



# PandaNews

## COSCO SHIPYARD NEWSPAPER

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## First 105,000DWT Shuttle Tanker Naming Ceremony



On December 16, the first vessel of the 105,000DWT Shuttle Tanker series, independently designed and built by COSCO Shipyard, was named FORTALEZA KNUTSEN in COSCO Nantong Shipyard. The successful construction marked a technical breakthrough for advanced offshore engineering vessels in China. This big event also had landmark significance in the development of deep water drilling support equipment in China.

The shuttle tanker, being built for the Norwegian owner "KNUTSEN OAS SHIPPING AS", meets the construction standards and safety requirements of three parties, including Norway's Statoil, Brazilian Oil and Gas giant Petrobras and DNV class.

COSCO Shipyard owns all the independent intellectual property rights of its basic design, detailed design, and production design, a number of which fill the gap in the domestic field. Compared with normal tankers, the shuttle tanker has better maneuverability to provide the crude oil transfer services between FPSO, FSO, oil platforms, and onshore oil facilities. Its bow loading system is able to achieve the precise transmission of crude oil both in the floating

state and in the moving state of the supplier and acceptor. The vessel is equipped with a dynamic positioning system, controllable pitch propeller, fore-and-aft thruster, unmanned machinery space, and helideck. These special features enable it to carry out all special offshore operations in a harsh environment. Additionally, it is equipped with a system reducing VOC (volatile organic compounds) emission, which is beneficial for environmental pollution control, making it a low-carbon green offshore engineered vessel.

At the naming ceremony, Mr. Xu Hui, Vice Mayor of Nantong City, congratulated COSCO Nantong Shipyard on the successful construction of FORTALEZA KNUTSEN. He added this fully demonstrated the technical strength of COSCO Shipyard for building large offshore engineering units, and made an outstanding contribution to the development of the offshore engineering industry in Nantong City.

Mr. Lv Shimin, Deputy General Manager of COSCO Shipyard Group, in his speeches expressed his heartfelt thanks to Nantong municipal government which has concerned

itself with, and supported the development of, COSCO Shipyard for a very long time. He said that the successful construction of FORTALEZA KNUTSEN indicated our capability to carry out independent research and scientific innovation and puts us among the leading world-class level of service providers in this field. COSCO Shipyard has been looking forward to more extensive cooperation with global shipping and energy companies, especially with KNUTSEN OAS SHIPPING AS.

Mr. Trygve Seglem, President of KNUTSEN OAS SHIPPING AS, spoke very highly of the construction standards and capabilities in high efficiency and high quality of COSCO Nantong Shipyard, and expressed his wish to take this cooperation as a great opportunity, then further strengthen exchanges and jointly develop and build more and more state-of-the-art offshore products.

Key representatives from the municipal government and relevant government authorities in Nantong City, the ship owner, COSCO Group and DNV Class, among others, attended the naming ceremony.

## N192 Naming Ceremony

On the morning of 20th December, COSCO Guangdong Shipyard held a naming ceremony for the second 57,000DWT bulk carrier N192, being built for the Turkish owner ER shipping. The godmother, Mrs. Hale Ergenc, together with her son Mr. Eray Ergenc, named the vessel 'ER NAZIRE'.

Mr. Hasan Naiboglu, Undersecretary for Turkish Maritime Affairs, Mr. Cihan Ergenc, Board Chairman of ER shipping, Mr. Zhan Shuming, chief engineer of COSCO Shipyard Group, and other representatives from the owner, the class, and the yard, co-witnessed this great moment.

Mr. Cihan Ergenc, Mr. Zhanshu Ming, Mr. Hasan and other leaders delivered speeches at the ceremony. Mr. Cihan Ergenc spoke highly of the yard's efforts for continuous improvements in management and other aspects and especially expressed his gratitude to the N192 project team.

Mr. Zhan Shuming expressed his sincere thanks to ER Shipping for its trust, understanding and support of the development of the Guangdong shipyard over the years, and hoped that the yard would continue to provide the owners with more satisfactory services.

