



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 Secures Four 111,000-dwt Crude / Product Carriers



A contract for the construction of four 111,000-dwt crude / product carriers, signed between COSCO (Zhoushan) Shipyard and the European owner Frontfleet, has recently come into effect. This is another major newbuilding

order that COSCO (Zhoushan) has secured during the first half of 2013, following orders for platform supply vessels (PSVs), a 150m stinger barge and a 160m launch barge.

The tankers will measure 251.9

metres in length, 44 metres in breadth, 21.3 metres in height, and have a cruising speed of 14.6 knots, with an unrestricted sailing area. Classed by DNV, the tankers will be capable of carrying both crude oil and refined oil with

a flash point below 60 degrees centigrade. The construction of the four vessels is to start one after another in 2014, whilst the deliveries are scheduled to take place in 2015.



COSCO Guangdong's First Tender Drilling Rig: Main Hull Erection Completed

➤ P02



COSCO (Qidong) Offshore Delivers Jack-up Barge

➤ P02

Made in China: Two Livestock Carriers Named in COSCO (Guangdong) Shipyard

On the morning of July 23, two livestock carriers, being built in COSCO (Guangdong) Shipyard for the Dutch owner Vroon B.V., were named "Galloway" and "Ganado Express". These are the first livestock carriers to be built in a Chinese Shipyard. COSCO (Guangdong) owns the intellectual property of the vessels. The successful construction of the vessels not only fills the gap for livestock carrier construction technology in the domestic shipbuilding industry, but also marks another breakthrough COSCO (Guangdong) has made in the special ship section.

The naming ceremony saw the presence of the owner's Supervisor, Mr. Pieter Willem Vroon, General Manager Mr. Coco Vroon, Deputy General Manager Mr. Herman Marks, Bureau Veritas' (BV) Senior Vice President, Mr. Claude Maillot and leaders from the Science and Technology



Bureau of Dongguan City.

The two livestock carriers will be mainly used for the transport of live animals. Each vessel can accommodate about 3,000 head of cattle. The vessels are a core innovative project in Guangdong Province. They measure 134.8 metres in LOA, 19.6 metres in breadth, have a design draft of 11.3 metres and a cruising speed of 16.75 knots with 30 days of endurance ability. The net area of cattle stalls reaches 4,600 square metres. The vessels

adopt a single-engine / single-propeller propulsion system with unrestricted navigation area. Classed by BV, the overall design, construction technology, safety capabilities and fuel efficiency of the vessels have reached an advanced level in the domestic and international shipbuilding industry. The safety capabilities of the vessels meet the Australian Maritime Safety specifications. In the construction process, COSCO (Guangdong) Shipyard adheres to the green shipbuilding concept,

implements green manufacturing technology; the marine gas oil (MGO) emissions are kept below 0.1%, which has great significance in the sulfur oxides (SOX) control in the shipping industry as well as for global environmental protection.

Vroon B.V. is a leading shipping company from the Netherlands, who sees its main business in special ship shipping. It owns a fleet of more than 160 vessels, covering eight vessel types including offshore engineering vessels, livestock carriers, car carriers, etc. The company has trusted COSCO (Guangdong) Shipyard with the construction of four livestock carriers and two platform supply vessels (PSVs). At the naming ceremony, the General Manager of Vroon B.V., Mr. Coco Vroon, highly praised the yard's project team for their professionalism and pursuit of excellence.



Two 57,000-dwt Bulk Carriers Named on the Same Day in COSCO (Guangdong)

➤ P03



COSCO (Zhoushan) Completes Three Bulbous Bow Conversions

➤ P04

COSCO Guangdong's First Tender Drilling Rig: Main Hull Erection Completed

On July 5, following the successful erection of the 53G Block, the main hull of the first tender drilling rig to be built by COSCO (Guangdong) Shipyard for the Singaporean owner Energy Drilling, began to take shape. The vessel measures 100 metres in LOA, 30 metres in breadth, can accommodate 170 people and is capable of drilling in water depths of up to 2000 metres. The unit is being built to meet the IMO noise level rules and the ABS Mobile Offshore Drilling Units (MODU) rules. The rig is scheduled to be launched in September 2013.

