



# PandaNews

## COSCO SHIPYARD NEWSPAPER

COSCO SHIPYARD GROUP CO.,LTD. | Website: <http://www.cosco-shipyard.com/englishNew/> | Marketing: (86-21)58600111 | Subscriptions: [panda\\_news@cosco-shipyard.com](mailto:panda_news@cosco-shipyard.com)



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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 multiple offshore and shipbuilding contracts

Recently, COSCO (Qidong) Offshore secured contracts from a subsidiary of Prosafe SE for the engineering, procurement and construction of two semi-submersible accommodation vessels with options for four further units.

The vessels will be among the most advanced and flexible units in the world and will be ready for operation in 2016.

The vessels will be of Gusto MSC's Ocean 500 design and will be equipped with 500 beds, DP3 station keeping systems, 10-point chain mooring and 300-tonne cranes.

Another COSCO Shipyard subsidiary, COSCO (Dalian) Shipyard, has also entered into contracts with an overseas buyer for two LeTourneau Super 116E jack-up drilling rigs. The units are scheduled for delivery in the first and second half of 2016. The buyer has also secured options for



two additional jack-up drilling rigs. Meanwhile, a European buyer has declared effective the first

option for one 64,000-dwt dry bulk carrier. The vessel will be built in COSCO (Zhoushan) Shipyard and

is scheduled for delivery in the second half of 2014.



Two vessels launched and one completes sea trials in COSCO Guangdong

➤ P02



"At Their Most Beautiful"

A selection of work from the COSCO Shipyard photographic competition

➤ P03

## COSCO Zhoushan delivers FPSO forebody

On November 11, COSCO (Zhoushan) successfully delivered an FPSO forebody, which was then shipped by a COSCO Shipping-owned semi-submersible vessel, MV "Xiang Rui Kou", to its overseas owner.

Thanks to the great operational and technical support from COSCO (Shanghai), and the comprehensive planning and experienced construction organization of COSCO (Zhoushan), the forebody was built to a high standard and one million man hours of construction were safely completed. The completion of the project

shows the power of successful collaboration between the COSCO shipyards.

The forebody measures 151.3 metres in length, 54 metres in breadth, and 31.5 metres in height. Weighing over 20,550 tonnes, it is the biggest cargo the semi-submersible vessel "Xiang Rui Kou" has undertaken to transport. The cooperation between COSCO Shipyard and COSCO Shipping enables the COSCO subsidiaries to provide a one-stop service (engineering, construction, transportation and installation) to offshore clients worldwide.



## Deputy-Minister of Industry and Trade of the Russian Federation visits COSCO Shipyard

On November 13, the Deputy Minister of Industry and Trade of the Russian Federation, Mr. Aleksey Rakhmanov, and the Director of the Department of Shipbuilding Industry, Mr. Strugov, accompanied by the Deputy Director of the International Cooperation Department, Ministry of Industry and Information Technology, Mr. Cui Zhihua, paid a visit to the COSCO Shipyard Group head office. The president of the COSCO Shipyard Group, Mr.

Wang Yuhang, warmly received the delegation and outlined the business operation of the Group, especially the development of the high-end offshore equipment fabrication business, in recent years; he also positively reviewed the good partnership established between COSCO Shipyards and Russian shipowners.

The delegation then proceeded to COSCO (Dalian) Shipyard and visited the VLCC "Algarve", which is being converted into an FPSO.



COSCO Dalian repairs "Bohai 7" jack-up drilling rig

➤ P04



## Two vessels launched and one completes sea trials in COSCO Guangdong

COSCO (Guangdong) Shipyard just had a busy week - a 35,000-dwt bulk carrier and a platform supply vessel were launched in the

shipyard, while a livestock carrier successfully completed sea trials.

On November 8, COSCO (Guangdong) launched a 35,000-

dwt bulk carrier, which was the fifth of her kind being built for the Turkish owner Er Group. The owners, inspectors and yard's project team members co-witnessed the moment.