During the ceremony, Mr. Cihan Ergenc, on behalf of ER shipping, donated USD 50,000 to the Guangdong yard for improving working conditions of the employees. Mr. Cihan Ergenc planted a tree together with the yard's leaders as a symbol of their long-standing friendship.

ER shipping has signed four newbuild contracts with COSCO Guangdong Shipyard, two of which have been delivered, and the other two are being pushed forward on schedule.



## The customer, but also a friend!

Interview with Mr. Subhanker G. Dastidar from ODFJELL(Singapore)

By Han Xu



BOW FERTILITY is a typical chemical and hydraulic gas tanker belonging to the biggest chemical shipping company, ODFJELL. Facing a series of delicate and difficult tasks, the COSCO project team completed the mission outstandingly.

Before sailing, we had a chance to interview the superintendent Mr. Subhanker G. Dastidar, face to face.

Both the big boss of COSCO Lianyungang Shipyard and the ship owners had a chat with each other when we got into the superintendent's office. When the conversation turned to the topic of the vessel's repair, the experiences re-lived were vivid.

Things are so familiar to recall, as if it happened today! Mr. Subhanker G. Dastidar said that ODFJELL is an old partner of

COSCO SHIPYARD but that this had been the first cooperation with COSCO Lianyungang Shipyard. Then he said, as a matter of fact, that he had worried about whether the project could be performed smoothly. He realized that only time would tell, and in the end the worry turned out to be unnecessary.

The project management members developed a detailed work schedule, and concluded every procedure and working plan. Preliminary tank coating planning is necessary and they got a good

understanding of the 'fingerprint' of the liquid cargo tank and ballast tank by using highly skilled painters.

No doubt, the power of COSCO SHIPYARD is being well received by shipping companies from all over the world.

In his eyes, dedicated spirit is also very precious. He told us the story that when he got on board before sailing, every corner was clear: whether on the main deck or the main engine room floor. At that time he said that he felt that the COSCO Lianyungang Shipyard

project team was rigorous and very strict in its working practices.

When he offered his impression about Lianyungang City, Mr. Subhanker G. Dastidar said jokingly, everything here is wonderful except one thing. We lost the basketball game between us. If he were to have a chance, he'd come back to win.

At the end of this interview, he said he was very satisfied with this project and wondered when the next opportunity to cooperate would present itself!

## MILESTONE: 57,000DWT BULK CARRIER

## N192 Completes Sea Trial



The 57,000DWT bulk carrier N192, being built for the Turkish owner ER Shipping, slowly pulled up alongside dock No.7 to the sound of firecrackers, after successfully completing sea trials at COSCO Guangdong Shipyard on the morning of November 27.

Leaders and staff representatives of COSCO Guangdong Shipyard

welcomed the returning sea-trial crew. The trials included the load test of the main engine, and an 'engine room unmanned' control test, among 50 other tests. All test data and performance conformed to the design requirements. N192 has now entered the final stage of works, and it is expected to be delivered successfully upon completion.

## N232 Launching

On December 8, N232, the 57,000DWT bulk carrier, being built for the Greek owner DYNACOM, was towed and slid onto the floating dock of 'Cuihuashan' in COSCO Guangdong Shipyard, smoothly achieving the 'whole ship' launching. It took only 3 hours and 20 minutes to finish it, a significant improvement on earlier similar operations. After launching, the vessel will dock and further erection, painting and checking of compartment integrity will be carried out.



## N247 Sea Trials



On December 11th, the second 57,000DWT bulk carrier (N247), being built for the British owner OCEAN AGENCIES LIMITED, accomplished its sea trials successfully in COSCO Zhoushan Shipyard. It took less than 40 hours to finish off all of the relevant inspections and tests and, once again, a new record was set for the time taken by the yard to complete seatrials for a newbuilding. It is reported that COSCO Zhoushan Shipyard will spare no effort to get the various follow-up jobs done well, with delivery by the end of this month.

