



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.



COSCO delivers semi-submersible accommodation unit to Cotemar

On January 5, COSCO (Nantong) Shipyard delivered a semi-submersible offshore accommodation unit to the Mexican buyer, Cotemar. Capable of accommodating 990 people, the unit is the biggest offshore accommodation unit in the world. COSCO Shipyard independently carried out the detailed design, production design, procurement of all equipment and installation and debugging of equipment and systems.

Based on GustoMSC's Ocean500 design, the structural design of the unit makes it suitable for work in the UK

North Sea, Gulf of Mexico and Brazilian seas. The unit is built to meet the IMO noise level rules and Resolution A468 (XII), as well as the relevant standards and specifications of DNV, MPA (Maritime Singapore), IMO, ILO (International Labour Organization) and USCG (U.S. Coast Guard). Quick connection between the accommodation unit and a second offshore unit (i.e., a drilling rig or a production unit) is enabled by a highly advanced telescopic gangway, which can be used in various sea conditions as long as the angle of inclination of the unit

is below 17 degrees. In case of an emergency or extreme weather, the gateway will be automatically disconnected to make the accommodation unit an emergency shelter.

The unit measures 91 metres LOA, 67 metres in breadth, 27.5 metres in depth, has an overall height of nearly 60 metres and has a design draft of 20 metres. It is equipped with six main engines and six thrusters, giving a maximum cruising speed of 12 knots. It is also equipped with a DP3 dynamic positioning system, FI-FI Class II firefighting system, a helicopter deck and deck cranes

with working loads of 75 and 300 tonnes. It has 230 cabins, each with a window, which will be capable of accommodating a crew of 750; enough space is reserved so that an additional living quarter module can be installed whenever necessary to accommodate another 240 people. The dining hall is capable of simultaneously serving 300 people.

A total of eight semi-submersible offshore accommodation units are currently being built at COSCO Shipyards.

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COSCO Nantong: Thrusters installed on first cylindrical offshore accommodation unit



On January 11, an offshore accommodation unit, with the unique Sevan cylindrical design, set out for sea trials. The following day the trials made the headlines in "The People's Daily", China's official, and most influential, newspaper.

At 12pm on January 18, good news was received from Luhushan Anchorage confirming that all six thrusters had been successfully installed on the unit. Each thruster measures 8 metres in length, 6 metres in breadth, 4 metres in height and 74 tonnes in weight. These thrusters are the largest COSCO Shipyards have handled in terms of both size and



weight.

COSCO is the first yard in the world to build an offshore accommodation unit with a cylindrical design, which is considered to enhance the stability and reliability of the unit. It can accommodate 490 people and is suitable for operation in harsh sea

environments. With no previous experience to learn from, nor example to follow, we took every step with caution. The machinery workshop worked closely with the service engineers to make detailed plans and carry out simulation tests multiple times. During the installation we were subjected to extreme tropical cyclones, a cold wave and a very strong gale. After 124 hours of persistent working, the thrusters were finally installed successfully.

This was COSCO's first sea trial for an offshore project in 2015. At the moment COSCO Shipyards have a total of three cylindrical accommodation units on order.

Maersk Supply Service delegation visits COSCO Shipyard

On January 6, a delegation of nine, led by the Maersk Supply Service CEO, Mr. Carsten Plougmann Anderson, Chief Operating Officer, Mr. Claus T. Sørensen, and the Head of Newbuildings of Maersk Group Procurement Department, Ms. Lotte G. Lunderg, paid a visit to the COSCO Shipyard Group head office in Dalian. The delegation also inspected the offshore construction site and outfitting pier in COSCO (Dalian) Shipyard. The COSCO Shipyard Group President, Mr. Liang Yanfeng, and the COSCO (Dalian) General Manager, Mr. Gao Yongqiang, warmly received the delegation.

