breadth and 7.92 metres in height. Each spud leg will be 145.3 metres in length. The



rig will be capable of operations in water depths of up to 350 feet and have a maximum drilling depth of 30,000 feet. Classed by ABS, the unit is the third jack-up drilling rig to be built by COSCO (Dalian) Shipyard, as well as the first in 2014. It is scheduled for delivery in the third quarter of 2015.

COSCO Dalian: steel-cutting for deepwater platform supply vessels

On December 20, the steel-cutting ceremony for the two 9,000-hp deepwater platform supply vessels (PSVs), being built for the domestic owner China Oilfield Services Limited (COSL), was held in COSCO (Dalian) Shipyard. The owner's management and supervision team and the yard's management and project team, as well as the China Classification Society (CCS) leaders, co-witnessed the moment.

The vessels will measure 85.4 metres in LOA, 20 metres in



breadth, 8.6 metres in height and have a design draft of 7 metres and a maximum load of 4,700 tonnes. The vessels will also feature excellent aerodynamic characteristics and seakeeping capability for operation in harsh sea conditions.

COSCO Guangdong: steel-cutting for deepwater anchor handling tug supply vessels

On December 26, the steel-cutting ceremony for the two 8,000-hp deepwater anchor handling tug supply vessels (AHTS), being built for the domestic owner China Oilfield Services Limited (COSL), was held in COSCO (Guangdong) Shipyard. The owner's management and supervision team, yard's management and project team, China Classification Society (CCS) and Shanghai Merchant Ship Design & Research Institute (SDARI) management co-witnessed the moment.

The vessels will measure



73.8 metres in LOA, 16 metres in breadth, 7.4 metres in height, with a design draft of 4.8 metres and a maximum load of 2,150 tonnes. They are mainly designed to provide transportation, salvage, and security services for offshore drilling units.

COSCO Shanghai: Steel-cutting for drillship living quarters

On January 1, the steel-cutting ceremony for a drillship living quarters module was held in COSCO (Shanghai) Shipyard. The owner's representatives, ABS representatives, yard's management and project team co-witnessed the moment.

Designed by COSCO (Shanghai) Shipyard, the living quarters module measures 28.7 metres in length, 36.5 metres in breadth and 23.7 metres in height. The total weight of the module is 1,900 tonnes including 800 tonnes



of steel structure. The module will be equipped with an emergency generator, cabins for 180 people, offices and conference rooms, an internal and external intercom system and integrated control system.

COSCO Dalian: LNG carrier identified as key project in Dalian

Recently, COSCO (Dalian) Shipyard's 28,000-cbm refrigerated and pressurized LNG carrier was identified by the Dalian City Development and Reform Commission as a key project in

the manufacturing industry and will qualify for governmental sponsorship.

The dual fuel LNG carrier will fill the gap for the design and construction of small and medium-

size LNG carriers in the domestic shipbuilding industry.

In recent years, the COSCO (Dalian) Shipyard Technology Centre has been devoted to the study of advanced shipbuilding

technology, exploring possibilities in new energy, new process and new materials. Their efforts are recognised and supported by the local authority.

COSCO Dalian: 57,000-dwt bulk carrier named

On December 27, a 57,000-dwt bulk carrier, being built by COSCO (Dalian) Shipyard for the domestic owner SDIC (State Development & Investment Corporation), was named "Guo Tou 107". The SDIC and COSCO (Dalian) leadership, as well as the owner's supervision team and yard's project team co-witnessed the moment.

"Guo Tou 107" is the third 57,000-dwt bulk carrier to be built by COSCO (Dalian) for SDIC. The owner spoke highly of the cooperative relationship between COSCO Shipyards and SDIC and the construction quality of COSCO (Dalian) Shipyard. The vessel set out on her maiden voyage the following day.



COSCO Zhoushan: 64,000-dwt bulk carrier named

On January 15, the naming ceremony for a 64,000-dwt bulk carrier, being built for the British owner Lomar Cooperation, was held in COSCO (Zhoushan) Shipyard. The hull was named "Puerto Rosario" by her Godmother, Ms. Diane Romero. The founder and first chief executive of the owner's company, Mr. Michael Logothetis, attended the ceremony.

"Puerto Rosario" is the first 64,000-dwt bulk carrier being

built by COSCO (Zhoushan) Shipyard. The vessel measures 199.9 metres in LOA, 32.26 metres in breadth, 18.5 metres in height and is classed by Lloyd's Register.



