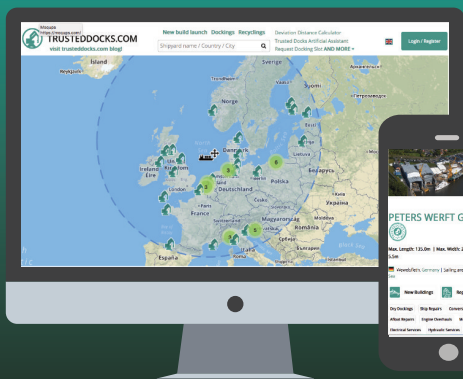




TRUSTEDDOCKS.COM

BEST SHIPYARDS FOR REPAIR WORLDWIDE



TRUSTEDDOCKS.COM

2024

Written in Hamburg by Bullemer, Chen, Knapperzbusch, Malchow

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Dear Reader,

Docking a ship has always been a matter of trust preferably borne by a long lasting business relationship. By nature repairs sometimes require ad-hoc business decisions for new shipyard partners. Finding this partner can be a challenge.

Choosing a shipyard bears always some risk. Top quality services are needed for a reasonable budget within a certain time constraint. Hence finding the correct shipyard is a difficult task for any technical department of a shipping company. The bandwidth of work to be done reaches from simple 'shave and a haircut' jobs to complex and sophisticated conversions. Now, the shipyards are getting ready for the first wave of ballast system retrofits and scrubber installations. There are many determining criteria while the ship repair industry represents a US \$20 billion global market and is estimated to reach US\$ 40 billion by 2028.

In the course of the last decades some general rules haven been established: The U.S., Latin America and West Africa remain regions where only vessels with restricted operation in these areas will use their facilities. The West and North Europe regions are the preference for these vessels making solely transatlantic voyages. Singapore and Middle East Gulf is specializing in non-conventional fleets, gas and tanker vessels. Black sea, Turkey and especially China are dominating the bulk carrier market.

Despite these rules it is the purpose of this book to provide some market transparency for managers, owners and their superintendents in the field of ship repairs. However it is the primary intention of this book to work as an 'appetizer' for the webpage www.trusteddocks.com. Here you can find the same information as in the book plus valuable add-ons. Beside an endless number of small and medium sized players Hanjin Heavy Industries, Hyundai Mipo Dockyard Co., Ltd., China Shipbuilding Industry

Corporation (CSIC), Damen Shipyards Group and Cochin Shipyard Limited are some of the key players operating in the global ship repair and maintenance market.

With www.trusteddocks.com you can:

- prescreen and preselect shipyards in relevant trading area
- easily calculate the deviation costs
- quickly receive docking quotations from shipyards
- directly request a docking slot from shipyards
- review shipyards and share experiences

As www.trusteddocks.com is regularly updated it is not as static as a book. E.g. the number of listed shipyards will be growing and the website is also providing a valuable assessment tool. You have the possibility to evaluate the performance of the contracted shipyard and benefit from the assessments of others. It is the intention to develop www.trusteddocks.com to be the 'Guide Michelin for ship repairs'. Hence, take this book as the menu.

Enjoy reading

Dr.-Ing. Ulrich Malchow, Hamburg, February 2019



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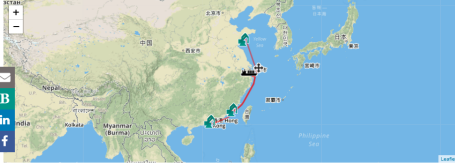
online shipyard search and request

trusteddocks.com is the ultimate online matchmaking platform, designed for vessel and fleet managers. trusteddocks.com supports several steps in the decision making process of a ship manager and documents and archives every step of the repair or refit project.




Currently you are reading our book or e-book. The e-book is updated weekly and if you have an account for trusteddock.com, you can download the E-Book free of charge whenever you want. The Book or E-Book is good to use, whenever you don't have internet connection. If you are online, it is more fun, to make use of our website, which can be accessed on your desktop or mobile device. Just specify your vessel and we show you all shipyards that are feasible for repair or refit purposes.