During the block erection process, the project team set



high standards, made elaborate plans and collaborated closely with the materials, technology, safety and quality departments.

This resulted in all the equipment being installed on board on schedule with the pre-outfitting rate reaching 90%.

COSCO Guangdong's First Platform Supply Vessel: Main Hull Erection Completed



On July 10, following the successful erection of the '809' Block, the main section of the first platform supply vessel (PSV), being built in COSCO (Guangdong) Shipyard, had taken shape, making way for intense preparations for launching. The vessel is the first of the four platform supply vessels ordered by the American owner Tide Water from COSCO (Guangdong) Shipyard. The vessel measures

83.75 metres in length, 18 metres in length and 7 metres in height.

In the process of block erection, despite the wet weather and summer heat, the project team worked overtime and succeeded in ensuring close collaboration between relevant workshops and departments and took a variety of effective measures to strengthen surface control of the blocks to ultimately reach their block erection target.

COSCO (Qidong) Offshore Delivers Jack-up Barge

On July 24, COSCO (Qidong) Offshore Successfully Delivered the Sea-1250 jack-up barge and its supporting transport barge to the Australian owner BAM Clough. The president of Bam Clough, Mr. Mark Guinee, and the deputy general manager of COSCO (Qidong) Offshore, Mr. Tang Shengtao, attended the delivery ceremony.

The jack-up barge measures 46.5 metres in length, 30.3 metres in breadth and 4.5 metres in height. The design draft is 2.4 metres. The main hull weighs 1,955 tons, the four 55m spud legs – 650 tons. The barge is equipped with a crane with a lifting capacity of 300 tons. The barge will mainly be used for offshore terminal construction.



Two Vessels Undocked on the Same Day in COSCO (Qidong) Offshore



On July 3, the wind turbine installation vessel "Sea Installer 2#" and the pipelay vessel "Sapura 3300", being built in COSCO (Qidong) Offshore, were undocked on the same day.

After undocking, the remaining hull jobs for "Sea Installer 2#" will be concluded and the unit will be prepared for MC commissioning, whilst "Sapura 3300" will undergo large equipment installation as well as cable laying work.

Offshore Project Focus

Semi-submersible Drilling Rig "Sevan 650 4#"

Recently, the semi-submersible drilling rig "Sevan 650 4#", being built by COSCO (Nantong) Shipyard for Sevan Drilling, has completed the installation of key equipment such as the helicopter

deck and Christmas tree, marking the successful completion of all large facility lifting and installation works. The unit will soon proceed to the commissioning stage.



Dana Petroleum CEO Visits the COSCO Shipyard Group

On July 4, a delegation of four from the British company Dana Petroleum, led by CEO Mr. Marcus Richards, paid a visit to the Dalian head office of the COSCO Shipyard Group. The president of the COSCO Shipyard Group, Mr. Wang Yuhang, warmly received the delegation.

The client visited the enterprise

exhibition hall and had a friendly exchange with Mr. Wang Yuhang. The two sides discussed further strengthening their business cooperation in days to come.

The general manager of the Offshore Division, Mr. Ni Tao, and the deputy general manager, Mr. Tang Shengtao also attended the talks.



COSL Vice President Visits COSCO Shipyard

On July 12, a delegation from COSL (China Oilfield Services Limited), led by the vice president, Mr. Cao Shujie, paid a visit to the Dalian head office of the COSCO Shipyard Group. The president of the COSCO Shipyard Group, Mr. Wang Yuhang, warmly received the delegation and showed them around the enterprise exhibition hall, illustrating the recent

business successes and production developments of the Group. The two sides had a friendly exchange. The general manager of COSCO (Dalian) Shipyard, Mr. Gao Yongqiang was also present at the reception, after which the delegation proceeded to COSCO (Dalian) Shipyard and inspected the production site.



Two 57,000-dwt Bulk Carriers Named on the Same Day in COSCO (Guangdong)

On July 10, the naming ceremonies for the two 57,000-dwt bulk carriers, being built by COSCO (Guangdong) Shipyard for the Greek owner Golden Union, were held simultaneously. The vessels were named "Flag Gangos" and "Ioannis G".