At the head office, both parties discussed the construction progress of the four subsea



supply vessels (SSV) COSCO had undertaken to build for Maersk in July 2014. Mr. Anderson expressed his satisfaction with the current progress and suggested the yard speed up design and procurement to ensure a timely delivery of the first project on which they were

cooperating. Mr. Liang expressed his appreciation to Maersk for entrusting COSCO with their first offshore marine equipment order in China; he said COSCO was determined to make the project a successful one and a good start to a long-term partnership.

COSCO Zhoushan: Two KC Maritime newbuilds named on the same day

On January 10 two 64,000-dwt bulk carriers, being built by COSCO (Zhoushan) Shipyard for the Hong Kong buyer KC Maritime, were named Darya Tiana and Darya Chand. The KC Maritime Chairman, Mr. Sham L.Chellaram, Director, Mr. Vikram S.Chellaram, Chief Executive Officer, Mr. Vikrant S.Bhati; Lloyd's Register Asia Marine Manager for Hong Kong & Taiwan, Mr. Arun Jha, Marine Manager for East China, Mr. Sun Qingchen; COSCO Shipyard Group President, Mr. Liang Yanfeng, Commercial Headquarters Managing Director, Mr. Li Rong, COSCO (Zhoushan) Shipyard General Manager, Mr. Dong Yezong, Party Secretary, Mr. Cao Huadong, and more than 100 guests, co-witnessed the moment.

At the naming ceremony, Mr.

Bhati spoke highly of the yard's working standard and efficiency, expressed his appreciation to the construction team for their knowledge and services, and said he had full confidence in the yard's ability to successfully deliver the newbuild projects ordered at COSCO Shipyards. Mr. Liang thanked the KC Maritime staff for their full support during the construction; he emphasised that KC Maritime is our old friend and long-term partner and we would continue to provide them with the best products and services; he also wished that the partnership between the two sides would strengthen and last into the future.

Both vessels are classed by LR. Each measures 199.9 metres LOA, 32.36 metres in breadth and 18.5 metres in depth.



COSCO Dalian: Sea trials completed on first product tanker

On December 25, 2014, a 22,000-dwt product tanker being built by COSCO (Dalian) Shipyard for the Singaporean buyer, Coastal Refining Corporation Pte. Ltd, returned from a series of sea trials. Its performance in vibration and noise control, cruising speed

and main engine fuel consumption reached the expected technical standards. Both the buyer and class expressed their satisfaction with the test results.

The vessel is now being completed and is scheduled for delivery in January 2015.



COSCO Zhoushan delivers stinger barge to Allseas

On December 3, 2014, COSCO (Zhoushan) Shipyard delivered a stinger barge, named Bumblebee, to the Dutch buyer, Allseas. The buyer's representative, Mr. Arie Jan Kooijman, and the attending manager, Andy Smith, co-witnessed the signing of the delivery documents.

This is the first offshore stinger barge COSCO (Zhoushan) has

undertaken to build. The detailed design and production design of the barge were independently completed by the COSCO (Zhoushan) Shipyard Technology Centre. Classed by Lloyd's Register, the barge measures 150 metres LOA, 36 metres in breadth and 9 metres in depth.

During the construction process the production staff implemented a

strict, plan-oriented management model, drawing on the master plan to develop monthly plans and weekly plans, steadily approaching the goal step by step. Meanwhile, our business staff worked with the buyers with open ears and open hearts, attentively responding to every variation order, email and weekly report, thus winning the buyers' support and recognition.



COSCO Zhoushan: Keel laid for offshore floating terminals

Guo Zhaoxian

COSCO (Zhoushan) Shipyard

On January 15 the keel-laying for the high-end offshore floating terminals (OFT), being built by COSCO (Zhoushan) Shipyard for the Singaporean buyer Rocktree, was held in the yard's dry dock 2#. This will be one of the most advanced unpowered offshore floating terminals in the world. It will measure 100 metres LOA, 30 metres in breadth and 7 metres in

depth, have a scantling draft of 5.6 metres and a summer draft of 5.5 metres; the displacement at the summer draft will be about 15,160 tonnes, and the deadweight at the design draft about 6,400 tonnes. It will be equipped with one 30-tonne and one 25-tonne grab and a shiploader system. Apart from the propulsion and navigation systems, its engine room and living quarters arrangement is the same as that of merchant ships.