Shipyard Search & Compare & Recommend

Compare Shipyards



Vessel speed	15	Knots
Fuel consumption	30	MT per day
Fuel costs	350	USD per MT
Fix vessel operating costs	8000	USD per day

Shipyards	XIAMEN SHIPBUILDING INDUSTRY CO LTD	YU LIAN DOCKYARDS (SHENZOU) LTD	QINGDAO BEIHAI SHIPBUILDING HEAVY INDUSTRY CO LTD (CSIC)
Location	Xiamen, China	Shenzhen, China	Qingdao, China
Dimensions	Max. Length: 229.0m Max. Width: 40.0m	Max. Length: 405.0m Max. Width: 83.0m Max. Draft: 8.5m	Max. Length: unlimited Max. Width: 125.0m Max. Draft: 18.0m
			
Services	New Buildings Repairs Ship Repairs	New Buildings Repairs Ship Repairs	New Buildings Repairs Ship Repairs

Compare different shipyards with each other

Every shipyard in the world is listed with their facilities, equipment, certificates and workforce in our database. Additional Datasets like weather, distances or travel information give us a full picture of the environmental conditions of every shipyard. Furthermore trusteddocks.com makes use of a global ais dataset and monitors the worldwide activities of all shipyards. So, we can say which shipyards are busy and what kind of vessels are using which shipyards. On top of this data, trusteddocks has created the first online recommendation system for shipyard. Depending on dimension, age, vesseltype and other factors we create vessel specific rankings and suggest the best option in a given region.

Request Docking Slot & Tender Project

2

Please choose a service type

Class renew

Planned repair

Voyage Repair

Emergency

Ship recycling

3

Please find the docking vessel

AS FORTUNA (IMO:9428322)



Name: AS FORTUNA

IMO: 9428322

Type: Container Ship

Year: 2009

Flag: Portugal

Length(m): 161

Vessel additional specification

Vessel additional dimensions

4

Docking specification

Your reference / Repair number

Document upload(*.pdf)

 Keine ausgewählt

Overall work description

Hull treatment

Deck treatment

Engine room treatment

Creating a docking request with trusteddocks.com

Fleetmanagers can easily contact shipyards and ask for docking capacity in a given timeframe. vesselmanager can tender their projects in closed or open auction mode. trusteddocks supports RFQ from various software projects, Excel or PDFs.

Quality Reviews

Are you happy with the work the shipyard has done? You should make use of our recommendation system and archive your experience for later. You can share your experience with your shipyard, colleagues, partners or the whole industry, if you like.

1

Please select the vessel for which the service was provided *

IMO no. or ship name

Can't find ship?

2

Service provided by the shipyard *

New Buildings

Repairs

Ship Repairs

3

Service dates *

Beginning date

Completion date

4

Please rate the quality of provided services *

Standard review

Extended review

Purposes

Major work scope

Reason shipyard selection

Speed of work

Men power available

Quality of outside blasting and painting

Review the work of the shipyards

Technologies to reduce NO_x & SO_x Emissions

It's a known fact that whenever a machine is operated to perform some work, it is impossible to achieve 100% work efficiency because of various reasons such as friction, heat dissipation etc. When it comes to ship's engine, a massive mechanical structure with several moving parts, the work efficiency achieved out of it is 70-85% for suitable running condition.

The combustion of gases inside the engine emits harmful smoke into the atmosphere which leads to loss in the system and pollution of the marine environment. Annex VI of MARPOL deals with restricting the amount of harmful emissions from ship's main propulsion system and provides guidelines for substances such as SO_x and NO_x. Several technologies have been introduced to reduce the level of harmful emissions in ship's exhaust system. We have enumerated 10 such different technologies and systems used onboard ships to comply with MARPOL for reducing marine pollution.

The presence of NO_x in marine engine's exhaust emission is due to high combustion temperature which reacts with nitrogen in the air supplied for combustion. Read more about it [here](#).

Following are the methods to reduce NO_x emission from ship:

1. **Humid Air Method:** In this method, water vapour is mixed in the combustion air before supplying it to the cylinder. Air from the T/C blower is passed through a cell that humidifies and chills the hot air taking moisture from the cooling water until air saturation is achieved. Generally saline sea water is utilized in this method by heating it with jacket water and turbo charger heat, and the left over brine is disposed back to the sea. This method can achieve reduction of NO_x by 70-80%.
2. **Exhaust Gas Recirculation (EGR):** As the name suggests, some amount of engine exhaust gases are sent back to the scavenge space to mix up with the air supplied to cylinder for combustion. This reduces the oxygen content of the air and hence reduces formation of NO_x.
3. **Water Injection and Water emulsion:** In this method, water is added to reduce the temperature of combustion leading to low

NOx emission. In water emulsion, fuel is blended with water and in water injection a separate fresh water injector is mounted in the cylinder head which injects water. This method has a drawback of increasing the specific fuel oil combustion with reduction in NOx by only 20-45%.