Two days later, on November 10, COSCO (Guangdong) launched a platform supply vessel, which is the first of a series of four, being built for the American owner Tidewater, as well as the first platform supply vessel the shipyard has built. The vessel measures 83.75 metres in length, 18 metres in breadth and 7 metres in height.

Meanwhile, on November 7, the second livestock carrier, being built for the Dutch owner Vroon, returned triumphantly from a four-day sea trial.



## COSCO Dalian to launch the COSL PSV project

On November 11, a coordination meeting was held in COSCO (Dalian) Shipyard for the construction of the deepwater platform supply vessels ordered by the domestic owner China Oilfield Services (COSL). The vice president of COSL, Mr. Cao Shujie, general manager of COSCO

(Dalian), Mr. Gao Yongqiang, party secretary, Mr. Shang Zhengmao, as well as relevant personnel from COSL, China Classification Society (CCS), Wärtsilä and equipment suppliers, attended the meeting.

The parties reported their progress in project preparation and found solutions for specific

problems discovered during the pre-construction process. COSCO (Dalian) has been actively involved in the ship design and procurement, strengthening precision and quality control to ensure the integrity and progress of the project.

The COSL vice president, Mr. Cao Shujie, said that the deepwater PSV project was of great importance to COSL; he expressed his hope that the owner, shipyard, design house and suppliers would cooperate closely with each other, putting emphasis on weight control, quality and safe construction. We believe that the joint effort of the parties will ensure a successful delivery of the first vessel.



## COSCO Shipyard Total Automation develops submersible pump system

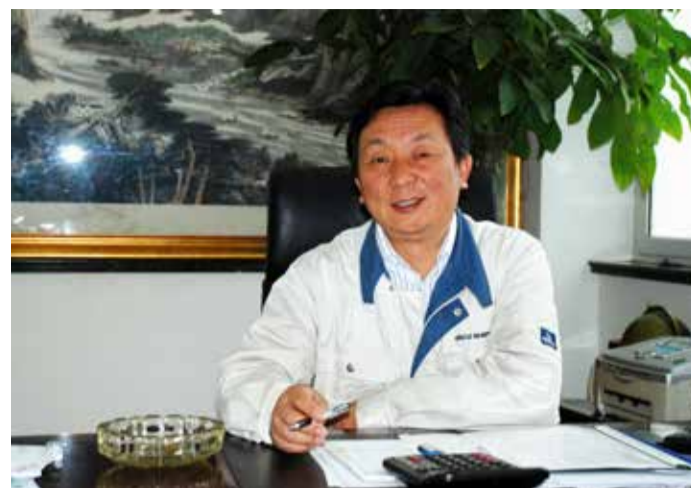
Recently, the "Sea Dragon-01" ("SD-01") submersible pump system, developed and integrated by COSCO Nantong Total Automation Co., Ltd., was installed on the Sea-1250 jack-up barge. Recognised by ABS, the system is the first of its kind in the domestic market and marks another breakthrough for COSCO Shipyard Total Automation as a professional technical services provider.

The pump system measures 3.218 metres in length, 2 metres in breadth and 2.59 metres in height. It weighs 3,900 kilograms and has a flow rate of 100 cubic metres per hour. The operating depth of its two hoses is 26 metres. The system functions like this: when the platform of the jack-up barge rises above the sea surface, the hoses and the submersible pump, which are attached to a

winch, will be lowered into the water. The water pump will then start up automatically to supply water to the platform. COSCO Shipyard Total Automation undertook the submersible pump integration project for the Sea-1250 jack-up barge in October 2012, and has thus become the first domestic manufacturer to acquire independent intellectual property rights for this type of equipment. Extensively absorbing foreign experience, COSCO Shipyard Total Automation took only eight months to complete the development successfully. The key parts of the pump system are manufactured to extremely fine tolerances, and the size and weight of the pump system is only one-third of foreign products with the same specifications.