COSCO Guangdong: Sea trials completed on Vroon PSV

At midnight on January 3 a platform supply vessel (PSV), being built by COSCO (Guangdong) Shipyard for the Dutch buyer Vroon, returned from a series of sea trials.

This is the first of the six ULSTEIN PX121 PSVs the yard has undertaken to build for Vroon. With full cooperation from the owners and service engineers, the debugging and verification of 25

items was successfully completed, including the communication and navigation system, radar blind spot, bow thruster load test, unmanned machinery space, mooring system, firefighting system, dynamic positioning system and FMEA (Failure mode and effects analysis).

The sea trials coincided with the New Year holiday. To express our appreciation to the owners,

surveyors and service engineers, the yard's sea trial team held a dinner party to celebrate the New Year together with the ship's crew.

The Dutch owner and COSCO (Guangdong) Shipyard have maintained a close partnership over the years. In addition to the six PSVs, the owner has also ordered seven livestock carriers at the yard.



COSCO Guangdong launches COSL AHTS

On December 25, 2014, COSCO (Guangdong) Shipyard launched an 8,000-horsepower anchor handling tug supply vessel (AHTS), "Hai Yang Shi You 641", being built for the domestic buyer, China Oilfield Services Limited (COSL).

Classed by China Classification Society (CCS), the vessel measures 73.8 metres LOA, 16 metres in breadth, 7.4 metres

in depth, has a design draft of 4.8 metres, a maximum loading capacity of 2,150 tonnes and can transfer up to 100 people. It is designed to transport supplies and crew, as well as provide rescue and guard services for offshore platforms in deep and general waters. The design and construction of the vessel meets the accepted standards of the offshore oil E&P industry.

COSCO Dalian launches COSL deepwater PSVs

On January 2 and January 27 two 9,000-horsepower deepwater platform supply vessels (PSVs), "Hai Yang Shi You 660" and "Hai Yang Shi You 661", were launched in COSCO (Dalian) Shipyard. This is the first time COSCO (Dalian) Shipyard has had the opportunity to cooperate with the domestic buyer, China Oilfield Services Limited (COSL).

The vessels are considered the most advanced multipurpose deepwater PSVs in Asia. Equipped with DP2 dynamic positioning systems and FI-FI Class I firefighting systems, they have been designed to ensure great performance in seaworthiness and seakeeping. Each vessel measures 85.4 metres LOA, 20 metres in breadth, 8.6 metres in depth, has a design draft of 7 metres, a deck space of 1,000 square metres and a maximum loading capacity of 4,700 tonnes. They are designed to transport supplies, such as fresh water, fuel oil, bulk cargos, mud and methanol, to offshore platforms. They can also provide rescue and guard services. The production design of the vessels was completed independently by COSCO (Dalian) Shipyard.



CMA CGM Libra: Bulbous bow and propeller renewed at COSCO Zhoushan

Yang Guochen

COSCO (Zhoushan) Shipyard

CMA CGM Libra is one of the 11,400-teu container ships from CMA CGM fleet. This is her second docking repair since 2011. The major jobs included reinforcement of hatch cover panels, installation of one additional marine gas oil (MGO) pipe system in accordance with the latest emission control areas (ECA) regulations, bulbous bow modification, propeller and stern tube bush renewal, as well as other regular maintenance work.

The vessel measures 363 metres LOA and 45.6 metres in breadth; each hatch panel weighs more than 35 tonnes; the existing propeller - almost 100 tonnes; the new bulbous bow - about 180 tonnes; and one section of the tail shaft - around 80 tonnes. It is a giant in every sense and posed a challenge to the yard's facilities. On



top of that, sophisticated technical support, efficient management, sufficient man power and a high level of quality control were also essential for the successful execution of the project.

