



# 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.

## “Sea Installer” receives Offshore Renewables Award

From February 22 to 23, the biggest events in the offshore vessel calendar was held during two days of excellent presentations, lively debates and outstanding networking at Riviera Maritime Media’s Annual Offshore Support Journal (OSJ) Conference and Awards in London .

In the Offshore Renewables Award, A2Sea and its Sea Installer offshore wind turbine construction vessel, beat off tough competition from HGO Infrasea Solutions (and its Innovation), Jumbo Shipping (Jumbo Javelin) and Swire Blue Ocean (with Pacific Orca), which were also on the shortlist.



On February 27, Mr. Jens Frederik Hansen, the CEO of A2Sea visited COSCO Shipyard and was warmly welcome by the company’s president, Mr. Wang Yuhang. Mr.

Jens Frederik Hansen appreciated our COSCO Shipyard’s contribution for the award and expressed his wish to strengthen the cooperation with us in the future.



## Cooperation Agreement with Wan Hai Lines Ltd

On February 26, a Ship Repairing Cooperation Agreement was signed between COSCO Shipyard and Wan Hai Lines Ltd. According to the agreement, 10 container vessels, which are on Wan Hai’s list of

vessels scheduled for repair in 2013, will be repaired in COSCO Shipyard. This agreement has laid a foundation for a working relationship which will be of mutual benefit to both sides; a win-win result for all.



## Turnkey contract secured for semi-submersible tender assist drilling rig

Recently, COSCO Guangdong Shipyard secured a contract with Energy Drilling Pte Ltd. to construct a Semi Submersible Tender Assist Drilling Rig valued at over USD200 million, with an option for an additional unit.

The turn-key contract includes the supply of the DES (Derrick Equipment Set) and the delivery is set for June 2015.

The rig is a GustoMSC Ocean400 TD design, equipped to work alongside specialized deepwater trussed spars, tension leg platforms and compliant towers outside of benign

environments and is very well suited to production drilling in shallow water due to its ability to drill and mobilize quickly in adverse weather conditions.

When completed , the rig will be one of the biggest and most modern semi-submersible tender assist drilling rigs in the market, with the largest variable deck load (VDL) of 4000 MT and the highest air-gap of 10m. The DES is designed to drill on platforms of over 120ft and is equipped with a quad-mast rated for one million lbs hook-load.

## Petrobras visited COSCO Shipyard

On January 28, a team led by Mr. Jose Antouio De Figueiredo, the Vice president of Petrobras, began a three day visit to COSCO Shipyard and were warmly welcomed and received by Mr. Wang Yuhang, the President of COSCO Shipyard. The guests appreciated COSCO Shipyards’ achievements with offshore construction and conversion and the two parties engaged in extensive discussions about their cooperation on projects so far.





## One PSV steel cutting the other keel laying

On February 18, COSCO Guangdong Shipyard cut the steel for N494, the 3rd Platform Supply Vessel (PSV) in its series for the buyer, Tide Water Marine L. L. C, in the yard's workshop. At the same time, a keel laying

ceremony was held for N492, another ship in the series for the same buyer.

The yard leaders, ship owners, ship surveyors and construction team members co-witnessed the big moment.



## 82K BC named and delivered

On January 23, the 82,000 bulk carrier N376, being built for Union Marine, was delivered at COSCO Dalian Shipyard. The lady sponsor, Ms. Melina Varonis, named the vessel "Union Mariner". Mr. Orestis Varonis and Mr. Gao Yongqiang signed the delivery contract.

The ship is 20.25M in length, 32.25M in width with 14.5m scantling draft, 14.4kn voyage speed and 81963.61t deadweight. It's the first ship in its series being built for Union Marine. The keel will soon be laid for another ship in the series which is now under construction in the yard.

## COSCO Zhoushan Shipyard secured two offshore contracts

Recently, two contracts secured by COSCO Zhoushan Shipyard, to build one Shuttle Tanker and one Stinger Barge for two different European buyers, become effective. The 152k Shuttle Tanker is 276.3M in length, 46M in width with 17.5M

designed draft and 152000Ton DWT. The 150M Stinger Barge is 150M in length, 36M in width and 9M in depth.

It is another breakthrough since the yard secured 4 Platform Support Vessel contracts last year.