4. High Scavenge Pressure and Compression Ratio: With high scavenge pressure and compression ratio, large amount of air can be introduced inside the cylinder to lower combustion temperature and NOx emission.
5. Selective Catalytic Reduction: The SCR is the most efficient way to reduce NOx emissions from ships (up to 90-95% of reduction). In this method, low sulphur fuel oil is used and exhaust temperature is maintained above 300 deg C. The exhaust gas is mixed by water solution of urea and then it is passed through catalytic reactor. The only disadvantage of SCR is its expansive installation and operating cost.
6. Two Stage Turbocharger: ABB's latest two stage turbocharger can reduce the exhaust temperature in the intercoolers and also the NOx content in the emitted exhaust.
7. Engine Component Modification: It is better to design an engine which has a property to reduce the NOx formation during combustion process rather than investing on expensive secondary measures. Integration of slide valve type fuel injector with almost zero sack volume eliminates any chance of fuel dripping and after burning, leading to cylinder temperature and NOx formation. New designs like Green Ultra long stroke engine from MAN (GME series) with reduced mean piston speed gives more time for excess air and proper combustion to lessen NOx formation.

SOx or sulphur oxides are formed during combustion process in the engine because of presence of sulphur content in the fuel. Read More about it here. Following are the methods and technologies used to reduce sulphur emission from marine engines:

1. Use of Low sulphur fuel oil: It is expensive but most commonly used method to comply with Annex VI of MARPOL while entering emission controlled Area or ECA.
2. Exhaust Gas Scrubber Technology: The exhaust gas from the engine is passed through the scrubber tower where a liquid is

showered over it. Fresh water blended with caustic soda (NaOH) is used as a scrubbing liquid which reduces the SO_x to 95%. The scrubbing water is then sent to a water treatment effluent emulsion breaking plant after which it can be discharged overboard.

3. Cylinder Lubrication: Good quality cylinder lubrication along with efficient control systems such as Pulse or Alpha lubrication systems can neutralise the sulphur in the fuel and reduce SO_x emissions from the engine.

Source:

<https://www.marineinsight.com/tech/>

Ballast Water Treatment Systems (BWTS)

Ballast Water Treatment System (BWTS) is a system designed to remove and destroy/inactive biological organisms (zooplankton, algae, bacteria) from ballast water. Ballast water treatment is still evolving technology with an ever-growing number of manufacturers. This means that there is limited inservice experience for the systems being offered and there is a general understanding that no single system is suitable for all ship types.

Source:

[https://www.wartsila.com/encyclopedia/term/ballast-water-treatment-systems-\(bwts\)](https://www.wartsila.com/encyclopedia/term/ballast-water-treatment-systems-(bwts))

more Information:

https://ww2.eagle.org/content/dam/eagle/advisories-and-debriefs/ABS_BWT_Advisory14312.pdf

Marine fuel management (MFM)

Marine fuel management (MFM) is a multi-level approach to measuring, monitoring, and reporting fuel usage, with the goals of reducing fuel usage, increasing operational efficiency, and improving fleet management oversight. MFM has grown in importance due to the rising costs of marine fuel and increased governmental stresses to reduce the pollution generated by the world's fleet.

Effective MFM requires that you know:

- How much fuel is likely to be used?
- How much fuel is used?
- How the fuel was used?
- What things impact fuel usage?
- And by how much?

Manual methods of measuring fuel usage, i.e. fuel tank dipping or sounding, typically do not tell how much fuel was used:

- Traveling versus idling while in port or on station
- By a specific engine (port versus starboard, for example)
- Performing one job versus another
- By crew A versus crew B on similar voyages

Without a clear understanding of how fuel is being used, there is no operational baseline from which to compare any kind of fuel conservation tool or activity. Without a baseline, there is no way to determine if conservation strategies are actually working.

MFM allows a fleet owner to track actual fuel consumption and relate fuel consumption to the work performed by the vessel. It supports the analysis of the effectiveness of operating strategies and helps develop a clearer understanding of how well a vessel uses its fuel.

MFM Main Functional Areas

- Operational Performance
- Engineering and Maintenance Management
- Management Oversight

Operational Performance

Operational performance includes those functional areas that impact the actual performance of a vessel or fleet. It includes fuel monitoring, inventory control, accounting, and engine throttle management.

Fuel Monitoring

Many marine vessels do not provide a way for captain and crew to measure and monitor fuel usage while underway. An optimum system onboard would include the ability to instantaneously monitor fuel burn rates from the wheelhouse. Individual engine and generator burn rates would be included, as well as fuel tank levels. This proactive monitoring would allow the crew to make decisions that positively impact fuel burn rates and efficiency.

Inventory Control

Fuel tanks need to have sensors installed that continuously monitor levels as fuel is taken onboard and burned by engines and generators. Periodically measuring tank levels using traditional manual methods is not accurate enough or timely, given the volumes of fuel that a marine engine can consume. Flow meters or gauges should be installed on transfer lines where fuel is taken onboard or off-loaded.