More than 150 people,

including the owner's representative, Mr. Markopoulos Gerasimos, the general manager of Class NK Guangzhou Branch, Mr. Luo Yudong, the owner's site representatives, the yard's leaders and the shipbuilding division staff, co-witnessed the moment.

The cooperation between

Golden Union and COSCO (Guangdong) started 19 years ago. Since then the two sides have established a friendly and trusty relationship. COSCO (Guangdong) has already built and delivered four vessels for Golden Union.

Zhongxing Sea-Land Wins Two Oil Tanker Superstructures

Recently, Zhongxing Sea-Land Engineering Ltd, a fully owned subsidiary of the COSCO Shipyard Group, entered into a contract with Guangzhou Shipyard International Company (GSI) to build a pair of 115,000-dwt oil tanker superstructures, as well as an LOI (letter of intent) to build two more superstructures

for a pair of 308,000-dwt very large crude carriers (VLCCs). This is the first product tanker superstructures Zhongxing Sea-Land has undertaken to build, as well as the largest in tonnage, which marks a new record for Zhongxing Sea-Land in the superstructure construction business.

Guangzhou Shipyard International is the biggest oil tanker builder in southern China. Hopefully the order will serve as a good beginning for the cooperation between GSI and Zhongxing Sea-Land. The two superstructures are scheduled to be delivered by the end of 2013.

Zhongxing Sea-Land 57m Ore Carrier Successfully Completes Sea Trials

On July 19, a 57m ore carrier, being built in Zhongxing Sea-Land Engineering, successfully completed her sea trials.

Since this is Zhongxing Sea-Land's first shipbuilding project,

the company made extensive and careful plans and preparations. The sea trial staff worked in unity and overcame many difficulties.

After 12 hours of intensive work, all 21 ship performance tests were

successfully completed, with all performance indicators meeting the design specification. The owners, surveyors and clients were very satisfied with the results.

57,000-dwt Bulk Carrier Successfully Launched

Recently, COSCO (Dalian) Shipyard successfully launched a 57,000-dwt bulk carrier being built for State Development & Investment Corporation (SDIC). The owner's representatives, CCS surveyors, the owner's inspectors and yard's relevant personnel co-witnessed the moment.

The vessel measures 189.99 metres in LOA, 32.26 metres in breadth and 18 metres in depth. SDIC ordered a total of four 57,000-dwt bulk carriers, two of which have already been delivered; the third one is being commissioned and is set to be sea-trialed in August.

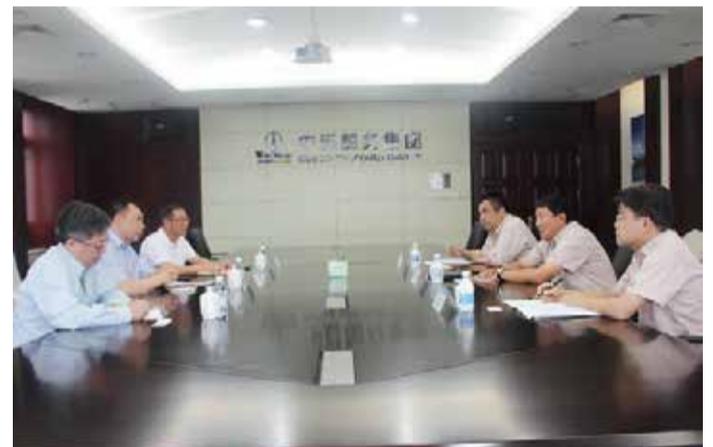
ABS China Area Vice President Visits the COSCO Shipyard Group

On July 16, a delegation from the American Bureau of Shipping (ABS), led by the Vice President of China Area, Mr. Li Guowei, paid a visit to the COSCO Shipyard Group. The president of the Group, Mr. Wang Yuhang, warmly received the delegation. The two sides had a pleasant review of their past cooperation.

Mr. Guo spoke highly of the progress the COSCO Shipyard Group had made in recent years in the field of marine engineering

and shipbuilding and expressed his wish to further strengthen cooperation. Mr. Wang Yuhang expressed his thanks to ABS for their long-term support and said the Group will strive to ensure further cooperation.

