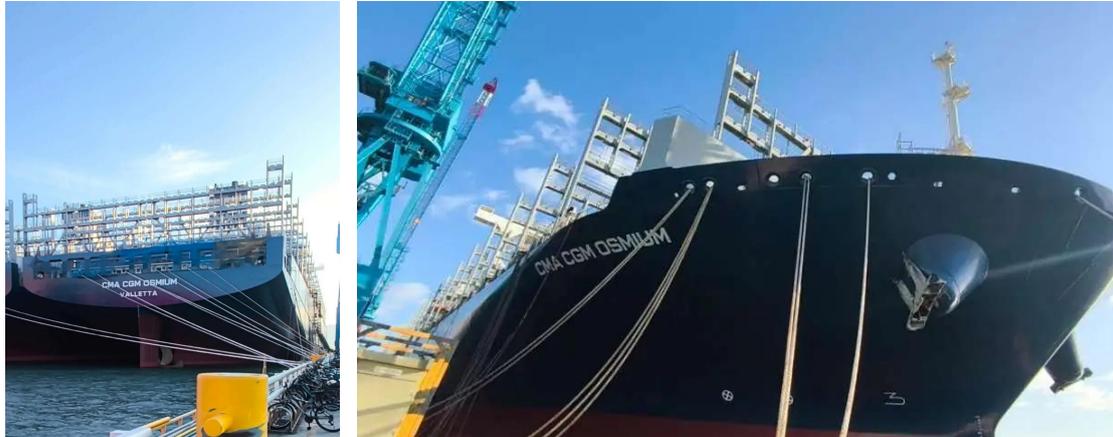


Singhai Crew Takes Delivery of Brand New 13,000 TEU Methanol Dual-Fuel Containership "CMA CGM OSMIUM" for CMA CGM!



On February 23, 2026, Singhai crew officially took delivery of the complete crew package for the new 13,000 TEU methanol dual-fuel series containership "CMA CGM OSMIUM" in Busan, South Korea. The vessel is set to commence operations on the Asia-South America route. We had the opportunity to interview the vessel's Chief Officer, Wang Deyang, to hear about his experience with this delivery.

PART-1 Chief Officer Wang Deyang, hello! Please briefly introduce yourself.

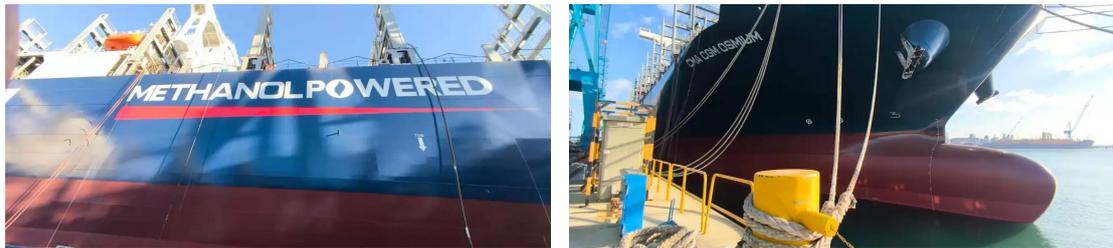


Hello everyone! I am Wang Deyang, currently serving as the Chief Officer on the "CMA CGM OSMIUM," operated by the French shipping group CMA CGM. I have been with CMA CGM since I entered the maritime industry in 2011, spending my entire 14-year seafaring career within the CMA CGM fleet.

PART-2 Chief Officer Wang, you and your crew team recently completed the official handover of the "CMA CGM OSMIUM." Can you briefly introduce this new type of containership?

The "CMA CGM OSMIUM" is one of twelve 13,000 TEU methanol dual-fuel series vessels ordered by the CMA CGM Group, named after the chemical element "Osmium." Its sister ships in the series are named after elements like "Iron," "Argon," and "Helium," all taken

from the periodic table. Currently, the vessel is scheduled for the Asia-South America trade. In terms of size, it's a Neo-Panamax containership of 13,000 TEU, measuring 335 meters in length and 51 meters in breadth. This design allows it to navigate major waterways flexibly while possessing the capacity for intercontinental liner services.



Regarding the delivery process, it was indeed a relatively long period. Starting with the advance team of five key officers arriving on January 12th, the sea trials lasted 8 days. The entire crew complement was fully on board by February 9th, followed by intensive finishing and acceptance work. The vessel was officially delivered and put into service on February 23rd, with the entire cycle lasting about one and a half months.



PART-3 From a Chief Officer's perspective, what are the biggest differences in operating a methanol dual-fuel containership compared to a conventional fuel oil containership?

The biggest difference lies in the shift in management focus due to the properties of methanol fuel. As Chief Officer, there's a heightened sensitivity required regarding fuel bunkering operations, inspections of storage tank areas, and related safety equipment.

