

TZS, China: Naming and Delivery Ceremony of "Medi Manila" - 58,000 DWT Bulk Carrier

10 July 2014



Tsuneishi Zhoushan Shipyard, Zhoushan, China: Naming and Delivery ceremony of MV "Medi Manila" - hull number SS 135 - 58,000 DWT bulk carrier, the fourth vessel ordered by Mitsubishi Corporation, Japan.

Construction of the vessel was commenced with steel cutting on 24th July 2013. Keel laying was carried out on 16th January 2014 and the vessel was launched on 8th May 2014. Sea trial was completed successfully 18 - 21st of June and the vessel was successfully delivered on 10th July 2014.

The main particulars of the vessel are 190m (LOA) x 32.26m (B) x 18m

(D) x 11.30m (Td) x 12.80m (Ts) and with energy saving rudder bulb and stern boss fins. The vessel is powered with one set of MAN B&W 6S50ME-C8.2 engine with MCR of 8,200 kW at 108 rpm and the service speed is 14.5 knots. 2 sets of 700 m3/hr electrolysis type ballast water management system is provided onboard and the vessel complies with the MLC 2006 crew accommodation standards. The vessel is classed with NK with Class notation NK, NS*(CSR, BC-A, BC-XII, GRAB 20, PSPC-WBT) (ESP)(IWS)(BWTS) MNS*(M0), Strengthened for heavy cargo loading where holds Nos.2 & 4 may be empty.

The vessel was named by sponsor Mr. Emauele Damico (Assistant Director of Damico Dry Ltd.) in the presence of distinguished guests from Mitsubishi corporation Japan, Damico Dry Ltd., Mitsubishi UFJ Finance company Ltd, Schulte Marine Concept Ltd and Tsuneishi Holding corporation.





Rongsheng Shipyard, China: Delivery of "ORE MAJISHAN" - 400,000 DWT VLOC

Rongsheng Shipyard, China: hull No. H1113, mv "ORE MAJISHAN", 400,000 dwt VLOC was delivered to the owners, VALE (Brazil) at Zhoushan XinYa Shipyard. Being the 9th of 12 series vessels, her steel was cut on 28th March 2011, the keel was laid on 5th June 2012 and she floated out on 3rd March 2013. The sea trials were carried out between 10 - 17th June 2014 and thereafter this vessel was berthed at Zhoushan XinYa Shipyard for completion of pre-delivery works. The vessel proceeded on her maiden voyage on 13th July 2014 and is scheduled to call at Singapore before sailing directly to PDM (Brazil) for her initial iron ore loading.

The vessel has a length overall of about 360 metres, a beam of 65 metres and depth of 30.4 metres. The deadweight at summer draft of 23.00 metres is about 400,000 tons and the service speed is 14.8 knots. The main propulsion plant has a WARTSILA 7RTA flex-82Twith a maximum output of 29,400 kW at 76 rpm.



Sainty Marine, China: Naming and Delivery of mv "INTHIRA NAREE"

3 July 2014

Sainty Marine, Yizheng Yangzhou city, China: Naming and Delivery of mv "INTHIRA NAREE" (hull No.: SAM13010B), the second of the series of two 64000 DWT Bulk Carriers ordered by Precious Shipping. The main particulars of the vessels: 199.90m (LOA) X 32.26m (B) X 18.5 (D) X 11.3m (Draft Design),



ABS, as +A1(E), Bulk Carrier, BC-A (Holds Nos. 2,4 may be empty), +CSR, AB-CM, ENVIRO, ESP, GRAB (20), UWILD, +AMS,+ACCU, TCM, PMA, CPS, GP, BWT. Mv "INTHIRA NAREE" will sail out on her maiden voyage on July 5,2014. Delivery News

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SMC NEWS

Manganese nodules



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Manganese nodules are concretions of many metallic oxides that grow on the deep ocean floor. Their genetic process is not fully understood but it is partly chemical with biological component. The presence of bacteria could indicate a biological role in the formation of nodules but bacteria could also be bystanders caught up in the process of mineralization. The very slow growth rates of nodules suggest that reactions linked with bacteria are not the major mechanisms of manganese and iron accretion. However the bacteria are the major players in the process that releases manganese, nickel, copper and lithium to the poor fluids which taken part informing the nodules.