The general manager of the COSCO Shipyard Group Production Management Department, Mr. Huang Xu, and the general manager of the Technical Department, Mr. Zhao Zhijian, were also present at the meeting.



COSCO (Guangdong) Titled the "Safety Culture Demonstration Enterprise"

After a strict assessment, which lasted over 6 months, COSCO (Guangdong) Shipyard has stood out from many competitors and been nominated as the "Safety Culture Demonstration Enterprise" by the Guangdong Provincial Administration of Work Safety.

In recent years, COSCO (Guangdong) Shipyard has actively improved and strictly implemented its safety management system. As

part of this effort, they have used a multi-media platform to provide safety education in an innovative way, which has further spread and strengthened the traditional safety culture of the COSCO Shipyard Group. COSCO (Guangdong) Shipyard's successful endeavors have also attracted wide attention from mainstream media such as the Guangdong Safe Production Magazine and the China Ocean Shipping News.



COSCO (Zhoushan) Completes Three Bulbous Bow Conversions

On July 19, container vessel "CMA CGM Otello" completed all conversion jobs and sailed on time, marking a perfect end to the 8200-teu container series bulbous bow conversion project, undertaken by COSCO (Zhoushan) Shipyard for the French owner CMA CGM.

"CMA CGM Otello" arrived at COSCO (Zhoushan) Shipyard at the end of June and was docked on July 6. Compared with the previous two conversions, the "CMA CGM Otello" project involved quite a lot of extra work in addition to the bow conversion, including a cargo hold fan motor and air passage renewal, cargo hold guide rail repair, ICCP

renewal, overboard pipeline work, deck and shell plate painting, all of which had to be completed during the same repair period as the other simpler conversions. COSCO (Zhoushan) made comprehensive pre-preparations and arrangements, effectively avoided cross-construction, ensured the integrity inspection of the bulbous bow block was completed before docking, and finished the removal of the old bulbous bow and the installment of the new one with great precision and high efficiency.

Based on rich production experience, in the removal and installment process, COSCO (Zhoushan) has developed exclusive bulbous bow positioning

techniques, with the help of which the speed record of the conversion has been bettered several times. The removal of the old bulbous bow and the installation of the new one on "CMA CGM Otello" took 10 hours overall, 2 hours faster than on the previous vessel. According to relevant statistics, after the bulbous bow conversion, fuel efficiency of the same type of vessels sailing at the same speed can be increased by approximately 5%, and the yearly fuel saving of one vessel is expected to exceed 1 million US dollars.

"CMA CGM Tosca" and "CMA CGM Nabucco" were successfully completed in May and June, respectively.

A Letter of Appreciation from the CMA Ships Executive Vice President, Mr. Ludovic Gerard for the Bulbous Bow Conversions of MV "CMA CGM Tosca", "CMA CGM Nabucco" and "CMA CGM OTELLO" and the Repair of the Sea Damaged Vessel "CMA CGM Florida"

Dear Mr Li, Mr Cao

Time is passing very fast since Giovanni Marmoro and I signed the Fleet Agreement in November 2012 in Shanghai and Zhoushan. At that time, no one of us could imagine how much work would have been performed by COSCO Zhoushan Shipyard in only few months on our fleet.

By this letter, I wish to send you our sincere appreciation for the great jobs performed by all your managers and workers in Zhoushan for our vessels.

The bow conversions and regular drydockings on our CMA CGM TOSCA, CMA CGM NABUCCO and CMA CGM OTELLO went very well. All jobs performed to our satisfaction, despite a small delay for one of the ladies.

The repair works on CMA CGM FLORIDA were a real challenge for all of us.

I do believe with our combined expertise and cooperation, we achieved a difficult repair and straightening of the vessel without cutting in two parts, this was an excellent performance and she has been delivered in schedule for phasing in back into her weekly service perfectly.

Once again, please share our sincere thanks with your teams.

We look forward to pursue our cooperation in good harmony, for the benefit and prosperity of our Companies.