In terms of preparation, our team delved deep into the technical documentation of the vessel's methanol system during the pre-handover phase. We participated throughout the acceptance process for the bunkering system and safety devices, and conducted multiple practical drills for bunkering and emergency scenarios. For us, this preparation wasn't starting from zero; it was about smoothly extending the experience accumulated over many years onto this new vessel.

PART-4 This delivery mission involved traveling to Busan, South Korea, in batches starting from January 2026, with the handover completed in February. As Chief Officer, did you encounter any coordination challenges that needed resolving during the process? How did you handle them?

The biggest test during the delivery was efficiently advancing work amidst multi-party, cross-cultural communication and collaboration.

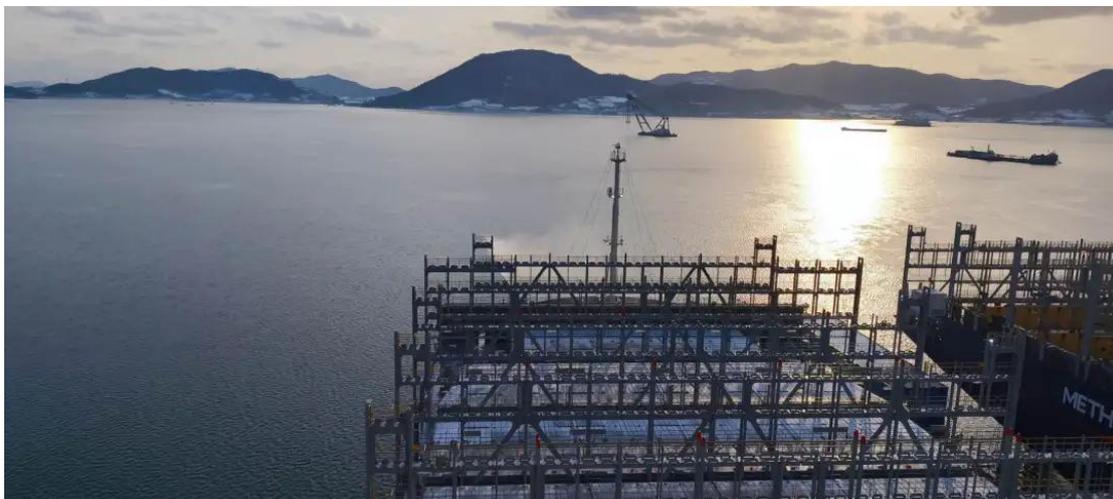
For instance, during the sea trials and acceptance phase, information synchronization was paramount. We held daily meetings with the shipyard and the owner to confirm the tasks to be completed that day and the expectations for the next day's plan, ensuring everyone was aligned. Sometimes, the schedule would have temporary adjustments. In such cases, we internally reallocated manpower promptly, turning "waiting time" into "preparation time." We organized the crew for in-depth study and practical drills on the already completed systems, especially the methanol fuel system. By the time commissioning began, the crew already had a good understanding, allowing us to continue working efficiently. Throughout the entire delivery process, thanks to the collaborative efforts of all parties involved, every issue was addressed and resolved step by step, ultimately ensuring the smooth delivery of the vessel.

PART-5 The CMA CGM Group has always been at the forefront of decarbonization. As the inaugural Chief Officer of the "CMA CGM OSMIUM," what role do you think a Chief Officer plays in promoting the low-carbon transition in the shipping industry?

In my view, the Chief Officer is not only the head of a department on board but also serves as a crucial link and bridge between the Captain and the crew, while simultaneously being a frontline

executor in the green transition.

Methanol dual-fuel vessels are a new development. We need to gain experience through actual operation – from standardizing methanol bunkering procedures to accurately collecting energy consumption data. This frontline experience is valuable for the owner to optimize management and for the industry to refine standards. At the same time, the Chief Officer has a responsibility to assist the Captain in fostering environmental awareness within the team, encouraging younger crew members to delve into new technologies and treat every operation as a learning opportunity. As the first Chief Officer on this ship, I do feel an added sense of responsibility.



PART-6 Throughout this crew manning project, what substantial support did Singhai Marine, as the shore-based support provider, offer you and the team?

Singhai's support was evident throughout the entire delivery process,

providing solid backing for our frontline team. They considered everything thoughtfully, from crew assignment and organizing training, to guiding operational procedures and facilitating communication. It gave us great confidence on the front line.



From sea trials to delivery, throughout the one-and-a-half-month handover period, the entire crew of the "CMA CGM OSMIUM" successfully completed the transition task with their professionalism and experience. The delivery of a new vessel is a microcosm of the future of green shipping. Singhai Marine is committed to providing professional and efficient services, matching shipowners with highly qualified and experienced crews, and contributing to the sustainable green development of the shipping industry. We thank Chief Officer Wang Deyang for his insights and wish the "CMA CGM OSMIUM" and all its crew fair winds and following seas!