COSCO Dalian: Steel-cutting for 82,000-dwt bulk carrier

Chen Tong, Li Xiuqiang, Wu Xuejiao

COSCO (Dalian) Shipyard

On January 15, the steel-cutting ceremony for an 80,000-dwt bulk carrier, to be built for the Greek owner Gold Union, was held in COSCO (Dalian) Shipyard. The owner's site representatives, LR surveyors and representatives from relevant departments of COSCO Dalian co-witnessed the

moment.

The vessel will measure 229 metres in LOA, 32.26 metres in breadth and 20.25 metres in height.

A total of six 80,000-dwt bulk carriers were ordered from COSCO (Dalian) by Golden Union; the first one of the series has been successfully delivered while two others are currently under construction.



CMA Ships executives visit COSCO Zhoushan Shipyard

Yang Guochen

COSCO (Zhoushan) Shipyard

On January 19, the vice president of CMA Ships, Mr. Ludovic Gerard, dry dock director, Mr. Giovanni Marmorio, and Mr. Steven Ma from CMA Ships China, paid another visit to COSCO (Zhoushan) Shipyard. The executive deputy general manager of COSCO (Zhoushan), Mr. Cao Huadong, had some friendly exchanges with the guests regarding the bulbous bow conversion project that is currently under construction at the yard, as well as the subsequent bulbous bow modifications for container vessels of different sizes. CMA Ships also had interest in some

new building projects, and the yard's corresponding departments demonstrated their experience and ideas for all the cases.

After the meeting, the visiting delegation went on board "CMA CGM Aquila", whose original bulbous bow was being removed and replaced in No.3 dry dock; the delegation carried out an in-depth inspection of the construction site, looking into all the details as well as the other repair items. Their thorough and professional working method and meticulous execution made a deep impression on us. The good partnership between CMA Ships and COSCO (Zhoushan) Shipyard has been further strengthened through this visit.

THIS MONTH IN HISTORY

January

This is a new column to help refresh our memories of the big events and landmarks in industrial and economic history.

January 17, 1773

The ship Resolution, sailing under Captain James Cook, became the first vessel to cross the Antarctic Circle.



January 10, 1863

The world's first underground railway service opened in London: the Metropolitan line between Paddington and Farringdon.

January 10, 1901

Wildcatters drilling in the Spindletop salt dome near Beaumont, Texas, hit the state's first major gusher, which erupted at an initial rate of 100,000 barrels a day—more than the country's other oil wells combined. Spindletop turned oil from a minor product, used for lubrication and light, to a cheap source of fuel, propelling another innovation: the automobile.

January 10, 1912

The flying boat airplane, invented by Glenn Curtiss, made its first flight at Hammondsport, New York.

January 21, 1976

The Concorde supersonic jet began passenger service with flights from London to Bahrain and Paris to Rio de Janeiro, cruising at twice the speed of sound (Mach 2) at an altitude up to 60,000 feet.

January 1, 1999

Eleven European nations began using a new single European currency, the Euro, for electronic financial and business transactions. Participating countries included; Austria, Belgium, Finland, France, Germany, Ireland, Italy, Luxembourg, Netherlands, Portugal and Spain.

[Source]

History place

<http://www.historyplace.com>

Smithsonian Magazine

<http://www.smithsonianmag.com>

COSCO Shanghai: Chemical tanker "Chembulk Westport" redelivered four days ahead of schedule



Li Jiahai

COSCO (Shanghai) Shipyard

"Chembulk Westport" is a chemical tanker managed by our core client, MTM Ship Management Pte Ltd. The work scope for her repair was extensive and far reaching. The pre-determined repair period was 12 days. Due to a temporary change in the chartering plan, though, the owner expressed their wish for the vessel to be redelivered four days ahead of schedule. Challenging as it was, the clients demand was our command. The yard's project team re-examined the repair project carefully and altered the arrangements for the vessel. Although the yard was quite occupied at that moment, and the winter chill didn't help either, we managed to finish all the repair jobs to a high standard four days ahead of schedule, as the owner wished. Upon his departure, the technical superintendent, Mr. Kamal Jeet Singh, expressed his thanks for the yard's outstanding cooperation and promised to come back to work with COSCO (Shanghai) again in the future.

