



PandaNews

COSCO SHIPYARD NEWSPAPER

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The 25th Asian Ship Repairers Conference

On the 13th of October, the 25th Asian Ship Repairers Conference, organized by the COSCO Shipyard Group, was held at Inn Fune Hotel in Dalian. Nearly 30 delegates and guests from 14 ship repair enterprises including Singapore Jurong Shipyard, Thailand Unithai, Malaysia MMHE, Taiwan CSBC, Hongkong United Dockyards, and China Shipping Industry Co., Ltd, participated in this conference. Mr. Xu Dongxiao, Executive Director of COSCO Shipyard Group Commercial Headquarters, presided over this meeting.

First of all, representatives from all the shipyards exchanged their views of the ship repair business performance during the first half this year, discussing mainly the ship types repaired, the ship repair price, production facilities and new investment plans, environment protection and how to reduce greenhouse gas emissions by conserving energy. Meanwhile, there was a heated discussion concerning hot issues such as future ship repair demand and supply, and the ship repair base price. Although a few

different opinions existed in the aspect of market demand and supply, most enterprises agreed that the supply would exceed the demand with the continuously increasing newbuilding docks, and the decline in demand for conversion. However, some shipyards suggested the market demand would be steady and rising in the medium and long term, as the world fleets continued to expand. The conference finally came to a consensus on promoting closer cooperation and reducing disorderly competition among all Asian yards.



A delegation headed by Dr. James S. C. Chao, the renowned Chinese-American Chairman of Foremost Maritime Corp, U.S.A,

received a warm reception from Mr. Wang Xingru, President of the COSCO Shipyard Group, who provided a detailed introduction to the ship repair and

Foremost Maritime Board Chairman Visits

visited COSCO Shipyard Group Commercial Headquarters on October 10th. The delegation

received a warm reception from Mr. Wang Xingru, President of the COSCO Shipyard Group, who provided a detailed introduction to the ship repair and newbuilding business, particularly the offshore engineering products being built in the COSCO Shipyards. Dr. Chao expressed his admiration for the rapid development of COSCO Shipyard. Both hosts and guests also engaged in a broad and deep discussion focusing on subjects from the development of shipbuilding and offshore engineering, to mutual cooperation in the future.

Arendal Mayor visits

Ms. Torill Rolstad Larsen, Mayor of Arendal, Norway, paid a visit to the Qidong offshore base on October 12th. The mayor was accompanied by Mr. Arne Smedal, Chairman of the Board of Sevan Marine, and headed an 8 person delegation of officials visiting the yard.

Mr. Ni Tao, General Manager of COSCO Nantong Shipyard gave the guests a general introduction to the latest developments in the



Qidong base and the building status of its offshore contracts. The delegation was also shown the work site for our offshore products, particularly the SEVAN BRASIL. This visit helped strengthen the mutual trust and prepare the ground for closer cooperation.

Here is our ship repair base Interview with Mr. Niisuma

By Xu Xiaoying

On 11th June, COSCO Zhoushan Shipyard welcomed "GRANDIS", the bulk carrier belonging to our old friend the Philippine MT Shipmanagement Corporation. It is the fifth time for this return customer to come to COSCO Zhoushan Shipyard in only eighteen months. As the owner's representative Mr. Niisuma said, COSCO Zhoushan Shipyard has become PMT's preferred ship repair base in China.

PMT is a Philippines based management company owned by Japan's MOL and it manages more than 10 woodchip carrying ships. Mr. Niitsuum is the chief executive officer of the company and is experienced in management and ship repair. When he came to our shipyard for the first time, Mr. Niitsuum was deeply impressed by our young team's energetic and positive spirit.

Mr. Niitsuma often says, whether for shipyards, or for repair work, whether in China or in Japan, it is not easy to satisfy your customer fully: problems will always exist more or less. The repair process is a problem-solving process. Both sides should trust and understand each other, so that work can proceed very smoothly.

