



# 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.

## 2015: Ten deliveries over New Year

Followed on from the delivery of a GustoMSC Ocean500 semi-submersible accommodation unit by COSCO (Nantong)

Shipyard to the Mexican buyer Cotemar on January 5, 2015, COSCO Shipyards have successful delivered another nine vessels in

under two months, including one cylindrical floating accommodation unit (FAU), three platform supply vessels (PSVs), three

panamax bulk carriers, one handysize bulk carrier and one handysize product tanker.



**COSCO Nantong delivers FAU to Logitel Offshore**

On February 16, COSCO (Nantong) Shipyard delivered a floating accommodation unit, "Arendal spirit", to Logitel Offshore. This is the world's first FAU with the unique Sevan cylindrical design. The unit was delivered four months ahead of the contractual delivery date.

COSCO (Nantong) has undertaken to build a total of

three FAUs with the cylindrical design, which offers improved stability, reliability and comfort. Equipped with a DP3 dynamic positioning system, the unit is capable of working in water depths of 3,000 metres and is suitable for operation in harsh sea area. With fully equipped cabins that can accommodate 490 people, this is a veritable "five-star flotel".

### COSCO Guangdong delivers PX121 PSV to Vroon

On February 5, COSCO (Guangdong) Shipyard delivered a PSV, "Vos Pace", to the Dutch owner Vroon. Based on the ULSTEIN PX121 design, the vessel measures 83.4 metres LOA, 18 metres in breadth, 8 metres in depth, has a design draft of 6.7 metres and a maximum cruising speed of 14.5 knots. It can accommodate 30 people, has a deck space of 830 square metres, deadweight of 4,200 tonnes (dwt), and is equipped with a DP2 dynamic positioning system. After delivery it will join the owner's fleet in Europe.

The ULSTEIN PX121 PSV currently enjoys great popularity in the offshore support vessel market. The diesel-electric propelled vessel can carry flexible loads with tanks for various contents such as fuel oil, base

oil, mud, brine and methanol. It adopts the ULSTEIN X-BOW® hull line design, which is efficient at all draughts, a factor critical for PSVs as they frequently operate at varying draughts. The X-BOW® has unique and documented qualities in head seas, in which the bow shape eliminates slamming and reduces bow impact, noise and vibration. This leads to better performance and increased operability, increased

crew comfort and safety and reduced fuel consumption.

The vessel not only gives great performance in supporting offshore activities which are being carried out further from shore and in deeper waters but has also been proven to be environmentally friendly. It is certified by ABS and carries the ENVIRO notation.

**-> Find out what Mr. Coco Vroon thinks of our shipyard and project team on Page two**



### COSCO Shipyards deliver bulker quartet

On January 12, COSCO (Zhoushan) Shipyard delivered a 64,000-dwt bulk carrier, "Komi", to Lomar. This is the third panamax bulk carrier the yard has undertaken to build for the British buyer. The vessel measures 199.9 metres LOA, 32.26 metres in breadth and 18.5 metres in depth. It is classed by LR. On February 11, the yard delivered another 64,000-dwt bulk carrier, "Arabella", to the same buyer.

On January 15, COSCO (Zhoushan) delivered a 64,000-dwt bulk carrier, "Darya Tiana", to



KC Maritime. This is the first bulk carrier the yard has delivered to the Hong Kong buyer.

On January 28, COSCO (Guangdong) delivered a 35,500-

dwt bulk carrier, "Chios Victory", to the Greek buyer, Harbor Shipping. Her sister vessel was named "Chios Freedom" the following day.

### COSCO Guangdong delivers UT 771 CDL PSV to Tidewater

On February 12, right before the Chinese New Year, COSCO (Guangdong) Shipyard delivered a PSV, "Terry Tide", to Tidewater. Based on the Rolls Royce UT 771 CDL design, this is the second of the four PSVs the yard has undertaken to build for the US-based international petroleum service company.

The UT 771 CDL medium sized PSV undertakes supply duties between land bases and offshore installations. It has a cargo deck area of 875 square metres, a

loading capacity of 3,800 tonnes and is capable of accommodating a crew of 46 people. The PSV has excellent sea-keeping performance, optimised speed and manoeuvrability and excellent DP2 capabilities.