## N222 Sea Trials



On December 18, the 57,000DWT bulk carrier (N222), being built for Dalian Tiger Shipping, completed its sea trials in COSCO Dalian Shipyard.

Due to the good integrity of the ship, as well as careful inspection throughout installation and commissioning, during sea trials the various systems and equipment ran without a trace of trouble. The owner highly rated the yard's performance. Meanwhile, it took only 55 days from launching to sea trials, which set a new record in COSCO Zhoushan Shipyard. The ship is currently having remaining painting jobs completed.

## N229 completes sea trials

N229, the fourth 57,000DWT bulk carrier being built for the Greek owner DYNACOM, completed its sea trials in COSCO Guangdong Shipyard on the afternoon of 15th December. Leaders and representatives from the shipyard welcomed the trial crew at the number 4 berth.

Both the duration of the trial and the integrity of ship had been significantly improved when compared with the previous newbuilds. At the moment, N229 has entered into the final stage of completion of remaining jobs before delivery.



On December 7, the naming ceremony of the 57,000 DWT bulk carrier (N248), being built for the UK owner OCEAN AGENCIES, was held in COSCO Zhoushan Shipyard.

## N248 Naming Ceremony

This ceremony was presided over by Mr. Cao Huadong, the Party Secretary of COSCO Zhoushan Shipyard. Mr. ANDREY E. MANYAKHIN, Commercial Director of OCEAN AGENCIES, Mr. Chen Siyang, Deputy General Manager of the China Region of BV Classification Society, and Mr. Dong Yezong, the General Manager of COSCO Zhoushan Shipyard delivered the speeches. At the ceremony, the Godmother, Ms. Buzhak Nina cut the rope and named this new ship 'ARIZONA'.

"ARIZONA" was jointly designed by Shanghai Ship Design Institute and COSCO Zhoushan Shipyard, and its construction was supervised by BV Classification Society. It is the first ship in a series of 3 vessels being built for OCEAN AGENCIES LTD.

## Naming of the fourth 30,000DWT heavy-lift vessel

On the 17th of December, the fourth 30,000DWT heavy-lift vessel, being built for Chinese-Polish Joint Stock Shipping (Chipolbrok), was named 'Chipolbrok Galaxy' in COSCO Dalian Shipyard. 'Chipolbrok Galaxy' is the fourteenth newbuild vessel the Dalian yard has named this year.

Ms. Sun Yueying, Chief Financial Officer of COSCO Group, Mr. Sun Min and Mr. Janusz Janiszewski, the General Directors of Chipolbrok, Mr. Xia Lijian, Secretary of the Party Committee of Chipolbrok, Mr. Wang Xingru, President of COSCO Shipyard Group, and Mr. Ma Zhong, Secretary of

the Party Committee of COSCO Shipyard Group, attended the naming ceremony. Ms. Sun Yueying cut the rope and named the vessel.

The 30,000DWT heavy-lift ships measure 199.80m in length, 27.80m in breadth and 15.50m in depth, with a scantling draft of 11.00m, a loading capacity of 1,904 TEU, a speed of 19.2 knots and a range of 15,000 sea miles. The overall project has advanced more smoothly for each successive vessel on the basis of experience that the yard has steadily gained.



## MILESTONE: 80,000DWT BULK CARRIER

## N267 Naming ceremony



On December 6, the 80,000DWT bulk carrier N267, being built for Vanship Holdings (HongKong), was successfully named after 'SHINYO AYUSH' in COSCO Dalian Shipyard. Mr. Alexander Slee, the General Manager of Vanship Holdings, Mr. Yan Chengxiang, Deputy General Manager of COSCO Shipyard Group and General Manager of COSCO Dalian Shipyard, and key representatives from the ship owner and the shipyard attended the milestone event.