When repairing the first woodchip ship "Odyssey", we were not too familiar with the vessels' characteristics. In accordance with our yard's safety requirements, the tanks had to be marked. Our security personnel marked the tanks with paint but didn't realize that the tank paint of a woodchip ship, once mixed with other paint, would scale off, which might result in serious quality problems in subsequent paper making. Learning this news,



Mr. Niitsuma explained why the tank paint was so important and explained how they had experienced such problems in the past. He said everyone makes mistakes, and it is a good result as long as we learn from our mistakes. Mr. Niitsuma didn't blame us, but hoped that we would pay particular attention to this project.

Mr. Niitsuma is a witty and decisive person. There were a lot of new additional jobs in the repair spec for MV RAKU YOH and MV GRANDIS because of their poor condition. For some key parts or equipment repair and renewals, he could make a spot decision on whether or not to proceed. Also, in his view, it's normal to expect some increase in the final contract price.

Mr. Niitsuma is cheerful, humorous, approachable, and always young at heart. During the work, we can often hear his laughter. No matter who encounters something difficult, he will try to tell jokes to comfort people. This makes the repair process a relatively easy and happy one.

Mr. Niitsuma often says that it's fate that we have the chance to stay together. What's more, during the process of ship repair, we developed a deep friendship. He hopes the friendship will last forever and the cooperation between COSCO Zhoushan Shipyard and PTM will become closer and closer.



N222 Naming and Launching Ceremony

The first 57000DWT bulk carrier N222, being built for DALIAN TIGER SHIPPING, was named and launched in COSCO Dalian Shipyard on 18th of October. Mr. Yan Chengxiang, Vice General Manager of COSCO Shipyard Group & General Manager of COSCO Dalian Shipyard, Mr. Mo Lijun, Chairman of the Board of DALIAN TIGER

SHIPPING, and representatives from the shipyard, the owner, Class NK and the HSBC Bank, attended the Naming and launching ceremony. The Godmother, Ms. Qv Jinghui, cut the rope and named the vessel 'CHRISTINE STAR'.

N222 was a significantly improved-upon vessel in terms of hull structure design.

Through design optimization, its steel utilization rate reached 88.87%: an increase of 4% compared to the previous design, and hit an all-time high since the Dalian shipyard commenced its ship newbuilding work. The owner was highly satisfied with its building quality and process.

MILESTONE: 80,000DWT BULK CARRIER

N273 Completes the First Stage of Launching

The 80,000DWT bulk carrier N273, being built for German Company VOGEMANN, completed the first stage of launching in COSCO Dalian Shipyard on 8th of October. The process was completed in five and a half hours.



The unique shipbuilding management system

Commencement of steel cutting for the 92.5K bulk carriers (N304 and N305) in COSCO Zhoushan Shipyard, coincided with the commencement of implementation of the S-PDI (SAP Production & Design Integration) system, based on the SAP platform. This unique system was established by our group's own design and R&D, and has allowed the realization of integrated production management with multiple-functions, involving the design, production, and material supply. This successful application has successfully demolished the monopoly and technical blockade of domestic and foreign companies specializing in shipbuilding management information systems, and provided a new solution for the information management systems commonly used in Chinese shipbuilding management. Furthermore, this S-PDI system, reflecting COSCO Shipyard's character, fully displays our determination and commitment to set up a modern shipbuilding mode.

The "production", core module, comprises two levels: "production plan" and "production Execution". It enables managers to carry out intelligent analysis of complicated production plans for all projects throughout the whole yard. The system features a high degree of integration that not only controls the whole design, production, and material supply procedures, but also achieves the automatic extraction and uploading of production data.

The COSCO Shipyard information Center will be devoted to further enhancing the system functionality and comprehensively integrating it with the existing SAP system in order to fulfill the delicate management tasks of our shipbuilding program.

MILESTONE: 57,000DWT BULK CARRIER



N188 Keel Laying

The keel laying ceremony of N188, the second 57000DWT bulk carrier being built for Korean owner STX PAN OCEAN, was held in COSCO Zhoushan Shipyard. Representatives from the shipowner, KR class and the shipyard witnessed the ceremony.