### COSCO Dalian delivers product tanker to Coastal Refining Corp

On February 10, COSCO (Dalian) Shipyard delivered a 22,000-dwt product tanker, "Atalanta", to the Singaporean buyer Coastal Refining Corp. This is the first product tanker the yard has delivered.

The vessel measures 155 metres LOA, 36 metres in breadth and 12.5 metres in depth. It can serve as both a product carrier and replenishment oiler. It has a

double-engine, double-propeller and double-rudder design, can swivel 180 degrees from standstill within four minutes, and is equipped with the latest SCHOTTEL Pump-Jets (SPJ) forward and aft, enabling it to continue sailing even when both main engines are completely shut down.

At the delivery ceremony the owner spoke highly of how

cooperative COSCO Shipyards had been and expressed his satisfaction with the construction quality of the vessel.



### COSCO Zhoushan delivers UT 771 CDL PSV to East Sunrise

On February 2, COSCO (Zhoushan) Shipyard delivered a PSV, "Sunrise 1", to the East Sunrise Group. Based on the Rolls Royce UT 771 CDL design, this is the first of the four PSVs the yard has undertaken to build for the Hong Kong owner. Mr. Li Sirui (on behalf of the East Sunrise Group) and Mr. Dong Yezong (on behalf of COSCO Zhoushan Shipyard), as well as representatives from

the bank, broker and Class, co-witnessed the moment.

Classed by ABS, the vessel measures 83.75 metres LOA, 18 metres in breadth and 7 metres in depth.





## COSCO Zhoushan secures 152,000-dwt shuttle tanker from Knutsen

COSCO (Zhoushan) Shipyard has recently secured an order for a 152,000-dwt shuttle tanker from Knutsen. This is the second 152,000-dwt shuttle tanker the yard has undertaken to build for the Norwegian owner.

During the construction of the first vessel, COSCO (Zhoushan) managed to impress the owner with their effective planning, innovative techniques and good quality and thus were entrusted with a second order.

The vessel will measure 276 metres LOA, 46 metres in breadth and 24.3 metres in depth, with a design draft of 16 metres and a scantling draft of 17.55 metres. It will be classed by DNV GL and is scheduled for delivery in the first quarter of 2017.

On the evening of January 19, the keel laying for a PSV, being built for Chellsea, was held in COSCO (Guangdong) Shipyard. This is the fourth PSV the yard has undertaken to build for the Singaporean buyer. Based on the Rolls Royce UT 771 WP design, the vessel measures 85.7 metres LOA, 18 metres in breadth and 7.8 metres in depth, has a deck space of 840 square metres and a deadweight of 4,400 tonnes (dwt). Its dynamic positioning system meets the requirements for the DNV GL class notation DYNPOS-AUTR.

On February 1, COSCO (Guangdong) Shipyard launched an anchor handling tug supply vessel (AHTS), "Hai Yang Shi You 642", being built for China Oilfield Services Limited (COSL). This is the second AHTS the yard has undertaken to build for the domestic buyer. It measures 73.8 metres LOA, 16 metres in breadth and 7.4 metres in depth, has a design draft of 4.8 metres, deadweight of 2,150 tonnes (dwt), 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 wa-

ters. The design and construction of the vessel meets the accepted standards of the offshore oil ex-

ploration and production (E&P) industry.



## COSCO Guangdong's OSV spur



## Coco Vroon: "You have set a new standard!"

Recently, Mr. Coco Vroon, the Managing Director of the Dutch Vroon Group, paid a visit to COSCO (Guangdong) Shipyard to inspect the completion of their PX121 PSV and was, in his own words, "very impressed with progress, but especially process, on our PX121 newbuildings."

During his visit, Mr. Vroon gave a complimentary speech to the project team, where he reviewed our history of cooperation and the progress both sides have made during their collaboration. He also provided constructive advice,

which we received with gratitude and will act upon.

Mr. Vroon took the trouble to type out the text of the speech for us, which we will reprint in the COSCO Shipyard internal journal so that more COSCO people can read and learn from it, as well as here in the PandaNews as a gesture of thanks to its author. The text is basically in its original form, although minor alterations have been made to protect the confidentiality of relevant parties as well as to make it suitable for printing.

*Good morning ladies and gentlemen,*

*We have worked together with COSCO Shipyard Group for not so very long. Only eight years.*

*During those years we have built many different vessel types with you.*

- Simple ones, like post-panamax bulk carriers in Dalian,
- Complex ones, like Wind Turbine Installation Vessels in Nantong and Qidong,
- Innovative ones, like our livestock vessels, over there,
- And sophisticated ones, like these diesel-electric North Sea standard PSV's.