Accounting

In some parts of the world, fuel theft is an ongoing concern. Consequently, the accurate measurement of fuel taken on board coupled with the fuel actually consumed by engines and generators, is an important part of MFM. Flow meters should be installed in all fuel transfer lines so accurate fueling data can be captured. This data can then be compared with burn rates to determine whether fuel is being transferred off the vessel secretly. Beyond fuel theft, many governmental jurisdictions require that all fuel spill incidents be recorded and reported to the local authorities. For example, the Marine Department of the Government of Hong Kong has specific guidelines for responding to accidental marine fuel spills which reflect international requirements as promulgated by MARPOL, the International Convention for the Prevention of Pollution

From Ships. Additionally, accounting for fuel usage at various points along a voyage provides the ability to tie fuel burn and its associated costs to shipping or container rates. For example, understanding how a vessel burns fuel on certain parts of a voyage, allows the more accurate bidding of container rates so profit margins stay healthy. Consequently, varying shipping rates based on documented fuel usage rates can allow a shipper to bid more aggressively. A modern marine fuel management system would help in monitoring fuel usage, fuel transfer bunkering events and could be configured to sound an audible alarm when refilling fuel tanks might lead to a spill.

Throttle Management

Vessel operators have the most control over fuel usage by the way they use the engine(s) throttle. Wind, current, hull condition, load, and propulsion system health can all impact fuel burn both positively or negatively. Some operators choose to lower engine speed, and hence vessel speed, in an attempt to save fuel. However, engine RPM and vessel speed alone are not indicative of total fuel consumption, so arbitrarily lowering engine speed does not guarantee fuel savings. One must do the workflow calculations on how the propulsion system is operating under existing changing conditions and then tie that to fuel consumption. Simply lowering engine RPM does not guarantee an optimum vessel speed setting based on conditions. Some modern fuel management systems are designed to perform these calculations while underway and make recommendations to the vessel master.

Engineering and Maintenance Management

As with any capital asset, manufacturers typically include the standard maintenance practices and procedures needed to keep the asset functioning properly and within design specifications. In many cases, scheduled maintenance routines are based on laboratory or design parameters and do not necessarily represent the optimum. MFM supports proper maintenance on marine engines and generators by using the actual fuel burned or hours operated as the basis for performing maintenance routines. This condition-based maintenance program more accurately reflects the operating environment of the engine, but more importantly, reduces or eliminates unnecessary maintenance work.

Management Oversight

Management functions within MFM include:

- Vessel performance analysis and overall fleet performance
- Crew analysis with emphasis on applying lessons learned as best practice across the fleet
- Key Performance Indicator gathering across the fleet to include fuel burned per mile or per ton; throttle settings at various points on a voyage; engine RPMs and exhaust gas analysis; and vessel performance against hull conditions
- Fuel management from purchasing to transfers to usage
- Chartered vessel fuel performance and adherence to contractual obligations

Source:

https://en.wikipedia.org/wiki/Marine_fuel_management

Ship performance measurement

For most ships delivered from a shipyard there is a diagram showing the relation between speed and required power for one or more loading conditions, under standard conditions of trim and weather. But the ship owner knows that this speed cannot be maintained for the daily commercial operation and defines a service speed for the ship, which takes into account the power reductions due to weather, marine growth and hull surface fouling. Hence this relation between speed and power for a ship in service will give its performance.

Alternatively, this can be inferred from the specific fuel consumption of the engine, which has to increase to maintain same speed under conditions of reducing power. Ship performance management system is an integral part of every ship these days.

Monitoring of vessel performance

Most ship operators/owners have a standard procedure for monitoring ship performance onboard. One of the ways is by measuring the daily fuel consumption and the daily distance covered. In this way, the daily mean power and mean speed may be calculated, and the result may be plotted in the speed/power diagram for comparison with the trial results.

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Alternatively, procedures have been derived for more precise measurements with longer intervals, for instance once a month. For this a fair weather day may then be chosen. When the vessel is driven by a slow running diesel engine, the power could be measured by the cylinder indication, and speed may be measured over a period of say, one hour at constant power on a constant course. The result of such an exercise will be more accurate than one based on "noon data".

Other factors influencing the ship's performance are draft, temperature and salinity, weather conditions and sea current.

How the measured ship performance data is used?

The most common method to process the data collected is to compare the observations of power and RPM to those data, which are found for similar weather and loading conditions from a mathematical model of the ships propulsion performance. The mathematical model is nothing but a set of relationships between the power /RPM of the ships model at a certain added resistance. Thus we get to know the added resistance, which if very high means that the ship surface may be fouled and therefore harms the performance of the vessel.