N179 and N246 launched

Recently, the two 57000DWT bulk carriers (N179 and N246) built for the Indian owner Great Eastern, were successfully launched in COSCO Zhoushan Shipyard.

On the afternoon of October 2nd, the first 57000DWT bulker was launched on the Number 1 slipway. The shipyard management and representatives of the owner attended the launching ceremony. Within

less than half a month, the second 57000DWT bulker was also launched smoothly on the 16th of October. The owner was unsparing of praise for the building process.



N250 Keel Laying

N250, the third 57000DWT bulk carrier built for the UK owner OCEAN AGENCIES LTD, had its keel laying in COSCO Zhoushan Shipyard on the

morning of October 18th. The ship owner's representative, Mr. Alex Lanchukovskiy, and representatives from the class and the shipyard co-witnessed the event.

N175 completes Sea Trials



"SIFNOS", the 57000DWT bulk carrier (N175) built for Greek owner GOLDENPORT SHIPMANAGEMENT, slowly drew alongside Number 6 berth in COSCO Zhoushan Shipyard on the morning of October 11th. Its sea trials lasted for two days and were completed successfully.

N295 and N296 Steel Cutting

N295 and N296, the two 57000DWT bulk carriers being built for Greek owner COMMON PROGRESS commenced their steel cutting in COSCO Dalian Shipyard on October 11th. Representatives from the shipowner, the class and the shipyard attended the ceremony.

N219 launching

The twelfth 57000DWT bulk carrier (N219) was towed and slipped onto the CUIHUASHAN floating dock in COSCO Guangdong Shipyard on the afternoon of October 14th. This vessel accomplished the whole ship launching process smoothly in less than 3 hours, which was 5 hours quicker than the first ship launching.



N228 Sets Sail

"ALMYROS", the 57000DWT bulk carrier (N228) being built for Greek owner SEA TRADERS, set sail on her maiden voyage from COSCO Guangdong Shipyard on the afternoon of October 8th. The shipowner highly praised the shipbuilding competence and performance of the yard at the delivery ceremony, and expressed a wish to engage in deeper cooperation

with the Guangdong shipyard in the future.

As the ninth 57000DWT bulk carrier to be built by COSCO Guangdong Shipyard, N228 made remarkable progress in areas such as technology improvement in shafting alignment, process control of sea trials, and application of correction measures for the owners' suggestions.



The Windmill Turbine Vessel going smoothly

On 17th September, COSCO Nantong Shipyard accomplished the hoisting and erecting of the fifth pile leg for the windmill installation vessel No.1 at Qidong offshore base. The erection operation of its main body has pushed forward steadily and in an orderly fashion. The series of windmill turbine vessels combine many functions

in one vessel and will be mainly used for installation and maintenance of offshore wind power equipment.

On October 1st, COSCO Nantong Shipyard successfully hoisted and assembled the turret of the 1000T main crane for the first Windmill Turbine vessel (N270) at Qidong offshore base. It became another key milestone in the

completion of the core structure of the main crane.

This 600T turret, the first of this size in the world, brought big challenges and difficulties for the hoisting operation and the management of the yard carefully made detailed plans to ensure the lifting and installation was accomplished safely and in a timely manner.



Positive interaction with Yantai CIMC Raffles

On October 8th, a CSC delegation headed by Mr. Ma Zhihong, Party Secretary of the COSCO Shipyard Group, made a special trip to Yantai CIMC Raffles Shipyard for investigation and study. They were warmly welcomed by Mr. Yu Ya, the Vice President of CIMC (China International Marine Containers), and Mr. Brian Chang, CEO of Yantai CIMC Raffles.

First of all, the leaders of Yantai CIMC Raffles provided their

CSC counterparts with a detailed introduction to the shipyard's history, offshore design ability, and orders in hand, as well as its unique offshore building process and main equipment. The head in charge of technical research and development engaged in deep discussions on the key points of current offshore technology with the delegation members.

