

Delivery Ceremony for 'MV Charlotte Schulte'- 5,466 TEU Container Carrier HHIC-Phil Shipyard at Subic in Philippines

21 January 2014



Delivery Ceremony of the modern 5,466 TEU Container Carrier constructed under DNV Class at Hanjin's Subic Shipyard was held on January 17th 2014.

Hull No. P0087 named as 'MV Charlotte Schulte' was the first ship in a series of 4 nos. of 5466 TEU Container Carrier was built for BS at HHIC Phil Subic Bay.

Vessel was designed with fully optimized hull and propeller and spade type rudder.

Construction of 'MV Charlotte Schulte' had commenced with the steel cutting on 20th January 2013. Keel was laid on 16th April, 2013 and

launching was on 16th September, 2013. Sea Trials were successfully completed from 2nd to 8th December 2013.

The main particulars of the ship are: 255.0m (LOA) x 37.3m (B) x 22.0m (D), scantling draft of 13.9m and deadweight of about 50,180 metric tons on the design draft of 12.0m.

Main engine belongs to MAN B&W G-Engines, the new generation of optimized ultra-long stroke engines. The engine features enable an efficient control of NOx and SOx emissions.

The SMC team at Hanjin, is now engaged in supervision of a large fleet

of additional 13 similar ships, belonging to BS and Oak Tree Groups.

The ship sailed on 19th January on its Maiden Voyage to Ningbo, China.

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TZS, China: Successful delivery of mv"Medi Yokohama" - hull number SS 134

24 January 2014

TZS, Zhoushan, China: Successful delivery of mv"Medi Yokohama" - hull number SS 134 - 58,000 DWT bulk carrier, the second vessel ordered by Mitsubishi Corporation, Japan.

Construction of the vessel was commenced with steel cutting on 19th February 2013.Keel laying was carried out on 13th September and the vessel was launched 15th November 2013. Sea trial was completed successfully 24th- 28th of December 2013 and the vessel was successfully delivered on 24th January 2014.

With Loa of 190 m, beam of 32.26m, scantling draft of 12.8 m the vessel is designed to have a speed of 14.5 knots at CSO at designed draft of 11.30 m.

The vessel is powered with one set of MAN - B&W 6S50MC-C7X1 with MCO of 8480 KW @ 123 rpm and is classed with NK having Class notations NK, NS*(CSR, Bulk carrier-Type A, BC-XII, GRAB 20, PSPS-WBT) (ESP) (IWS) (BWTS) and MNS*, Strengthened for heavy cargo loading where hold Nos.2&4 may be empty.

Mv "Medi Yokohama" was delivered to the Owner (Mitsubishi Corporation) and Charterer (Damico) according to the contractual schedule.





The vessel manager is Daiichi Chuo Marine Company, Tokyo.

SMC NEWS

Another vessel has landed in hot water with the US Coast Guard (USCG) for failing to comply with restrictions aimed at reducing air pollution.

But why is happening?

8th. Mar. 2014

As another large tanker is detained, the 94,000-dwt tanker Four Bay (built 1994) was held by inspectors late last month for burning fuel with a sulphur content above 1% in the North American Emissions Control Area (ECA) we have to look carefully why it is happening?

Some owners will try and blame the design of the vessel, with insufficient fuel tanks, lines or segregation and we, during in plan approval and the new building stage, have to ensure the vessels fuel systems are capable to follow the rules. Any ship to-day working in and out of the ECA must be able to switch from the Heavy Fuels to the Low Sulphur fuels, it has to follow the present conventions to trade in the Low Sulphur areas and still stay economically viable burning heavy fuels outside the restricted areas.

Restricted fuel tanks, lines and valves is not necessarily the case here or in earlier similar detentions (on the increase). With high cost bunkers and unscrupulous bunker suppliers there are more and more



owners taking chances / risks world wide with their bunkers already knowing their Bunker supply and sampling is not correct.

Accepting the bunker on the bunker receipt, without an analysis is a risky business if your vessel is going to these ECA places and the costs for the analysis far outweighs the costs incurred when the vessels gets detained so it would sound straight forward to get the analysis completed and avoid the risk. Unfortunately if the vessels bunker analysis shows a high sulphur content Owners cannot afford to have the vessel stopped and the bunkers changed then a lengthy court battle against a local bunker supplier loosing money in an already very very tough market, so the risk is taken.

Let us make sure our Vessels are delivered with sufficient Bunker change over lines, segregations and tanks so we don't become part of the legal battles when these vessels get detained.

"CPP 601" daily working capacity reaches 778.86 meters

8th. Mar. 2014



CPP601 is a pipelay vessel with modular S-lay pipelay equipment enabling the vessel to combine various offshore construction duties in the oilfield. Due to its considerable accommodation capacity 376 can also be deployed as an accommodation hook-up vessel.