Conclusions

The shipowner who understands this data and uses it stands much to gain from drawing affirmative conclusions about when the hull is fouled and when it needs to be dry docked and hull cleaning carried out. Thus without these performance reports, a shipowner may have to continually operate his vessels at a required charter speed in the face of diminishing power output and increasing fouling in the hull, resulting in increasing fuel consumptions.

From past experiences it has been found that for a ship consuming 100 tons/day, a saving of 10 ton/day is possible with timely remedies against increasing added resistance and therefore save \$6000 per day or up to \$1.6 Million per year!!

With ever increasing fuel prices, more emission control requirements in the offing and the essentiality for defining life cycles of hull coatings, the future is not far off where shipowners and operators concentrate on ramping up their efforts to minimize fuel consumption, reducing emission and improving vessel performance.

Source:

<https://www.marineinsight.com/environment/ship-performance-measurement-system/>



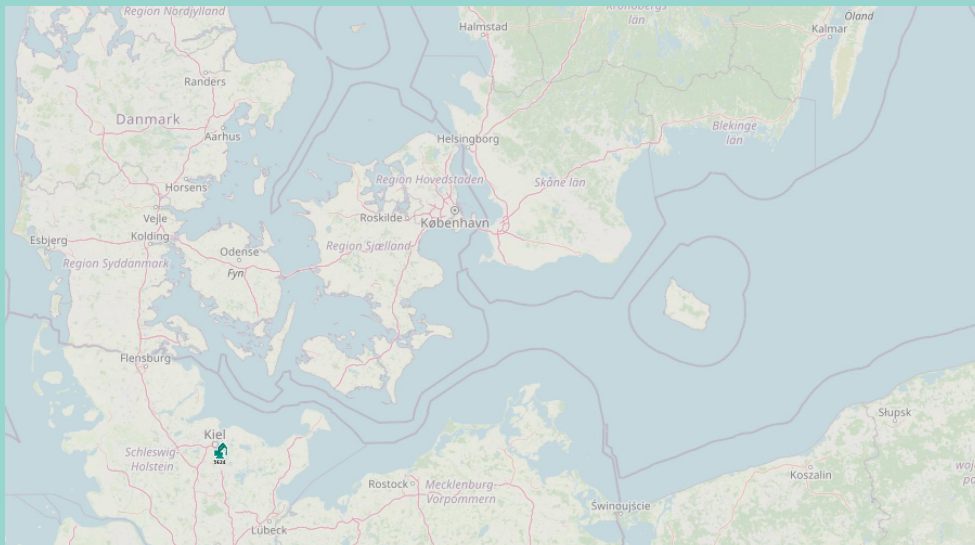
Contents

I	Baltic Sea	5
	GERMAN NAVAL YARDS KIEL GMBH	8
	REMONTOWA SHIPREPAIR S.A.	10
	TALLINN SHIPYARD	12
	WESTERN SHIPREPAIR YARD	13
II	North Sea & Atlantic	14
	CERNAVAL SHIPYARD (STRAIT OF GIBRALTAR)	17
	EDR ANTWERP SHIPYARD	19
	LISNAVE ESTALEIROS NAVAIS S.A	21
	NAVALROCHA SA	23
	WEST SEA VIANA SHIPYARD	25
III	West Mediterranean Sea	26
	CANTIERI DEL MEDITERRANEO	29
	CERNAVAL SHIPYARD (MALAGA)	30
	CERNAVAL SHIPYARD (STRAIT OF GIBRALTAR)	32
IV	East Mediterranean & Black Sea	34
	GEMAK SHIPYARD ALTINOVA	37

	GEMAK SHIPYARD TUZLA	39
	GEMAK TGE SHIPYARD	41
	HAT-SAN SHIPYARD	43
	HIDRODINAMIK SHIPYARD	45
	KUZEY STAR SHIPYARD	47
	ODESSOS SHIPREPAIR YARD SA	49
	SEFINE SHIPYARD	50
	VIKTOR LENAC (PALUMBO) SHIPYARD	52
V	Red Sea & Persian Gulf	53
	ASRY - ARAB SHIPBUILDING & REPAIRYARD BAHRAIN	56
	INTERNATIONAL MARITIME INDUSTRIES - IMI SHIPYARD	58
VI	Indian Ocean	60
	COLOMBO DOCKYARD PLC	63
VII	South East Asia (China, Vietnam)	65
	CHINA UNITED DRYDOCKS (CUD) WEIHAI	68
	COSCO (QIDONG) OFFSHORE CO., LTD	70
	COSCO (SHANGHAI) SHIPYARD CO.,LTD	72
	COSCO SHIPPING HEAVY INDUSTRY	74
	COSCO SHIPPING HEAVY INDUSTRY (GUANGZHOU)	76
	COSCO (ZHOUSHAN) SHIPYARD CO., LTD	78
	DUNG QUAT SHIPYARD	80
	PAXOCEAN ENGINEERING ZHOUSHAN CO LTD	82
VIII	North America West Coast	84
	VANCOUVER DRYDOCK - SEASpan	87
	VICTORIA SHIPYARDS - SEASpan	89
IX	US Gulf	91
	AUSTAL MOBILE USA	94
X	Caribbean Sea	96
	COTECMAR	99