After that, accompanied by Mr. Yu Ya, the CSC team took a tour of Yantai Raffles Shipyard. They went

aboard "COSL-PIONEER", the semi-submersible drilling platform which had completed its sea trials and would soon be delivered to China Oilfield Services Limited, and were shown around its internal structure.

This visit achieved a positive interaction between COSCO Shipyard and Yantai CIMC Raffles. Both parties expressed their wish to establish good partner relationships, to learn from each other and to go forward together.

Second 105K Shuttle Tanker launched

On the morning of October 8th, the second 105K shuttle tanker (N256) was smoothly undocked and launched in COSCO Nantong Shipyard. The special projects in this contract included the erection of the bow and stern blocks, and the installation of shafting, rudder, propeller and thruster,

which were accomplished in the dock. After undocking, the yard carried out the hoisting and assembly of the main engine, living quarters, and engine room casing. The successful launching marked this vessel smoothly transitioning to the equipment installation and commissioning stage.



First 59K Shuttle Tanker taking shape



On the 26th of September, COSCO Nantong Shipyard smoothly hoisted and erected the F31PS and F32C blocks of the bow section for the first 59K shuttle tanker. This vessel has been taking shape and getting ready for launching. The success of this erection was contributed to by our rich experience in construction technology gained during the construction of the second 59K shuttle tanker, which has now reached the equipment installation and commissioning stage.

First 105K Shuttle Tanker going steadily



COSCO Nantong Shipyard has finished the starting test programme for the generator set for the first 105K shuttle tanker. So far, its construction process has advanced steadily and, as planned, has stepped into the equipment commissioning phase.

The series of 105K shuttle tankers are being built by COSCO Nantong Shipyard using its own design. Unlike a normal tanker, they are designed for oil transport from an offshore oil field, and equipped with dynamic positioning and an off-loading system.

Satisfactory project with European standards



By Wang Wei

MV "SC Stealth" is a three year old Greek owned Chemical tanker whose central bulkhead had been damaged during the loading & unloading process. The owner requested his Far East agent to advise him which was the best quality shipyard in East China. All the comments received had recommend that COSCO Shanghai Shipyard is the best in work progress control, quality control and also the yard most experienced in Stainless steel work. Furthermore, after comparing the offer from both COSCO and HRDD, the owner found that even though the COSCO yard had a better reputation it was still 5% cheaper than HRDD.

Hence, in July 2010, the owner brought the vessel to COSCO Shanghai. The repair team immediately went onboard to investigate the damage and design the repair schedule. The situation was much worse than the owner's original estimation and the owner was very worried about the schedule because

they had a rigid deadline to deliver the vessel to their Charterer.

Understanding the situation, our COSCO team first confirmed the work scope with the owner and attending NK surveyor and then the yard arranged for 3 working teams to start the job in the 2 tanks simultaneously, using a 24 hour shift pattern. Also, we arranged double the normal QC personnel to ensure quality and good practice. Under our efforts, the whole job was accomplished perfectly and within the owner's deadline. All NDT tests on the 400m welding seams were passed first time. The owner and surveyor were both very surprised and couldn't help saying "Are we in Kawasaki or Ishikawajima shipyard?"

Although it was the first time this owner had a vessel repaired by COSCO Shanghai, they are fully convinced that COSCO is the best... and not only in China! Furthermore, they propose to bring more and more Chemical tankers and LPGs to COSCO.

Happy Mid-Autumn Festival

In 2010 the Mid-Autumn Festival fell on September 22. It is a holiday when people gather with loved ones. On the eve of the traditional reunion day, all subsidiary shipyards under the umbrella of the COSCO Shipyard Group developed a variety of colorful activities to have an early celebration. The Dalian and Shanghai Shipyards gave gifts of mooncakes and fruit to the subcontractors' workers who could not go home. Though far away from their families, they could feel the deep and loving care of the COSCO Shipyard Group.

On the evening of September 21st, a Karaoke contest was held in COSCO Zhoushan Shipyard to celebrate the Chinese Moon Festival. 21 strong players selected from the yard's staff

and the subcontractors' workers, showed their fantastic singing skills on the stage. In turn, the overwhelmed audience offered their enthusiastic applause for the superb performance. The heads of the yard even made a guest appearance at the contest, which was filled with a relaxed and cheerful atmosphere.