To ensure the safety capabilities of the pump system,

COSCO Shipyard Total Automation not only equipped it with an electromagnetic automatic braking system, but also designed a manual latch parking device to ensure the greatest possible level of safety. The control system features a multi-circuit interlock design. Meanwhile, to improve the mobility of the pump system, the project team installed a twist lock at the bottom of the winch, making the pump system easier to disassemble, and have reduced the manufacturing cost of the system by 30% compared with foreign products of the same type.



## COSCO Shanghai and its "sword-showing spirit" Ready to win in the tough market

Photo / **Wang Qiang**  
(COSCO (Shanghai) Shipyard)

Recently, the State Department of Human Resources and Social Security and the State-owned Assets Supervision and Administration Commission of the State Council (SASAC) jointly issued a document to grant Mr. Liu Yuguo, general manager of COSCO Shanghai, the honorary title of "Central Enterprises Model Worker".

In recent years, guided by the "Determination, Persistence, and Competitiveness" motto, Mr. Liu and the COSCO Shanghai staff actively carried forward the innovation-driven transformation process, seizing the opportunity to strengthen the reform and

innovation, and have delivered a good performance in spite of the small yard area of 38,000 square metres. Despite the brutal competition among ship repair yards, COSCO (Shanghai) distinguishes itself by its excellent repair and conversion record of chemical tankers, product oil tankers, LPG carriers, reefers and other special service vessels. Meanwhile, decisively advancing into the offshore market, COSCO (Shanghai) has successfully won a series of offshore design and module construction projects. The sword-drawing spirit helps COSCO (Shanghai) to win itself a place in the tough market and ensures the sustainable development of the enterprise.

## PL Shipping vice president visits COSCO Dalian Shipyard



**Nan Fangzheng, Wang Weiyu**  
(COSCO (Dalian) Shipyard)

On October 14, Mr. George Lambrakis, the vice president of the Greek owner, PL Shipping, paid a visit to COSCO (Dalian) Shipyard, where one of their fleet, bulk carrier "Temptation", was being repaired. The delegation was warmly received by the yard's deputy general manager, Mr. Hao Zenghui. Both sides exchanged views on ship repairing and

construction and discussed the prospect of future cooperation and development. Mr. Lambrakis acknowledged the quality and timeliness of the work being carried out on "Temptation", and mentioned that PL Shipping's maintenance plan called for three more vessels to be repaired in 2014; he looked forward to cooperating with COSCO (Dalian) Shipyard again.

# COSCO Shipyard studies eco-friendly lighting solutions and LNG-fueled bulk carrier designs

On September 12, a review conference for research and development projects, organized by the COSCO Group Strategy Department, was held in COSCO (Zhoushan) Shipyard. Two subjects developed by the COSCO Shipyard Group, namely "A Study of the application of eco-friendly lighting solutions in shipbuilding enterprises" and "The development and design of LNG-fueled bulk carriers", were successfully evaluated.

The Study on eco-friendly lighting solutions is aimed at improving the illumination and lighting power efficiency in the shipbuilding process. Based on the "eco-friendly lighting" concept, COSCO Shipyard provided eco-friendly lighting solutions for typical production areas. The use of energy-efficient lighting products can help to create a comfortable and safe lighting environment and improve working conditions and working quality, as well as reduce energy consumption, which will reduce the effect of increasing energy prices on the economic returns of the shipyards. The

COSCO Group will promote and implement the eco-friendly lighting research results throughout the whole organization.

The study of liquefied natural gas as fuel was carried out as a response to the intensifying competition in the shipbuilding market. COSCO Shipyard developed a new 80,000-dwt bulk carrier with eco-friendly features and world leading Energy Efficiency Design Index (EEDI). By means of drag reduction, waste heat utilization, variable frequency, LNG cold energy utilization, energy-saving devices installation and low

resistance paint utilization, the vessel design has attained good economic advantage, which has already attracted a number of European owners and equipment manufacturers to discuss business. For the moment, the programme design and basic design of the project are completed; its core technology meets the relevant harmful emission control standards of the International Maritime Organization (IMO), International Gas Carrier Code (IGC), International Gas Fuelled Code (IGF) and has received Lloyd's Register's AIP (Approval in Principle) certificate.