"CPP 601" pipelay vessel is a special engineering ship China Petroleum Pipeline Bureau (CPPB) made for developing its marine lifting pipelaying business. It is also the largest pipelay vessel in CNPC with the function of lifting, pipe laying and daily life support at sea. Besides, its maximum lifting capacity is 1200 ton when fully revolving, and its lifting capacity is 1600 ton when oriented lifting at sea. Due to the crane with huge body and large weight, ZPMC installed in section in manufacturing process and created good conditions for integral installation. ZPMC always abided by the installation principle, inspected carefully every details of installation, and eliminated in time hidden dangers, which increased safety factor of crane installation.

CPPB is top-ranking pipeline engineering general contractor at home and abroad. The successful delivery of the vessel laid solid foundation for wider and longer cooperation of CPPB and ZPMC.

"CPP 601" will go to Africa in its maiden voyage and undertake the construction of undersea gas pipeline project in Tanzania.

Good news came from the construction of undersea gas pipeline project in Tanzania that "CPP 601" again made a new record of daily working capacity of 64 pcs pipelines, which reaches total length of 778.86 meters.

Since "CPP 601" started official working on 18th January 2014, all the members of CPP 601 have been trying hard to fumble ceaselessly in practice, learn from experiences, analyse and research for better ways to exploit potentialities of "CPP 601" working capacity on undersea gas pipeline project.

On 18th Feb, they made it 500 meters. On 25th Feb, they made it 650 meters. On 5th Mar, they made it 700 meters and on 8th Mar they made it 64 pcs pipeline, totally 778.86 meters.

By 8th Mar, "CPP 601" had laid 1405 pcs pipelines, which reaches the total length of 17.05 kilometres. Successful welding percentage is above 90%. The "CPP 601" team is very confident of making progress and fulfilling the task of the construction of undersea gas pipeline project in Tanzania.

Safety First, Last & Always

Introduction of Site Offices ---- SMC site office @ Rongsheng Shipyard

28th. Feb. 2014

Rongsheng is a leading large-scale heavy industry enterprise group. It manufacturing bases of shipbuilding and offshore engineering in Nantong of Jiangsu Province and diesel engine in Hefei of Anhui Province both approved by NDRC, covering wide services ranging from shipbuilding, offshore engineering, power engineering, engineering machinery and etc.

SMC site office :

Standing (L-R) – Gong Xin Ming, Fukuoka, Qian Peng, Wu Xing Zhong, Luo Jin Song, Lu Chang, Wei Xiao Fei & Guliman.

Sitting (L-R) – Yu Sheng Guan, Kostas, Tomar, Joglekar, Peter, Ren Wen Wei & Penny Pan Min.



Photos of Our Site Managers



Aditya Sharad Joglekar RSY-400k DWT BV-Vale

Kryzsztof Socha

STX-22k LPG- Ultragas



Naresh Chugh HHIC- 5.4k TEU CV- BS , JPM& Oarktree



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Christian Wilhelm Sainty-MV-SM



Sebastian Warcaba GWS- 1,700TEU CV-SFS



Choong Kwang Kim DSME-11.4k DWT PC-PMM



T.R. Ragesh TZS-82k & 58k DWT BV- MCS

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Kyu Whan Song HSHI- 5,600TEU CV-BS



S.Ramachandran HTS-38k DWT BV-Interlink



Grzegorz Marzec STX-12k LEG-Unigas



IS Sreekumar TKS-38k DWT BV-Intrlink

Site Office Safety Notice



• ALWAYS WEAR SAFETY CLOTHING •

hazards of skin absorption of harmful substances, severe cuts or abrasions, punctures, chemical or thermal burns, harmful temperature extremes, and sharp objects *OSHA1915.157*

• ALWAYS WEAR SAFETY HELMET •

areas with potential for injury to the head from falling objects and from electric shock or burns due to contact with exposed electrical conductors which could contact the head OSHA 1915.155



• ALWAYS WEAR SAFETY SHOES •

when working in areas where there is a danger of foot injuries due to falling or rolling objects or objects piercing the sole OSHA 1915.156



• WEAR SAFETY GLOVES •

hazards of skin absorption of harmful substances, severe cuts or abrasions, punctures, chemical or thermal burns, harmful temperature extremes, and sharp objects *OSHA1915.157*





exposures to eye hazards caused by flying particles, molten metal, liquid chemicals, acid or caustic liquids, chemical gases or vapors, or potentially injurious light radiation OSHA1915.153

WEAR PROTECTIVE DUST MASK •

exposures to atmosphere with particulates, harmful dusts, fogs, fumes, smokes, sprays, or vapors

OSHA1910.134

USE SAFETY HARNESS exposure to walking/working sur

exposure to walking/working surface (horizontal and vertical surface) with an unprotected side or edge which is 6 feet (1.8 m) or more above a lower level OSHA1926.501



• USE EAR PROTECTORS •

all work in environment with sound level exceeding 90 dBA

OSHA1910.55

Safety First, Last & Always

China's cabinet stresses PM2.5 control

03rd. Mar. 2014

China

BEIJING - The State Council, or China's cabinet, has urged reduction of PM2.5 and other pollutants in smoggy cities as the key task in the fight against air pollution.