## One 57,000DWT BC delivered, one launched

On January 31, COSCO Zhoushan Shipyard successfully delivered N383, named "Ocean Beauty"; the first 57,000DWT bulk carrier built for the Oceanstar company, whose second vessel of the same series was launched on the same day. The delivered bulk carrier measures 189.99M LOA and 32.26M in breadth.



## "Stingray" pipe laying tests

Recently, COSCO Nantong Shipyard assisted the Dutch company Van Oord in carrying out river trials for "Stingray". "Stingray" is a shallow water pipe lay barge which has been under conversion in COSCO Nantong Shipyard for nearly one year. The river trial took place in the Lang Shan anchorage of the Chang

Jiang River. The trials involved a ten anchor GPS positioning/anchoring test and a 20 inch diameter pipe laying / collecting test.

The barge is 120M in length, 40M in width and is classified by ABS. Originally a simple pipe lay crane barge, the conversion project included pipe

layer equipment installation, living quarters construction and hull structure engineering. The vessel is capable of installing and replacing pipelines in shallow waters at a depth of up to 100 meters with a maximum pipeline diameter of 60 inches, 500 tonnes lifting capacity and can accommodate up to 300 people.





## Pipe laying vessel module location

On February 3, COSCO Nantong Shipyard successfully completed the location of the module on the fore ship of N448, the pipe laying vessel Sapura 1300, being built for a Malaysian buyer by the yard. The yard overcame various construction difficulties and, due to careful preparation and planning, and using advanced tools such as 'Total Station' and 3D analysis software to collect data and optimize analysis, location of the module on the fore ship was successfully

completed over an intense 12 hour period.



## DMI (NT) FPSO lower riser balcony steel cutting

On January 25, DMI (NT), one of supporting enterprises of COSCO Shipyard, held a steel cutting ceremony for the FPSO lower riser balcony project undertaken for its buyer Petrobras. Mr. Paulo Martins and Mr. Bellas, the ship owners representatives, Mr. Simao from ECOVIX, and Mr. Yangyan

from ABS, as well as leaders from COSCO Shanghai Shipyard and DMI (NT) co-witnessed the moment.

The project is contracted by COSCO Shanghai Shipyard and subcontracted by DMI (NT). The steel structural work involved some 2,300 tons with an impressive maximum materials thickness of 125mm.



## COSCO Guangdong First Drilling Tender Barge keel laying

On February 21, COSCO Guangdong Shipyard held a keel laying ceremony for N490, Tender Barge Edrill-1, being built for Energy Drilling.

Mr. Marcus Chew, the President of the ship owner's company, Mr.

Huan Yueshi, the G.M. of COSCO Guangdong Shipyard, and other members of the working team co-witnessed the big moment. The vessel is 100M in length, 30M in depth and can accommodate 170 people.

## COSCO Group investigated

On February 19, a team led by Mr. Sun Jiakang, the Vice President of the COSCO Group, visited COSCO Shipyard for an all-round review of its business practices in such areas as risk management, Internal control, collaborative business management and overall development of the yard. The leaders and relevant departments gave reports on the business areas involved and both sides exchanged ideas and entered into a deep discussion about



issues of common concern. Mr. Sun fully affirmed COSCO Shipyard's continued performance improvements and gave

instructions and requirements for how to push forward specific areas targeted for continued improvement and development.

## COSCO Dalian secured another FPSO conversion contract

On February 17, COSCO Dalian Shipyard secured another contract with the EEP company to convert

"Petrobras 77", whose final user is Petrobras.

The yard's first conversion

project "Petrobras 75", with the same buyer, is now progressing smoothly.



## Sharing happiness through sports

On January 19, a sports meeting was held in COSOC Guangdong Shipyard. About four

hundred people participated in the events and the exciting occasion showed the harmony

and activity of the enterprise's cultural atmosphere.





## Sister Vessels From Korea Successfully Repaired

In January of this year, "Morning Celesta" and "Morning Carol", belonging to Wilhelmsen Ship Management Korea, were repaired in COSCO Nantong Shipyard. The main repair work scope involved normal docking repair, maintenance, de-rusting and painting of side ramp and stern ramps on the car deck, various steel plates renewals and mechanical repair work.