**COSCO Zhoushan successfully repairs MV "Yong Tai" and redelivers the vessel on time**

**Xu Xiaolin**  
(COSCO (Zhoushan) Shipyard)

After a 17-day repair, on November 3, MV "Yong Tai" successfully sailed from our COSCO (Zhoushan) Shipyard for her next voyage.

MV "Yong Tai" is a 30-year-old bulk carrier belonging to COSCO (Hong Kong) Shipping Co., Ltd. The main work carried out during this repair were: engine room mechanical facilities and valve overhaul; five year special inspection of deck machines; renewal of around 200 metres of pipeline in the engine room, 700 metres of hydraulic pipes on the main deck, and about 25 tonnes

steel structure in topside tanks; tank top and main deck outfitting; cargo hold high pressure water washing and painting; mud removal and cleaning in double bottom tanks, etc.

Our yard was extremely busy, with a very full schedule, whilst "Yong Tai" was being repaired, but every member of the project team gave their utmost attention and energy to this vessel, in order to ensure a high-quality repair and timely redelivery. The owner's representative, Mr. Zeng Guangyu, expressed his appreciation to the yard's repair team in a very kind, hand-written, letter of appreciation, which is reproduced here.

## "At Their Most Beautiful"

*A selection of work from the COSCO Shipyard photographic competition*

The COSCO Shipyard photographic competition lasted for six months and saw the participation of more than 30 employee-photographers, who presented in excess of 120 works of art. The focus of the

photographers was the ordinary construction workers, capturing their talent, diligence and dedication. The photographers themselves have also been greatly inspired and shown great talent in their creations.



**"Proud at COSCO"**  
**Lu Xiaoping**  
COSCO (Nantong) Shipyard



**"Worker"**  
**Bai Bin**  
COSCO (Dalian) Shipyard

**"Warehouse Keeper"**  
**Ouyang Min**  
COSCO (Zhoushan) Shipyard

**"Bloom of Youth"**  
**Yin Danfeng**  
COSCO (Nantong) Shipyard



**"Celebration"**  
**Peng Xinqi** / COSCO (Guangdong) Shipyard



# COSCO Dalian repairs "Bohai 7" jack-up drilling rig

COSCO (Dalian) Shipyard has recently successfully completed the repair of a jack-up drilling rig, "Bohai 7", for China Oilfield Services (COSL).

The main work carried out on the rig included the fabrication, installation and clearance of the four spud shoe nozzles, modification of the living quarters, conversion of the bow ballast tanks into changing

rooms, renewal of the hull structure with EH36 steel, sandblasting and painting of the spud legs, mud pools and the derrick substructure and replacement of the switches of the generators. In order to sandblast the four spud legs and weld and grind the bolt holes, a 57-metre-high scaffold was erected, which was the highest in the history of the shipyard.

## "Let 'Bohai 7' bring us together again!"

- An interview with Superintendent Luo

On September 4, an ordinary weekday afternoon, right before "Bohai 7" departed from the shipyard after a successful repair, the superintendent Mr. Luo Xiangyang, who had just got off the rig, spared a few minutes of his precious time to give us a brief interview.

In front of us was a gentleman with a pleasant smile on his face and 30 years of working experience as a superintendent. Mr. Luo recalled that the cooperation between COSL and COSCO (Dalian) began in the 1990s, when the "Bohai 9" jack-up drilling rig was repaired in the yard; then in 2004, COSCO converted the "Nan Hai Kai Tuo"

FPSO for COSL. "Bohai 7" is the third time the organizations have cooperated on a ship repair, almost ten years after the second.