COSCO Lianyungang Shipyard also arranged a customer weekend 'salon' for the coming moon festival to enhance understanding and promote friendship between the owners and the yard. The performance of handwriting and martial arts showed the customers the essence of traditional Chinese culture. A lottery game also ensured the weekend resounded with the happy voices of all the guests.



High quality of "WAN HAI 203"

COSCO Guangdong Shipyard recently completed the repair of "WAN HAI 203", the Wan Hai Lines box ship. The main work scope involved the repair and conversion of the hatch covers and the partial renewal of bulkhead plates and platform plates, as well as forepeak and afterpeak tank repairs. It was a particular challenge to repair and convert the hatch covers during this repair process. COSCO Guangdong Shipyard carried out the process strictly, following all the specified technical standards and requirements, and finally completed the work scope and achieved a high quality result.



By Han Xu

Since COSCO Lianyungang Shipyard (CLS) was established in 2009, it has remained aware of the importance of the European market. Clients from European countries, such as Norway, Germany, Denmark, Portugal and Italy, usually have a good reputation and the market has a great potential. The yard has set and kept a long lasting cooperation with owners such as UGLAND MARINE SERVICES AS and WESTFAL-LARSEN MANAGEMENT AS of Norway, HAMMONIA REEDEREI GMBH & KG of Germany and PORTUNATO & C SRL of Italy.

Good Technology is a Prerequisite for Earning the Trust of our Customers.

A combination of long-standing tradition and modern management within HAMMONIA Reederei has formed a trustworthy service

company. Competent and highly motivated teams guarantee optimal technical operating conditions and efficient commercial management of the entrusted vessels, earning them a leading position in the global market.

In 2009, M/T HAMMONIA MASSILIA had been under repair in COSCO Lianyungang Shipyard. The main task was the removal of the cranes and the client had requested that the work be completed in five days; Facing only a five day schedule, the big issue was that not only were there problems with removing the crane pedestals, which were linked from the hatch cover to the double bottom, but the resultant repair and transportation issues also had to be solved. The ship owner had only provided one dedicated dismantling

tool and there were three cranes.

There was another big problem; The crane jib bolt hydraulic puller was leaking. The German service technician thought that the CLS work team couldn't solve this kind of problem. By using a series of advanced techniques, the CLS work team earned the admiration of the ship owner.

Based on the full trust CLS previously earned with their excellent technique, during 2010 the CLS work team have further developed their great reputation whilst repairing another HAMMONIA Reederei vessel.

Good Service is an Unforgettable Experience for the Customers.

COSCO Lianyungang Shipyard has always pursued a sincere, active,

professional, efficient, comprehensive and personalized service for its customers. M/V FERMITA, M/V ELLENITA, M/V TAMARITA and M/V JORITA-10, four vessels from Uglan Marine Services AS, have been under repair in CLS since last year.

The ship management company, Uglan Marine Services AS, is in charge of all technical and commercial operations of the Uglan vessels.

The superintendent, Mr. Per Kristian Bogen said that "The CLS management team is warm hearted and showed me around the yard when I first arrived here. The assembly positioning of the major equipment and the clean workshop deeply impressed me."

In the Eyes of our Customers, CLS is a Reliable Partner.

Focus on European market

AUG BOLTEN WM MILLER'S NACHFÖLGER is the second oldest Shipping company in Germany. In 1968, MV "Bärbel Bolten" (140 TEU) was the first German container vessel. In the 70's Bolten was one of the largest car carrier operators in Germany.

The CLS project team has continually repaired M/V PAROS and M/V SIGRUN BOLTEN during 2010.

The delicate cleaning of each part, the assembling after inspection and the hands-on working style on every part of the job has made a deep impression on the superintendent.

The superintendent said that, In the world, Germans are famous for their rigorous approach to their work. But now, from my perspective, the CLS project team was always striving to strictly apply its quality principles to the work.