In view of the infrequent attendance of vessels from the Korean Market to COSCO Shipyard in recent years, our commercial headquarters have made special efforts to develop the clients in Korea actively, and we look to these owners as our important customers and pay much attention

to them. During the repair period of the two vessels in COSCO Nantong, we provided them with the most preferential prices, we arranged for both vessels to go directly to our floating dock as soon as they arrived at the shipyard, we mobilized the most skillful work team possible, made a reasonable repair schedule and strictly controlled the repair time and quality, so as to ensure the successful repair of the two ships and enable them to sail on time.

The owners are very satisfied with the repair projects, and will bring ships again to the yard for repair. The ship repair market for COSCO Shipyard in Korea presents great vitality.

## First trailing suction Hopper Dredger repaired in Guangdong

Thus COSCO Guangdong shipyard successfully finished the first trailing suction Hopper Dredger-Huang Pu Hao repair job.

MV HUANG PU HAO is a 39 year old trailing suction Hopper Dredger, belonging to the Shenzhen Dachandao Group. Her main dimensions are: length overall 130m, breadth molded 19m, depth molded 6.5m.

The main tasks included normal docking repairs, a rudder repair job and pipe renewals on the main deck. We also successfully solved a tailshaft oil leakage problem within 24 hours. It was the first time for us to repair a dredger but our good cooperation won the owner's high praise and they have expressed their wish for further cooperation in the near future.



## Professional and cleaned Shipyard

"This is the first time working with COSCO Nantong Shipyard. And I am really happy for my correct choice," said Mr. Yannis Sidiropoulos, a Technical Manager from AB Maritime INC, after attending the full process of "Eugenia B" dry docking and repair, "we have more and more opportunities to cooperate with the shipyards in the Far East area. When I asked my Greek friends for one yard, three of them recommended the COSCO Shipyard Group. You know, when one person recommends one

yard, we will consider it, because we know nothing, but when 3 different friends recommend the one, same yard, we should try it."

"Then, we saw the cleanest shipyard I have ever seen in my life. During the full progress of the repair, the professional standards, impeccable work process, perfect safety control and excellent work effect shocked us deeply. All work was inspected and tested only one time. This removed our last bit of doubt. COSCO shipyard is a professional, standard, normative and safe yard, the same as my

friend told us. I will suggest to my company that your yard will be the only option for my next vessel which is due for repair this March. You wait for me."

Finally, Mr. Yannis said, "I will try to set up long term cooperation between COSCO and AB Maritime. This is my job. Further more, I will tell my other friends everything we saw and we felt, and recommend COSCO to them, just as my friends did to me. I believe you will prove my recommendation is correct again."



## Interview with "COSCO America" Engineering superintendent

Good hardware, scientific management and the team spirit of bearing hardships are the important factors of COSCO Zhoushan Shipyard repair services.

On January 18, 2013, the repair of the ship "COSCO America" is about to be completed for the ship owner COSCON Container Lines Co., Ltd. COSCON is one of the world's leading providers of integrated container shipping services. Before leaving COSCO Zhoushan, Mr. Chen, the ship's engineering superintendent, granted us a brief interview.

Working on board for 22 years, from when he was a cadet to becoming the chief engineer, Mr. Chen is full of feelings to COSCO, "We are very satisfied with the quality control and shipping schedule control of COSCO Zhoushan."

"COSCO Europe" and "COSCO America" are among the largest container ships in the world. Both vessels came to COSCO Zhoushan for their first five-year special inspection. The first special inspection is very important for a vessel, which needs all new certificates. Hence, not only do the shipowners need to consider the hardware conditions of the shipyard but also its technical ability and strength.

"The ship repair team members are all graduates of professional colleges who have a hard-working spirit. They have been working on board - at any time you can see their shadows. The ship repair team members are young and modest. When issues are raised, they will spread out the drawings at any time to solve the problem immediately."

Mr. Chen also affirmed

the close communication and coordination of the shipyard throughout the repair process. During the repair period, COSCO held a meeting at 9:00 am every day, which was attended by the captain, chief engineer and chief officer. Issues raised by the ship owner, were always timely resolved by the yard. The captain asked Mr. Chen to write a letter of thanks to the yard to express their thanks for the perfect repair.

When talking about the COSCO repair policy, Chen Lichun expressed his firm support for the decision-making of the COSCO Group.

At the end of the interview, Mr. Chen highly recommended COSCO Zhoushan. He also said that he is full of feeling for COSCO, and that we are all members of COSCO's extended family—we wish COSCO continued growth and success.