When asked for his feedback on this repair, Mr. Luo said, smiling, "The difference between offshore drilling rig repair and general ship repair lies in its stricter requirements in quality, accuracy and techniques. Facing the double assessment of the owner and class, COSCO (Dalian) fulfilled all repair tasks on schedule and with high quality, and I'm quite satisfied with that!" "What impressed me most was the scaffold quality of the shipyard - I've been a working superintendent for 30 years and

have never seen a 60-metre-high scaffold so straight and even. Besides that, the repair involved working at the height of 78 metres and the yard's security measures were satisfactory, through which we can see COSCO's great competence in ship repairing!"

At the end of the interview, when asked about his view on the cooperation with COSCO (Dalian), Mr. Luo emphasized, "This is our first cooperation in the last ten years, but I believe the next one won't be far away, since through this repair, your competence and services have been recognised by all of us. I sincerely hope that 'Bohai 7' will bring us all together again!"



## As cooperation grows, friendship continues

-Successful repair of ASP vessel "Kakariki".

Ye Min

(COSCO (Zhoushan) Shipyard)

"Kakariki" is a 14-year-old chemical tanker, belonging to the Singaporean company ASP ship management. She sailed successfully on November 21, becoming the owner's fourth vessel to have been repaired in COSCO (Zhoushan) Shipyard. The owner was very satisfied with the project. The vessel measures 183 metres in length, 27,795 tonnes in weight and is classed by DNV. The main project included descaling six ballast tanks, deck and piping; chipping and painting of accommodation area; blasting and painting of shell plates, engine room machinery overhaul and exhaust gas system conversion. The owner demanded that the work, especially the painting work, be completed to the highest quality standards.

The vessel was moored alongside the shipyard's jetty at 11:00 p.m. on the evening of November 1. Our production department arranged ventilation and scaffolding equipment overnight, so that erection of scaffolding in the water ballast tank could be started early the next day. The owner's site superintendent was very satisfied with our quick action and timely preparation. In order to consider the owner's particular demands for the painting quality, the painting department held a meeting with the superintendent, where

they discussed and agreed on relevant equipment, procedures, techniques and criteria among other things. On November 13, the vessel was docked and the yard began to carry out the sandblasting and painting of shell plates. We made sure to follow the superintendent's requirement at each step. The superintendent spoke highly of our work upon final completion.

The crew of "Kakariki" provided us with great support. On hearing that arrangements were being made to dock the vessel early in the morning on November 13, the crew members fully cooperated, sacrificing their time for rest. When the floors in the accommodation area were being replaced, the crew had to settle in a hotel temporarily, so we worked as quickly as we could so that they could move back to their familiar accommodation a little bit earlier. In the end, the work was finished one day ahead of schedule.

Before "Kakariki" departed from COSCO (Zhoushan), we arranged a celebration party for the yard's repair team and the whole crew of the vessel, to celebrate the successful cooperation and great friendship established in the past few days. To express their appreciation for our hard work, the crew danced the "Haka" for us at the party - a traditional war dance which was only performed for the queen and highest leaders in ancient times.



## COSCO Guangdong repairs its first asphalt carrier

Recently, MV "Penghu Bay (Peng Hu Wan)" - the first asphalt carrier repaired in COSCO (Guangdong) Shipyard - sailed following completion of a successful repair. Despite having little previous experience in asphalt carrier repair, COSCO (Guangdong)

managed to harmonize technical and construction complexities and finished the jobs in a safe, high-quality and timely manner, which won them the appreciation of the owner.

This year, COSCO (Guangdong) has undertaken the repair of

various specialist ship types, including the heavy lift vessel "Da Yu Xia", wood chip carrier "Mega Miracle", LPG tanker "Norgas Sonoma" and dredger "Huang Pu". The perfect repair of "Penghu Bay" once again displays the yard's competence in specialist ship repair.