This process takes place in water depths of 4000 to 6500 meters.

The manganese and iron minerals in concretions precipitate from the ambient, or surrounding, water in two ways:

 Hydro-genetically created nodules (found on water depth 4000m) in which the minerals precipitate from cold ambient seawater; they grow extremely slowly at the rate of about 1 to 10 mm per million years.

• Dia-genetically created nodules (found on water depth of 6500m) in which minerals precipitate from sediment pore waters - that is seawater that has been modified by chemical reactions within the sediment; grow at rates of several hundred mm per million years.

There are four major locations of nodules in which their average abundance as follow:

In Clarion-Clipperton Zone – 15 kg/m2

In Peru Basin – 10 kg/m2

- In Indian Ocean 5 kg/m2
- In Cook Islands 5 kg/m2



In Cook Islands Zone nodules have higher grades with Si, Ti, Al, Ca, K, Pb, V, B and Y than in Clarion-Clipertone Zone with Mg, Ba, Na, P, Sr, Mo and Zn have higher grades.

Available information about total amounts of metals in Cook Islands Zone and Clarion-Cliperton Zone are impressive however in some areas these may not be economically recoverable. The estimations are as follow:

- Mn abt 1100 million tons Na abt 110 million tons
- Fe abt 1200 million tons
- Si abt 650 million tons
- Al abt 220 million tons
- Ni, Co, Cu, K abt 20-30 million tons
- Ti, P abt 70 million tons
- Ba, Pb, Sr, Mo, V, B, Zn, Y, Zr abt 1-10 million tons

Steven Nolan

The 1992 United Nations Convention on Biological Diversity defines the Ecosystem Approach as "Ecosystem and natural habitats management" to meet human requirements to use natural resources, whilst maintaining the biological richness and economical processes necessary to sustain the composition, structure and function of the habitats or ecosystems concerned.

USA EPA Stern Tube Seal Requirements and Problems

Some synopsis of terms - U.S. Environmental Protection Agency (EPA) Explains New Vessel General Permit (VGP) guidelines and environmen-Technical Manager tally acceptable lubricants (EALs).

Shanghai Head Office Since 19 Dec. 2013, all commercial vessels over 24m in length operating in US waters have been required to use environmentally acceptable lubricants (EALs)or commonly known as Bio – Oils and not the mineral oils, in all oil-to-water interfaces unless deemed technically infeasible to do so. There are a range of options available for VGP compliance, and many different ideas from the makers trying to raise awareness globally about the more environmentally sound solutions that are similarly available for shipping sectors and regions where regulations are not as strict as the US.

In our quest to ensure our owners are given globally operating vessels it is our obligation to ensure owners are aware of the requirements and these can be simply explained on a number of web sites (http://www.exxonmobil.com/MarineLubes-En/performance-and-reliability_industry-insights_ vessel-general-permit_epa-faq.aspx or get the download http://seaworm.narod.ru/2/vgp-manual.pdf) but basically the vessel cannot trade in the US coastal waters using oils which are not bio degradable (break down without environmental impact when in sea water) in systems where there is a direct interface with the sea. This would be Stern tubes and Bow thruster units, azipods etc.

Solutions appeared simple, change the Oil, but that means changing the seal ring materials (for bio degradable oils the Seal Rings need to be Viton) and if we change the seal rings we also have to change the carrier rings (rings that hold the seals due to composition of the seal material being much weaker). The additional cost for such modifications can vary, if applied at the very beginning or at a much later stage in the stern tube manufacture.