*We have always enjoyed good communication and support, both from the local shipyards and from headquarters in Shanghai.*

*We have also had our fair share of discussions over*

- planning,
- schedules and quality,
- communication between class, owner and shipyard.

*But, all-in-all, it has been a satisfactory experience.*

*This project has brought us a big step further:*

- David Leckie and his team
- Mina
- Sasha and his livestock site team & Floris, who were responsible for the block building at the beginning of the project on the South side of the yard
- ABS Class and
- Ulstein designers

- And Shipyard Project Team
- You have done a great job!*

*I believe the efforts put into making clear agreements between yard and site team, and sticking to them, have made the difference.*

- Finding solutions, rather than arguing problems,
  - Tackling issues immediately, rather than postponing them,
- You know what happens when you postpone:*

- \* The problem will not disappear,
  - \* Class or owner will find out and complain,
  - \* It will come up again at a worse moment and tackling it then, will cost more time and money,
  - \* And worst of all: it will upset the sea trials; the schedule and negatively influence all your colleagues' work.
- You have managed to break this habit.
- It all worked!*

*I realise this is a team effort, but I would especially like to mention:*

- Chen Shu-sheng (Project Manager)
- Zheng Zhi-min (Commercial Manager)
- Chen Qi-feng (Technical Manager)

*Congratulations gentlemen. You have set a new standard.*

*I would love to see the shipyards*

*internal evaluations, but I really have the impression that many, many, man-hours were saved by not having to do re-do work. And you will deliver this very sophisticated vessel less than three weeks after the contractual delivery date.*

*Imagine: This is only the first vessel. There are 5 more to come.*

*I am really looking forward to see the effect of the learning curve. How much more efficient this team can become.*

*Mr. General Manager:*

- Please do not promote the members of this team yet. I am sorry gentlemen, you deserve it, but
- \* Let them reach the next level of shipbuilding efficiency
- \* Use this project as a pilot,
- \* Analyse how the learnings can best be applied throughout the shipyard,
- \* Make it a showcase.
- And then:
- \* Use these gentlemen's skills and let them loose in your organisation,
- \* Let them spread what they have learned,

*I really believe that not just this Project Team, but the whole of COSCO (Guangdong) can become a World Class shipyard.*

*Thank you.*

*Coco Vroon  
Managing Director  
Vroon Group B.V.*





## World's largest pneumatic cement carrier repaired in COSCO Guangdong

### Xiong Ke

COSCO (Guangdong) Shipyard

Capri Cement is a 13,180-dwt cement carrier, managed by KGJS Cement Holding AS (KGJ Cement), a fully owned subsidiary of Kristian Gerhard Jebsen Skipsrederi AS (KGJS). KGJ Cement owns, oper-

ates and manages the world's largest pneumatic cement carrier fleet. It has offices in Bergen (Norway) and Singapore.

The owner paid close attention to the Capri Cement repair project. On February 4, whilst the vessel was being repaired, the KGJS CEO,

Mr. Ole-Johan Haahjem, paid a visit to COSCO (Guangdong) Shipyard to personally inspect the progress. As a result of the successful repair, we received a letter of appreciation from the attending superintendent, Mr. Oscar Olav Palacios, which we reprint below:



Dear Sirs,

Vessel completed her yard stay today (12th Feb, 2015) and sailed for bunkering before her voyage to Singapore. It has been a very challenging repair and lots of work to be done on the old lady. I am very satisfied with the work done by your yard and the good cooperation with the repair team.

As we have spoken many times before, relationship between COSCO and KGJS has not always been the best – but this time I think Mr. Xing Chendong has put together an excellent team and also been involved in our project himself. I

will definitely consider COSCO for future dockings and have informed our head office about the same.

A big thank-you to Mr. Wang Xudong and his repair team for great cooperation and managing to get vessel out according to schedule.

Wish you a happy Chinese New Year, and will stay in touch next time I am in Shanghai area.

Best regards

Oscar



## COSCO Guangdong: First-time installation of main engine exhaust gas desulfurizer

### Zheng Long

COSCO (Guangdong) Shipyard

On February 2, after the installation of the main engine exhaust gas desulfurization control system, as well as the completion of regular repair items, the COSCO-owned container vessel Buyihe departed from COSCO (Guangdong) Shipyard on her new journey.