	GRAND BAHAMA SHIPYARD LIMITED	101
XI	South America East Coast	102
	GUYANA PORT INC - SHIPYARD	105
XII	South America West Coast	107
	ASMAR MAGALLANES SHIPYARD	110
	ASMAR TALCAHUANO SHIPYARD	112
	ASMAR VALPARAISO WORKSHOP	114
XIII	West Africa	116
	DAKARNAVE	119
	NIGERDOCK FZE	121
	WAS - WEST ATLANTIC SHIPYARD	123
XIV	South Africa	125
	NAMDOCK	128
XV	Miscellaneous	130
	Shipyard Index	131
	Shipyard Index by Country	133
	Shipyard Facilities Overview	135

Baltic Sea





Repair shipyards located at the Baltic Sea

Riga Shipyard

Within every ship repair area there are "cheaper" regions: In Northern Europe these areas include Poland, the Baltic States (Estonia, Lithuania and Latvia), and Russia. E.g. Remontowa in Gdansk has developed to a well reputed shipyard for any kind of repairs and sophisticated conversions.

With the opening of the Danish Storebælts Bridge in 1998 with a maximum allowable air draught of 63m the access to special but lucrative repair jobs has been reduced.

In 2010 midsized Fredericia Shipyard A/S moved from the Port of Fredericia to the large scale shipyard facilities, which were taken over from the closed newbuilding shipyard Odense Staalskipsvaerft (Maersk Group). On this occasion the company name was changed to Fayard A/S. Part of their comprehensive facilities is a huge 415 m x 90 m graving dock.

Baltic Sea

Shipyards located in this area

Shipyard	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
GERMAN NAVAL YARDS KIEL GMBH	N54° 19' E10° 9' Germany	426.0m	90.0m		900.0t	8
REMONTOWA SHIPREPAIR S.A.	N54° 22' E018° 39' Poland	255.0m	44.4m	9.5m	50.0t	10
WESTERN SHIPREPAIR YARD	N55° 38' E021° 9' Lithuania	235.0m	44.0m			13
TALLINN SHIPYARD	N59° 27' E024° 39' Estonia	153.6m	27.4m			12



GERMAN NAVAL YARDS KIEL GMBH

5624 
Germany

 GERMAN NAVAL YARDS



Max. Length: 426.0m
Max. Width: 90.0m
Max. Load: 900.0t



<https://tdl.in/5624>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

Engine Overhauls

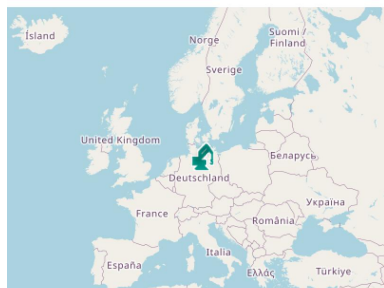
Mechanical Services

Hydraulic Services

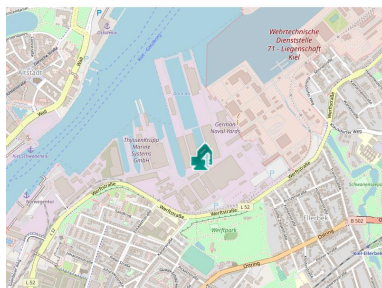
Piping & Fitting Services

Cleaning & Blasting Services

...



📍 N54°19'9" E10°9'16"
(Lat=54.319207° Long=010.154483°)



🏠 Werftstrasse 110, 24143 Kiel, Germany

Communication Channels

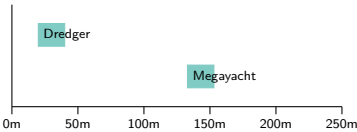
Docking Request:

- +49 431 239 32 0
- info@germannaval.com
- http://www.germannaval.com/
- LinkedIn Facebook Website

Certificates



Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Graving Dock	426.0m	90.0m	
Covered Graving Dock	241.0m	44.0m	
Outfitting Pier	450.0m		



REMONTOWA SHIPREPAIR S.A.