Another solution was to question the terminology of the EPA directive, and consider stern tube systems which have no direct interface - system which can continue to utilize mineral oil since they meet VGP guidelines. With these systems there is no oil and sea interface, there is an air chamber space within the seal, if the seals leak the leakage is captured (water or oil) the leakage, is then drained to onboard inspection tanks for monitoring. The EPA accepts these but requires these designs to be functioning normally, which can be assured by proper operation and maintenance records. Whilst these system can be fitted with Viton seals and the system can still be using either Bio or Mineral oils these system can be far more expensive than changing the oil and seals.

With the introduction of the EPA directive and the changes for the manufacturers of the stern tube systems the initial "change the oil" option appeared to be the solution. Unfortunately as the industry has geared up for the change we have noted an increasing number of cases being reported of the stern tube systems overheating and in some cases failing during the sea trials.

Whilst we continue to investigate the root causes we cannot say 100% it is the bio oils causing the problem, it does however appear to be the common factor in all the reported cases so far.

Unfortunately after the failures the oils changed etc. the full tests are not being carried out (a shorter sea trials, with no heavy turning on the steering or high loads on the engine shaft etc) and hence the builders are reporting everything normal. We should, all of us take additional care when / if your vessel is using this new technology and pay more attention to the stern tube parameters when our vessels are on basin (dock) and sea trials recording other parameters effecting the stern tube changes (engine loads, previous rudder movements, actual oils temps etc.) so we may investigate further. We should also ask the Site managers and Mechanical supervisors to press with owners for full load tests on the steering, engine , rudder etc to be carried AFTER any reported failures and / or any corrective actions.

In the mean time we will be asking owners to consider fitting the air chamber type stern tube seal system with the Viton seal as this will give double protection and whilst the cost may be higher in the CAPEX the cost of a Stern tube failure in the US coastal waters could be potentially disastrous for the company owning the vessel.

Introduction of Site Offices ---- YF Site Office



SMC Yangfan Site Office is composed of two parts: Zhoushan site office and Nantong site office. There are 16 team members, including one site manager, one secretary, six hull supervisors (four in Zhoushan Site office and two in Nantong site office), three machinery supervisors, three coating supervisors, and two electrical supervisors.

Yangfan East Coast Shipbuilding Company is located in Zhoushan, Zhejiang Province. One of the special things here is the daily transportation--- ferryboat instead of car. There is a nice view while the ferryboat passes by the anchorage of Zhoushan, where various ships comes from all over the world to have a good rest.

SMC's current project is supervision of 8 x 2339TEU containers. Till now, two containers have launched, two are in dry dock, and the other four are in block stage.

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Supervisors of Site Office @ YF Site Office



Christian Wilhelm Site Manager



Shi Guowei Coating Supervisor



Shi Ming **Coating Supervisor**

Wei Haiving

Gong xiaochao

Hull Supervisor

Machinery Supervisor



Ioan Hodosan Machinery Supervisor



Wu Haibin Machinery Supervisor



Marius Danaila Hull Supervisor

Wu Peiren

Electrical Supervisor





Electrical Supervisor

Xu Oinrui

Hull Supervisor



Peng Xiaojian Hull Supervisor



Yu Weidona CoatingSupervisor

Stop for 2 Minutes



• **STOP** •

Where are you? Are you in a position of safety? Think before you expose yourself to a hazard.



- What is happening around you?
- What hazards are you likely to be exposed to?
- What is your risk?

A checklist for your own personal safety

Is the risk acceptable?



• UNDERSTAND THE RISKS •

✓ Once you know the particular hazards of your job or workplace, you can take steps to reduce your risk of work-related injury or illness.





• THINK •

- ✓ What are you doing?
- Are you well prepared to carry out the work?
- ✓ What are your responsibilities ?



- ✓ Your safe route to complete your task.
- The safe method to complete your task.
- ✓ Your safe way out from the location.

• TALK OVER ANY CONCERN •

✓ To your manager about perceived hazards and risks.

Always ask yourself :

• Is the risk to my health and safety acceptable?