First we studied the project carefully, determined the main jobs and produced a master plan. Relying on our rich experience

in bulbous bow modification on large container ships, as well as expertise in shaft and propeller system repairs or renewal, we started working enthusiastically on the project, from the bulbous bow fabrication to coating treatment, from the hatch cover work to shifting the tail shaft ashore and back, from propeller removal and transportation to shaft alignment and bush machining, hitting each target with precision.

We managed to replace the bulbous bow in 5 days and renewal of the forward and after tube bush and the propeller was completed with equal efficiency. During the sea trials, the performance of all the systems was verified without any defect. Our execution of this project has been held in high regard by both the owner and the Class.



COSCO Qidong employee Ni Jianming recognized as National Technician

An employee of COSCO (Qidong) Offshore, Mr. Ni Jianming, has recently been recognized as a National Technician by the Chinese Ministry of Human Resources.

As a member of the yard's quality control team, Ni contributed to a number of vital projects, among which were the construction of pile legs for wind turbine installation vessels built for the Dutch buyer, Vroon, and the welding of imported EH36 high-strength steel on the stools of a pipe laying vessel built for the Malaysian buyer, TL Offshore. His talent and expertise have been verified in various competitions at the provincial level.

First messenger in the New Year

COSCO Zhoushan repairs MV Kang Yuan from COSCO (HK) Shipping

Ma Liang

COSCO (Zhoushan) Shipyard

At the beginning of 2015 MV Kang Yuan, from COSCO (HK) Shipping, arrived at COSCO (Zhoushan) Shipyard and was expertly moored alongside our shipyard jetty. This is the first repair project we have undertaken for the owner in 2015, marking the beginning of a new round of cooperation between the two parties in the New Year. In 2014, COSCO (Zhoushan) repaired a record breaking total of 51 vessels for our sister companies, 18 of which came from COSCO (HK) Shipping, making it our biggest partner within the COSCO shipping

organisation.

The main work scope for MV Kang Yuan included sandblasting and painting five cargo holds and hatch covers, thorough cleaning of oily sludge from the duct keel, renewing all the oil pipes, overhauling and renewing four deck crane jib wheels and the navigation room, dismantling and overhauling all the hatch cover pins; overhauling the main engine, auxiliary engine and turbocharger, as well as extensive pipe renewal in the engine room.

The biggest challenge of the project was to keep up with the schedule while at the same time avoiding what we call cross work

(in which different work teams can unintentionally conflict with each other), especially in the cargo holds and on the main deck where cross jobs were common. With safety as the top priority, the jobs were carried out one by one. Thanks to thorough preparation and effective control of the repair team, the project was completed as scheduled.

The owners expressed their satisfaction with our work efficiency and unstinting service. Another four vessels from the owner, Kang Zhong, Kang Fu, Fu Kang and Fu Min, will come to our shipyard for repair in February and March.



Seasons and the sea

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CASPAR DAVID FRIEDRICH

"The Monk by the sea",
1809/10 (Berlin National Gallery)
Oil on canvas, 110-172 cm

I quit the art agency just to get closer to the sea
Last time we toured it was in a northern city
Where there is great dim sum
And a coastline whose end one cannot see

The whole day I wandered along this shore
Losing track of the reflection of a seaquill
If I keep searching for long enough
Will He show me the light, like He did before?

The party is over by midnight
After the salty scent goes my mind
Wild waves run into moss-covered stones
A thousand pieces of pearl dancing in the moon
The striped body of a lighthouse barely in view

I stand so close, can feel myself within Him, and Him in me
My heart flutters as does His under the darkened surface
I await His answers - the philosopher, my wise man
But none comes - just the sea, the moon and the striped lighthouse