'SHINYO AYUSH' is the first vessel in the 80,000DWT bulk carrier series being built for Vanship Holdings Ltd. The vessel measures 229 meters long, 20.25 meters high, and 32.26 meters wide. After the naming, it will be delivered to the owner in the near future.



## Opening up new prospects in Sino-Indonesia cooperation

Interview with Mr. Taufik Agustono from PT Trada Maritime Tbk

Mr. Taufik Agustono is now the Chief Operating Officer of PT Trada Maritime Tbk, and has served as the onsite superintendent manager for the FSO Lentera Bangsa.

**Q:** Today, we are witnessing together the delivery of the FSO Lentera Bangsa. Please talk about your mood and feelings at the moment.

**A:** Thank God that we are gathering in Guangdong to witness the delivery of MT Lentera Bangsa in COSCO Shipyard. This vessel is an old ship that our company had just bought, we didn't know too much about its specific condition. After the surveyor's inspection, the steel works renewal scope saw a sudden increase of more than 2,000 tonnes; far beyond our expectations. At first, we were very worried that the additional work would greatly prolong the duration of the whole project. Later on, we found that COSCO Guangdong Shipyard had a

great ability to quickly organize production and within a few days, a lot of manpower and equipment had been put in place. I was very impressed with their working efficiency, and so glad that we had definitely picked the right shipyard.

After conversion, Lentera Bangsa will be a unique and leading FSO and is also one of our biggest projects. I am very pleased with its successful conversion, and it will greatly enhance the strength of our fleet. Lentera Bangsa is about to arrive in Indonesia, and will complete its first task in January next year, and I am convinced that the work will be done excellently. This of course could not be done without COSCO Shipyard's great support and contribution to MT Lentera Bangsa's conversion to an FSO.

**Q:** Do you have any comment and advice for COSCO Shipyard in terms of the project management, product quality control and safety

management throughout the conversion process?

**A:** Your project management is very good. During the conversion and repair of our vessel, the shipyard give us the best project team to complete the job on schedule. They take responsibility, and have good communication skills and a real teamwork spirit. All of them are so enthusiastic and clearly pleased to solve problems for us, we are very happy to work with them.

You have a great strength in project management, especially in steel structure, and the quality control is good. For the application for inspection of the conversion, every time the team submitted the plans one day in advance, which saved a lot time for us. In the past nine months, we did not experience any major injuries. I would like to take this opportunity to express my heartfelt gratitude for all those who have contributed to this successful delivery of Lentera Bangsa.

What made it become more special is your team commitment to provide almost unlimited support and a high quality of service to satisfy your client. The services of COSCO Shipyard are embodied not only in every aspect of project management, but also in a positive and enthusiastic attitude towards us. Chinese people are so friendly; that is what I was most impressed with.

**Q:** With the delivery of FSO Lentera Bangsa, our cooperation has taken a successful first step. What do you think of the future cooperation between Trada Maritime and COSCO Shipyard?

**A:** COSCO Shipyard is dedicated to the development of the ship newbuilding and offshore engineering market, technology research and development and human resources training, which has an important cooperative significance for Trada Maritime. Especially, COSCO Guangdong

Shipyard has done well to establish itself as a shipyard with an excellent infrastructure, a large and highly skilled labor force and a young and energetic management team. I believe that with all of this, COSCO Shipyard will become a market leader in the offshore and marine engineering field in the near future.

And I do hope this happens because this project is only the beginning of our long-term relationship. As the biggest FSO provider in Indonesia, Trada Maritime is truly committed to expand its business continuously; not only in offshore projects, but also in liquid cargo and dry-bulk transportation services. It is a perfect time for us to create brilliance hand in hand, and I would be glad to have further cooperation with your good shipyard whether it is in newbuilding, offshore or ship repair projects. We expect Trada Maritime and COSCO Shipyard will accomplish another miracle together.