• If the answer is no, you have the authority to avoid it.

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SMC Site Offices

SMC NEWS

Mid-Autumn Festival

Falling on the 15th day of the 8th month according to the Chinese lunar calendar, the Mid-Autumn Festival is the second grandest festival after the Spring Festival in China. It takes its name from the fact that it is always celebrated in the middle of the autumn season. The day is also known as the Moon Festival, as at that time of the year the moon is at its roundest and brightest.

Mid-Autumn Festival is an inherited custom of moon sacrificial ceremonies. The ancient Chinese observed that the movement of the moon had a close relationship with changes of the seasons and agricultural production. Hence, to express their thanks to the moon and celebrate the harvest, they offered a sacrifice to the moon on autumn days.

Romantically speaking, the festival is to commemorate Chang E, who in order to protect her beloved husband's elixir, ate it herself and flew to the moon. In addition to the romantic legend Chang E Flying to the Moon mentioned above, there are many other legends and stories related to this grand festival. The most well-known ones include Jade Rabbit Pounding Medicine, Wu Gang Chopping Laurel Tree, and Zhu Yuanzhang and the Moon Cake Uprising.

On the festival day, family members gather to offer sacrifice to the moon, appreciate the bright full moon, eat moon cakes, and express

Celebrating Mid-Autumn Festival in Korea

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Ancestor Worship Ceremonies

As the ancestor worship ceremony starts, all men stand reverently before the altar. The eldest son opens the front door first, symbolizing "inviting" his ancestors to come in. Then he offers flowers, wine, and snacks, and burns incense while bowing together with other family members.

While his ancestors "enjoy" the offerings, the eldest son relates the glorious deeds of his ancestors. When the ceremony is over, he and other family members start to eat together.

strong yearnings toward family members and friends who live afar. In addition, there are some other customs like playing lanterns, and dragon and lion dances in some regions. The unique customs of ethnic minorities are interesting as well, such as "chasing the moon" of Mongolians, and "steal vegetables or fruits" of the Dong people.



Food Prepared for Mid-Autumn Festival

Each household prepares newly-harvested grains and fruits, taro soup, and muffins in the morning of the Mid-Autumn Festival. The muffins are the highlight and have a similar significance to mooncakes for the Chinese. The semi-moon-shaped muffins are made from rice flour, with pork and dates as fillings, and are usually sent as gifts among friends and relatives.

Tomb-Sweeping

In addition to getting together and worshiping ancestors, it's also a custom for the South Koreans to sweep the tombs of their ancestors

Celebrating Mid-Autumn Festival in Hong Kong

The Causeway Bay Fire Dragon Dance

This annual fire dragon parade started mysteriously in 1880. It is an intangible Hong Kong heritage and tradition. Tangibly, you'll smell the astringent vapors of fireworks and sparklers and your ears will tingle and maybe ring from the clanging symbols

and cracking fireworks of the parade.

People line the streets to watch the free public spectacle as a long fire dragon that is about 70 meters (230 feet) long that is held up on poles by many volunteers undulates along in 32 connected sections. May it ward away what plagues you.

It is said that in 1880, a mysterious plague started to spread through the village of Tai Hang on Hong Kong Island after a snake was killed one stormy night. In response, villages did a dragon dance, and they succeeded in ending the plague mysteriously in this way.

Mid-Autumn Fest Lanterns in Victoria Park

The biggest Mid-Autumn event is the official Hong Kong Mid-Autumn Fest at Victoria Park. There is a huge expertly designed lantern display, a big fire dragon dance, kungfu demonstrations and folk music, and crafts are displayed.

The same fire dragon contraption used at the Tai Hang parade is featured at Victoria Park.

One old traditions of this full moon harvest festival is to light and hang lanterns. The grandest of all lantern displays is at Victoria Park where city crowds bask in their ambient glow.



The grand display chosen durina is annual lantern an competition. The 2011 display made it into Guinness Book the of World Records as the largest sculpture made of lanterns.

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