6362



Poland

REMONTOWA
SHIPREPAIR S.A.

REPAIRS OF
SHIPS
HOLDING S.A.



Max. Length: 255.0m

Max. Width: 44.4m

Max. Draft: 9.5m

Max. Load: 50.0t



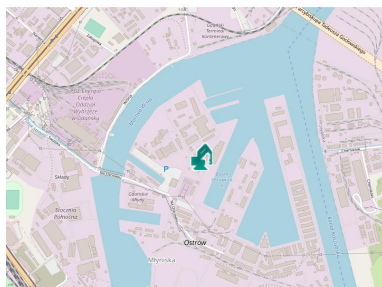
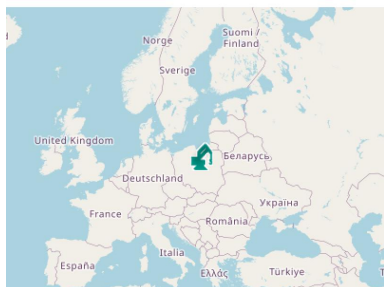
<https://tdl.ink/6362>

Dry Dockings

Ship Repairs

Refits

Afloat Repairs



📍 N54°22'35" E018°39'5"
(Lat=54.3766° Long=018.6514°)

🏠 Na Ostrowiu 1, 80958 Gdansk,
Poland

Communication Channels

Docking Request: commercial@remontowa.com.pl

+48 58307 16 50

+48 58307 28 01

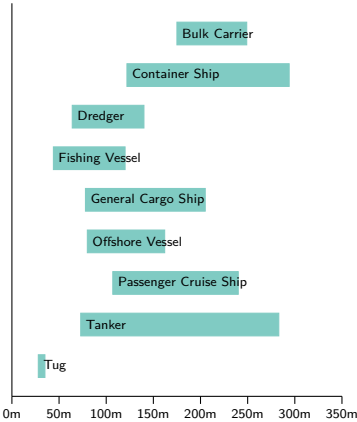
commercial@remontowa.com.pl

https://www.remontowa.pl/index_en.php



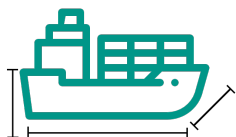
Certificates

Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Floating Dock	225.0m	37.0m	8.0m
Floating Dock	164.4m	25.8m	7.4m
Floating Dock	87.4m	21.0m	5.0m
Floating Dock	255.0m	44.4m	9.5m
Floating Dock	189.4m	36.9m	7.5m
Floating Dock	131.2m	24.0m	5.0m

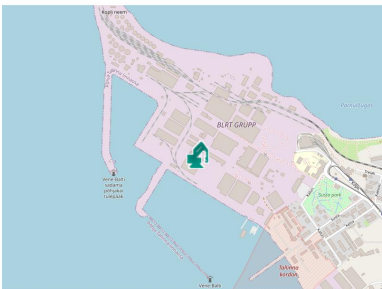
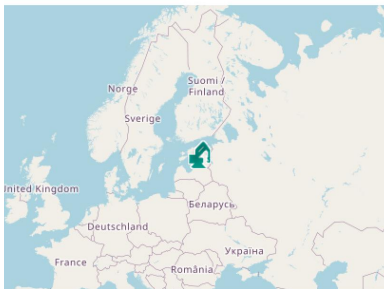



Max. Length: 153.6m
Max. Width: 27.4m




<https://tdl.ink/5545>

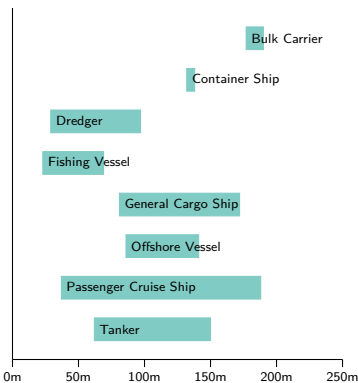
- Dry Dockings
- Ship Repairs
- Conversions
- Refits
- Afloat Repairs
- Engine Overhauls
- Mechanical Services
- Hydraulic Services
- Piping & Fitting Services
- Cleaning & Blasting Services
- ...