Two days after the vessel's departure, we received a letter of appreciation from Mr. Singh, in which he once again expressed his "appreciation to all the members of COSCO Shipyard who put in their hard work and completed the docking safely and as promised within the time frame"; "all work has been executed in time with quality and safety being given the top priority always." He gave special thanks to the yard's staff "whose efforts and dedication have gone beyond the normal call of duty"; "their attitude, professionalism and dedication to this project definitely deserve admiration and appreciation."

In the end of the letter, Mr. Singh wrote, much to our delight, that, "Overall we are very happy and satisfied with the great production and team work at which COSCO Shipyard operates."

"It is needless to say this project has enhanced the long and strong business relationships between COSCO and MTM Ship Management, which no doubt will continue in future."



Century-old company Odfjell entrust COSCO Guangdong with ship repair project

Xiong Ke

COSCO (Guangdong) Shipyard

Chemical/oil products tanker "Bow Cecil" is managed by Odfjell Management AS, a leading company in the global market for the transportation and storage

of bulk liquid chemicals, acids, edible oils and other special products. Originally set up in 1914, the company pioneered the development of the chemical tanker trades in the middle/late 1950s and the tank storage business in the late

1960s.

MT "Bow Cecil" was dry-docked at Cosco (Guangdong) Shipyard in December 2013. The major work included CPP propeller hub overhaul, Mewis Duck installation and normal dry-docking repair work.

Photo of the month

COSCO Group top executives visit COSCO Shanghai Shipyard



On the morning of January 19, Mr. Li Yunpeng and Mr. Ye Weilong, the president and vice president of China Ocean Shipping (Group) Company respectively, and Mr. Jiang Lijun, the president of China COSCO Holdings, , paid a visit to COSCO (Shanghai) Shipyard and extended their

greetings for the upcoming Chinese New Year.

Accompanied by the general manager of COSCO (Shanghai) Shipyard, Mr. Liu Yuguo, and party secretary, Mr. Qiu Shaohua, the delegation visited the construction sites and spoke with staff and construction workers that they

← COSCO Group top executives visiting construction sites in COSCO (Shanghai)

↓ Mr. Li Yunpeng talking to a female worker from a Yunnan minority area



met there. Mr. Li Yunpeng talked with subcontracted workers from one of the many Yunnan minority areas, asking about their working and living conditions in the shipyard and expressing his hope that these young workers will lead a dignified, healthy life and benefit from the growth of COSCO.

A FEW WORDS FOR THE NEW YEAR, 2014

New Year's wishes

Yu Shu

COSCO (Dalian) Shipyard

When the clock strikes twelve on December 31, 2013, people all over the world cheer and wish each other a very Happy New Year. For some, this event is no more than a change of a calendar. For others, the New Year symbolizes the beginning of a better life. My new year's wishes are quite simple. May we live in a world where we could feel the love in every sunset, every

flower's unfolding petals, every baby's smile, every lover's kiss, and every wonderful, astonishing, miraculous heartbeat of ours. In the coming Year, I want to enjoy every single moment: the good, bad, beautiful, ugly, inspiring, the not-so-glamorous moments. To accomplish great things, we must not only act but also dream, not only plan but also believe.

Best wishes for New Year 2014.

I don't know, but I can guess.

Wu Xuejiao

COSCO (Dalian) Shipyard

Half a century ago, the science fiction writer Isaac Asimov published an article in the New York Times, imagining himself wandering about the 2014 World Expo, predicting the emergence of intelligent communications equipment, unmanned vehicles, multi-media teaching and more, which didn't exist – weren't even thinkable in his time. Today, the scientific and technological development made good the predictions of Mr. Isaac Asimov,

and what once seemed impossible has already become a casual part of our lives.

Now we are standing at a new starting point, where science, humanities and the natural environment are all waiting for progress in new areas. In the next 50 years, what will be the new human-achievement?

I don't know, but I can guess.

Perhaps the world will become a bigger one, because wandering around in the universe has always been a dream of mankind; or it will become smaller, where the

shift between spaces can be accomplished in the blink of an eye. Perhaps the world will move faster, because all work can be done instantly just by moving a finger; or it will turn slower, when people learn to slow down their pace, make good of what they have now, and pursue their dreams in a peaceful way.

Everything is just a guess.

Perhaps the world will not get bigger, smaller, faster, or slower. But at least it won't become a bad one.

I don't know, but I do believe it.