## Quality control of GM4000

Recently, the semi-submersible drilling platform GM4000 project, being built by COSCO Nantong Shipyard, has been in a critical stage of completion inspection. Because the project construction needs to meet the requirements of DNV, specifications of DSB and PSA and among others, its quality standards and degree of quality management is very high. The yard's quality department

actively organized quality management personnel to learn the project building specifications and ship classification rules, meanwhile they invited DSB engineers to the Nantong shipyard to run specification knowledge forums and conduct operational guidance so as to lay a good foundation to ensure the project reaches the specified high levels of quality.

## Octabuoy in progress

The hull column construction of Octabuoy, being built for American ATP OIL & GAS, is nearly complete in the COSCO Qidong Offshore Base. Octabuoy, the octagonal semi-submersible drilling unit, is an FDPSO semi-submersible drilling production storage platform. Its structural weight is about 23,114 tonnes, including the octagonal pontoons, 4 columns, and a riser platform, among others.

For this project, the hull column section below 46.6 m has already been successfully launched. This time, COSCO Nantong Shipyard has been building

the hull column section from 46.6 m to 65.9 m. However, its cylindrical structure brought the yard a great deal of challenges with the construction and scaffolding erection. In order to meet the special requirements of scaffold erection during the fabrication of hull blocks, COSCO Nantong technical center worked out a detailed scheme of scaffolding erection, which laid a solid foundation for the smooth progress of hull column fabrication. When these hull column blocks are completed, they will be erected with the hull columns previously launched.



# Perfect Repair Experience built a new cooperation foundation

By Han Xu

Co-operative work experience between COSCO Lianyungang Shipyard and Taiwan U-MING MARINE TRANSPORT CORPORATION has been running since the establishment of COSCO Lianyungang Shipyard. On Oct 16th, MV CEMENT AUSTRALIA arrived at the yard for repair. With a length of 260 meters, a width of 43 meters and a depth of 23.9 meters, she is a kind of cape size vessel. She's the largest ever vessel, at 149000 DWT, repaired by COSCO Lianyungang Shipyard.

The steel work involved 9 cargo holds and steel renewal work comprised nearly 1000 tonnes. Internal tank coating work extended to nearly 81000m<sup>2</sup> and she also

had 91000m<sup>2</sup> of cargo hold sand blasting and painting work. This work was all to be completed in only one month.

For the entire work scope all the staff, from the company directors to our experienced staff, was 100 percent devoted to the project. Early planning work, leading to a detailed work schedule and the rational disposition of manpower were the primary focus.

By readjusting the work structure, taking advantage of a grouped method for cargo hold coating, arranging steel work and tank coating rationally, the team accelerated the progress of the coating project. By using water jet PRO to improve the rust removing efficiency the team significantly decreased

the working cycle. All the workers reinforced the construction management of the project, overcame technical barriers, and achieved a first class coating project in only 25 days.

At one point, the error information being reported about steel plate size was not as anticipated. The ship owner was very concerned that the work schedule could be delayed as a result. At this decisive point, COSCO Lianyungang Shipyard held an urgent meeting and was able to solve the problem by using existing steel plate and also distributing resources from other COSCO SHIPYARD enterprises.

The project team laid a lot of emphasis on work carried out on the inner bottom plate of some of the cargo holds. Because the steel plate stocks were limited, the technical supervisor suggested a new plan: the urgent purchase planning was taken and finished at the end of the first stage of project. In only 35 days, the main steel work, tank coating and the new added work were all finished and a new record was created.

The inspiration, passion, practice and innovation displayed by the teams has given strength to all the staff and also moved the ship owner. Because of this kind spirit, COSCO Lianyungang Shipyard is laying a solid foundation for the future. More and more customers will give COSCO Lianyungang Shipyard their full trust.



## President of COSCO Corporation visits

Mr. Jiang Lijun, President of the COSCO Corporation (Singapore), and Mr. Lu Chenggang, Vice President of COSCO Holdings (Singapore), made an inspection of COSCO Shanghai Shipyard on the 9th December.