Installed in the exhaust stack, the desulfurizer purifies the main engine exhaust gas to make sure it meets environmental protection

requirements before it is emitted into the atmosphere. Waste produced by the desulfurizer is filtered by a set of oxidation devices to meet environmental protection requirements and can be discharged directly into the sea.

The desulfurization control system is completely automatically controlled. It effectively desulfurizes the main engine exhaust gas to meet emission requirements, making it possible to use heavy oil as fuel and thus reduces the fuel costs of the vessel.

## Matson ITB molasses cargo system modification at COSCO Nantong

### Chao Bing

COSCO (Nantong) Shipyard

With five successful docking repairs at COSCO (Nantong) Shipyard, Matson Navigation decided to send the integrated tug and barge (ITB), Moku Pahu/HSTC-1, to our shipyard for the sixth time. It arrived at the yard on February 8 and is expected to be ready to sail on April 17. This is the third vessel entrusted to us for repair by the US owner in 2015, as well as the thirty-sixth in the past 15 years, not only due to our competitive bidding but also because the owner is familiar with the exceptional quality of work provided by our shipyard.

The most significant and critical part of this project is the modification of the molasses car-

go system, where two deep tanks and part of Cargo Hold #6 are to be converted into three separate molasses cargo holding tanks. Each tank is to be equipped with yard-made stainless steel heating coils, supplied with hot water from a newly installed 3,300,000 BTU/HR hot water heater. The molasses cargo will then be pumped from these three molasses tanks by seven automated, positive displacement, food-grade pumps to an on-deck manifold.

In addition to the molasses modification, the ship will also undergo her sixth Intermediate Survey.

Before entering the drydock, the tug and the barge need to be separated. COSCO (Nantong) has performed this task multiple times

and become very experienced in the separation, which encouraged the owner to return to the shipyard with this uniquely constructed unit.

On February 11, the unit was successfully separated and ready for conversion and repair works.

Completion of this work will allow the owner to successfully operate the vessel and generate revenue for many years to come. The partnership between Matson and COSCO will continue to be reinforced based on the success of one project after another.

Illustrations:

1 HSTC-1 (barge) separated and ballasted down to the stern

2 Moku Pahu (tug) separated at COSCO (Nantong) Shipyard



## CSG President attends GE Oil & Gas Annual Meeting in Florence

During 1st to 4th February, the COSCO Shipyard Group President, Mr. Liang Yanfeng, attended the GE Oil & Gas Annual Meeting in Florence, Italy, where he had in-depth exchanges with the GE Oil & Gas CEO, Mr. Lorenzo Simoneli, regarding the offshore marine market situation, new technology development and promotion, as well as their cooperation strate-

gies and cooperation prospects.

GE is a world-leading capital, expertise and infrastructure provider. They play an essential role in the energy and transport industry and are one of our major providers of offshore marine equipment.

At the Summit, Liang also visited the Pemex CEO, Mr. Emilio Lozoya Austin, as well as a number

of US and Chinese oil majors and drilling equipment suppliers.

On Feb 5, Liang set out to France to visit Saipem France. Saipem is a renowned turnkey contractor in the oil & gas industry and their capabilities in design and project management are internationally recognised.

## CSG President Liang Yanfeng's New Year address



"On the ocean, by the ocean". The COSCO Shipyard Group has been committed to providing first-class service to the global merchant fleet and offshore marine E&P equipment industry since the day it was founded.

We strive to provide high quality products and service to every customer and we are willing to invest in both infrastructure and human resources to ensure we achieve this. We bring together the best workers,

technicians, engineers and managers, their experience, expertise and dedication enabling us to meet our customers' every need. All our subsidiary shipyards have achieved ISO 9000 Series certification and boast an internationally accepted HSSE Management System, which ensures that we deliver every project with world-class safety, quality and service.

The growth and development of COSCO Shipyards is inseparable from the efforts of our

professional production and management team, as well as the great support we receive from our customers from all over the world. Let's work hand in hand in the utilization of marine resources and protection of maritime security, so that we embrace a safe and prosperous future.