"Major cities and regions where smog is frequent should be the focus (of air pollution control), and control of PM2.5 and PM10 should be a key task," said a statement released after an executive meeting of the State Council held on Wednesday and presided over by Premier Li Keqiang.

The cabinet stressed that air pollution is the result of long-term accumulation and persistent efforts are needed to address the issue in order to accelerate the overall environmental drive and improve people's livelihoods.

In the latest monthly monitoring results for 74 Chinese cities, the density of key air pollutants PM2.5 and PM10 shot up by 55.7 percent and 30.1 percent respectively in December. These cities had on average of more than 70 percent of days failing to meet air quality standards, according to the Ministry of Environmental Protection.

We Are Supporting Our People in Need

16th. Jan. 2014

Philippines

Korea

It is with great sadness that we witness the devastating effects caused by the Typhoon Haiyan, one of the most powerful storms on record sweeping through the central part of the Philippines on 8th November 2013, Friday. We are very concerned about the local situation where we have our crew service centres located in Cebu, Iloilo, and Manila recruiting close to 9,000 of Filipino seafarers and supervisors. A large number of them are hailing from the Visayas region of Philippines. The level of property damages and personnel losses is still to be ascertained as the impact of such natural catastrophe of such significant magnitude is only slowly unfolding. Due to the damage to communication facilities, roads, and airports, establishing contact with our people is a challenge now. However, our local shore staff along with our local Seafarer Wives Association in the Philippines are doing whatever possible to reach out to our people and their families to confirm that they are safe and whether they need any form of assistance.

Furthermore, as a concrete expression of support to our people in the territories devastated by the strong wind and flood, BSM has decided to immediately launch a fund-raising initiative – the BSM Philippines Super Typhoon Haiyan Relief Fund – to solicit contribution from all colleagues on BSM vessels and in BSM offices worldwide further to the pledge of monetary support already sanctioned by the BSM management and our Shareholder.

The statement noted that overall consumption of coal should be controlled, calling for more efforts to promote high quality gasoline for vehicles, energy saving in construction and the use of environmentally friendly boilers.

It also stressed the role of taxation and government subsidies, revealing that 10 billion yuan (\$1.64 billion) has been allocated this year as rewards for key cities and regions who make significant progress in air pollution control.

Various policies and industrial standards should also be improved to encourage the use of new energy cars and force companies producing high waste and environmental risks to reduce emissions.

During Wednesday's meeting, a draft revision to the regulation on medical equipment supervision and management was approved, calling for an improved management system in accordance with the risks of medical equipment.

According to the statement, the draft raises certificate approval standards for high-risk products while simplifying market-entry procedures for low-risk ones.

It also stresses the role of manufacturers, sellers and users in quality control and safety management, with more severe punishment for medical equipment-related violations.

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The aid will be distributed to our Filipino seafarers and shore staff who are in need of humanitarian relief through our local relief team led by our Director – Loss Prevention and HR (Marine) Mr. Arvind Sharma. He is now physically in Manila to coordinate the relief effort with proper set up and structure.

In this context, we welcome our stakeholders who would like to join our initiative by sending your donation to following bank account:

BENEFICIARY NAME: BSM CREW SERVICE CENTRE PHIL. INC.

BENEFICIARY ACCOUNT: 104471157569 BENEFICAIRY BANK: BDO UNIBANK INC SWIFT CODE: BNORPHMM



Busan Gyeongnam Horse Racing Park hosted the equestrian events of the 2002 Busan Asian Games and was officially opened to the public in September 2005. The park spans an area of over 1,243,101m2, reaching into both Busan and Gyeongsangnam-do, and boasts stands able to seat up to 300,000 people, 98 sports facilities, 3 sand race tracks, and a parking facility. Races are held every Friday and a total of 12 races take place each race day. Not just a favorite spot for horse-racing, the park also contains an ecological park, a children's horseback riding site, flower beds, and the largest in-line skating park and cycling lanes in the country, making it a favorite leisure spot for citizens of all ages.

Horse Riding in Jeju There is an old Korean saying that says to send people to Seoul and horses to Jeju. As such, Jeju Island is wellendowed with ideal natural conditions for breeding horses. Although Jeju horses are gentle when properly trained, if you are riding for the first time, it is always better to ride with an expert and take just one round of the horse riding ground at a time. If you are yourself an expert, you can choose your own course as well as ride across the grasslands. With horse riding centers located across the entire island, it is the perfect opportunity to experience horse riding while you are on Jeju.