During the inspection, Mr. Liu Yuguo, General Manager of COSCO Shanghai Shipyard, gave a report on the recent progress of the yard. President Jiang Lijun highly praised the successes they had achieved in the last few years. Meanwhile, President Jiang hoped COSCO Shanghai Shipyard could further broaden their ideas, seize the opportunity and break through the limitations in accordance with the general requirements of COSCO Shipyard, making great efforts to achieve the three objectives of 'maximization' covering shareholders' rights and interests, enterprise benefit, and employee income.

## Best services deserved by loyal friends

By Shao Zhengdong

The vessel M/V ALITIS entered our Cosco Nantong shipyard on 10th Oct for D/D repair. She is from EMPROS Shipping Management SA which is a new client to our yard, but the attending Technical Manager, Mr. Costas Petsas, is an old friend of our yard, and was previously in Nantong shipyard in 1995. Although he has worked for various companies during the past 15 years, he always retained his idea that Cosco Nantong shipyard is the best yard in China. This time, as the Technical manager, he strongly recommended that the owner of his company repair their vessels in our yard, saying that in many areas, such as schedule control, Q.C and safety management, this is a very reliable shipyard.

Nevertheless, during the first three days, the vessel was subject to many shifting operations because of other projects in the yard, and consequently the work progress on this vessel was not so smooth. With the quoted total repair period of 12 days the shipyard project team suffered much pressure even though Mr. Costas expressed his understanding for the shipyard's

situation and did believe that the shipyard could deliver the vessel on time. In return for the owner's good cooperation our project team adjusted the working schedule immediately intending to recover the lost 3 days.

In the next 9 working days, all the shipyard's project team members worked extremely hard onboard and strictly followed the updated schedule. Whilst working on the various repairs, such as the cargo holds treatment, fuel oil tank chemical cleaning, hydraulic piping pressure test, main deck pipeline renewal, main deck platform new arrangement etc, the different shipyard departments worked in parallel and smoothly even though some jobs overlapped each other. All the people aimed for the same target of delivering the vessel on time.

On the afternoon of the 12th day after the vessel had arrived at the yard, she sailed from the shipyard directly after undocking, which proved once again to our old friend that Cosco Nantong shipyard is consistently reliable. With the solid and further strengthened friendship, more and more cooperation is coming!

## 'SHEN NENG 1' completed first drydocking

On November 28, 'SHEN NENG 1', the severely sea damaged coal carrier project, completed her first dry-dock repair works and smoothly undocked in Dalian COSCO Shipyard. For this repair, the technical staff in COSCO Dalian pioneered a unique set of sealing solution to ensure the smooth progress of the repair, with precise calculation of strength, stress and other indicators.

As a double bottom single hull Panamax ship, it took 25 days to finish this first docking project for 'SHEN NENG 1', which mainly included 1,050 tonnes of steel renewals in the bilge and double bottom. Because the tail shaft, intermediate shaft, shaft seals, rudder system, and main engine were badly damaged, the whole double bottom had to be removed and renewed, involving nearly 2,300 tons of steel structure.

The overall repair works were carried out in three phases, and the ship docked once during each phase. Since the vessel suffered from severe deformation, it was very difficult to conduct the connection of the old and new structure between

the different phases. The structural control became a top priority, because it was not only necessary to ensure the strength and tightness, but also to minimize the project materials quantities. Therefore, the technicians adapted a sealing solution they themselves designed. According to this program, the outer bottom plate is no longer guaranteed watertight, but the inner bottom plate was seal welded, so that the inner bottom plate could replace the outer bottom plate to ensure the tightness of the vessel. Meanwhile, a temporary reinforcement was carried out in the lateral position of the inner and outer bottom in order to provide them with sufficient overall longitudinal strength.

Currently, 50% of all the work to be carried out on the the vessel has been completed, whilst special coating of the side tank is nearing completion. Later on, the Dalian yard will commence the second drydocking works, including 500 tonnes of steel renewal of double bottomstructure and the installation of piping systems in the engine room.