We seek a sustainable growth with constant innovation and a reliable track record. We will not only continue to provide satisfactory service to every customer,

but also do our best to develop new technologies and products and create new possibilities and values for them. We firmly believe that, with our combined effort, the COSCO Shipyard Group will continue to thrive and become a preferred partner of world majors in both the shipping and marine resources exploitation industries in the foreseeable future.

## Our 2014 (II): COSCO Zhoushan and Formosa Plastics marine

Gao Xuejiao

COSCO (Zhoushan) Shipyard

Looking back over 2014, too many beautiful memories flood into my heart, too many lovely smiling faces and warm embraces surface in my mind. Too many wonderful people, who weave the same dream as ours and bring so much joy to our shared 2014. Here, we cannot fail to mention Formosa Plastics Marine Corp, from Taiwan, who has, regardless of any situation, stood with us during the whole of 2014.

Formosa Plastics Marine Corp is a famous ship management company, well known throughout the world. Founded in 1980, it has gained strength, as well as a dominant market position, in its first 30 years. With a fleet of more than 60 ships of various kinds, a passionate personnel, and a highly disciplined management style, Formosa Plastics Marine Corp enjoys a high reputation in the shipping industry.

The cooperation between Formosa Plastics Marine and COSCO (Zhoushan) Shipyard began at the end of August 2012, when the product tanker, "FPMC P GLORY", arrived at our yard for repair. We adopted a modern ship repair production model and, with professional production and technical competence, we completed the task perfectly. The successful repair of "FPMC P GLORY" laid the foundation for further cooperation between Formosa Plastics Marine and COSCO (Zhoushan) Shipyard.

At the beginning of 2014, starting with "Formosabulk Allstar", Formosa Plastics Marine brought 8 ships to COSCO (Zhoushan) Shipyard for repair and conversion. We are inspired by the great trust the owner places in us but we also feel a great responsibility. To guarantee the repair period and on-time delivery of each and every vessel is our ultimate goal but there is always a gap between the ideal and reality. What impressed me the most was the repair of the chemical/product tanker, "FPMC 29". The principal part of the project was the installation of a N2 system, which was a strategic act aimed at improving the economic benefits of cargo loading. This was a new aspect for both the owner and the yard and we were both testing the water. The other main project

was the coating renewal of four cargo oil tanks with a very thin zinc coat, which involved more than 8,000 square metres of sand-blasting. The paint was of high specification and had to be applied all at once; any mistake could have rendered all our previous effort wasted and resulted in the repair period being extended by an immeasurable extent. At the preparation stage, the project manager kept a close watch on the vessel's estimated time of arrival and adjusted the docking schedule accordingly, reserving a suitable docking space for the vessel while minimizing the impact on other projects. The berth, cranes, labour and other production resources were also readied beforehand. The project turned out to be a success thanks to our joint efforts, but those intense work scenes and numerous sleepless nights remain vivid in our minds.

Since the first cooperation between

Formosa Plastics Marine and COSCO (Zhoushan) Shipyard in 2012, the partnership has strengthened over the years and finally blossomed at the end of 2013, when COSCO (Zhoushan) Shipyard was selected as a long-term contractor by the owner - one of three in China. Since then, the vast majority of their fleet began to come to COSCO (Zhoushan) Shipyard for repair. Through years of cooperation, a customized business and production mechanism has been established between us, and we mesh together like two well-oiled gears. Meanwhile, after all these projects, the progress we have made in quality and customer service has been witnessed and recognised by all, for which we are both proud and grateful. We look forward to further strengthening our cooperation with Formosa Plastics Marine in the future.



Seasons and the sea

II



Art: "Rhyt Sands" by David Cox (1783-1859)  
Oil on canvas, 454 x 630 (17 7/8 x 24 7/8)  
Tate Gallery

Poem: "Dream Field", originally written in Chinese  
By Echo Chan (1943-1991)  
English translation by the PandaNews

### Dream Field

In my dream there is a field;  
Not too big let it be square, and small.  
As I dream on, seeds grow out of my hands,  
And I long to plant them all,  
To feel as a farmer seeing the first buds sprout.

□

There in your heart lies a field  
There in your heart lives a dream  
Let this lone and single seed  
Blossom into a field of dreams

What will grow out of it?  
What will grow out of it?  
Peaches, plums, or the spring breeze?  
Hear the fading pear flower  
Whisper to yet another spring

There in my heart lies a field  
There in my heart lives an unspoken dream