With my warmest regards,

Ludovic GERARD

Executive Vice President, CMA Ships



First-class Service Wins the Trust of the Clients: Good cooperation between MSC and COSCO (Zhoushan) shipyard

Xu Xiaolin (COSCO (Zhoushan) Shipyard)

Following the successful repair of MV "MSC Erminia", COSCO (Zhoushan) Shipyard has won the repair job of five more container vessels from MSC Shipmanagement Limited; "MSC Katyani", "MSC Agata", "MSC Annick", "MSC Banu" and "MSC Nerissa". COSCO (Zhoushan) Shipyard has won the full trust from MSC Shipmanagement thanks to their aspiring service, exquisite technology, strict quality control and precise security consciousness. We believe that we will receive further orders from MSC Shipmanagement. This esteemed company will become our important client from now on. So far, COSCO (Zhoushan) Shipyard has obtained recognition from the world's top three container vessel companies.

MSC Shipmanagement owns a total of 472 vessels and is the second biggest container ship corporation in the world. Their Cyprus branch owns 127 container vessels. MSC Shipmanagement plans to further expand her fleet and she is starving for one reliable copartner.

MV "MSC Erminia" is a 20-year-old vessel. She measures 276.52 metres in LOA, 32.2 metres in breadth and 21.2 metres in height. She was the first MSC vessel to be dry-docked and repaired in COSCO (Zhoushan) Shipyard in 2013. She arrived in our yard on April

28 and the repair job was started on the same day. The proposed repair period was 30 days and we completed the entire job within 29 days. The main jobs included shell plate full blasting and painting and steel plate renewal, for cargo hold cell guides, ballast tanks, fuel oil tanks, hatch covers, engine room, and main deck outfitting jobs, of around 80 tonnes. The total length of renewed pipes in the engine room and on main deck reached about 400 metres. The project distinguished itself by having a large quantity of jobs at various major and dispersed locations. We finished the entire project one day ahead of schedule because of our great efforts, and the owner's representative was very satisfied with the job.

This is the first time for Mr. Prashant Kumar to come to our COSCO (Zhoushan) Shipyard, but he supposed himself to be an old COSCO member in his humorous way: "The hearty service made me feel at home," said Mr. Prashant Kumar. His words were the best reward we could be given for our work.

We believe that MSC Shipmanagement has already found the perfect cooperater, based on the highly satisfactory cooperating experience during the above mentioned projects. We will treasure this opportunity and try our best to extend our good cooperation and friendly relationship.

Repair of MV "Francesco Corrado"

Wang Jing (COSCO (Nantong) Shipyard)

On July 11, under the joint efforts of the project team and the workshops, COSCO (Nantong) Shipyard successfully completed the docking repair of MV "Francesco Corrado". The precise repair period and quality control has been fully affirmed and highly appreciated once again by the owner, who sent an appreciation letter to the shipyard in which they expressed their thanks to the project team for their hard work during the repair period.

MV "Francesco Corrado" arrived in COSCO (Nantong) on June 27. The main work included grit blasting and coating of the hull and seven cargo holds, installation of a new entrance trunk from the upper deck to the double bottom tank and related outfitting on the corrugated bulkheads of Nos. 3, 4 and 6 cargo holds, grit blasting and coating of hatch cover rubber channel and rubber renewal, repair and tightness test of hatch cover rest pad and stopper, as well as regular docking, mechanical and electrical items. Considering that the repair period

was tight and the jobs between cargo hold coating and steel work were incompatible, and in order to ensure the quality, progress and safety of the job, the project team had a meeting with the owners before the vessel's arrival to work out a detailed working schedule and to make sure they were fully prepared.

During the repair, the project team and the site workers overcame the influence of rainy and very hot weather, carefully arranged the work schedule and inspection plan, optimised the work procedures, improved the work efficiency, expedited the project progress, and completed the high quality repair task within the contract delivery date.

Before the owner's superintendent left, he said: "During this repair, we witnessed the repair strength of COSCO once again, and COSCO has once again proven itself worthy of the owner's trust. Thank you very much for your high attention and great efforts. We will fully support the COSCO repair business, and look forward to our next cooperation in November!"