 N59°27'45" E024°39'17"
(Lat=59.4627° Long=024.6548°)

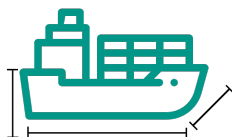
 Kopli Str 103, 11712 Tallinn, Estonia

Repair Profile



Shipyards Facilities

Type	Length	Width	Draft
Floating Dock	101.0m	22.0m	
Floating Dock	139.5m	23.8m	
Floating Dock	153.6m	27.4m	



Max. Length: 235.0m

Max. Width: 44.0m

<https://tdl.lnk/5966>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

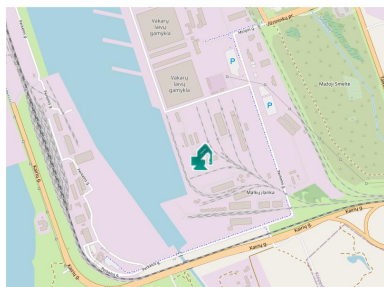
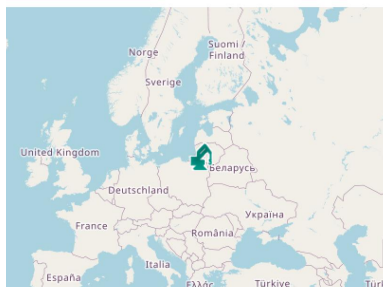
Engine Overhauls

Mechanical Services

Hydraulic Services

Piping & Fitting Services

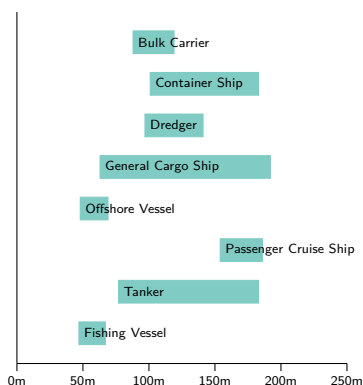
Cleaning & Blasting Services



📍 N55°38'54" E021°9'57"
(Lat=55.648512° Long=021.165848°)

🏠 Minijos str. 180, LT-93269 Klaipėda,
Lithuania

Repair Profile

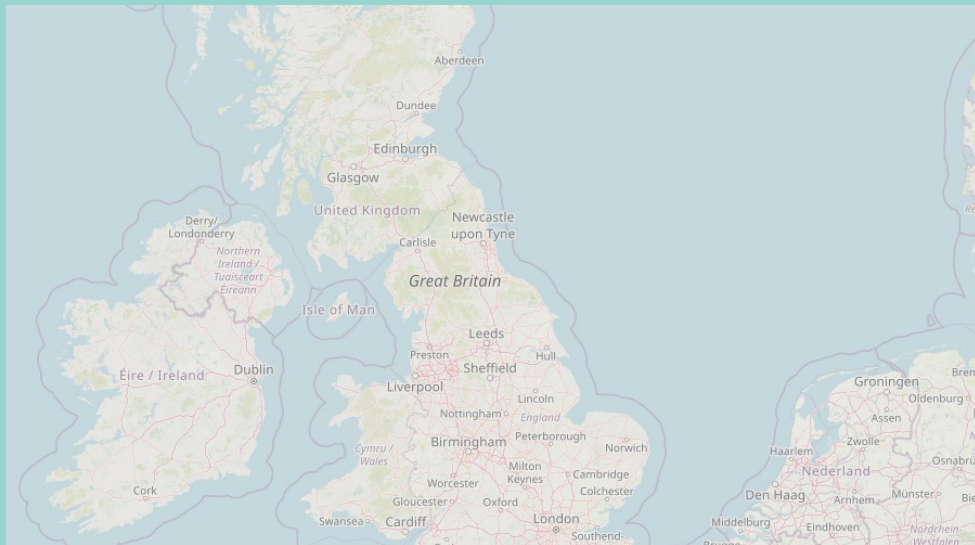


Shipyard Facilities

Type	Length	Width	Draft
Floating Dock	235.0m	44.0m	
Floating Dock	201.4m	34.0m	
Floating Dock	200.0m	30.0m	



North Sea & Atlantic





Repair shipyards located at the North Sea and Atlantic

Peters Werft

The North Sea area is graced with plenty of repair facilities for all different kind and sizes of vessels. However this area is relatively high priced. Consequently 'haircut and shaving' jobs with big ships which are trading intercontinentally are mostly awarded to shipyards in low cost areas. It is also a matter of ship sizes, especially with container ships. Ships of more than 15,000 TEU hardly find a docking facility in this area any more.

For vessels over 30.000 dwt Lisnave in Portugal is the leading shipyard in terms of vessels drydocked.

North Sea & Atlantic

Shipyards located in this area

Shipyard	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
LISNAVE ESTALEIROS NAVAIS S.A	N38° 28' W008° 47' Portugal	450.0m	75.0m	7.6m		21
CERNAVAL SHIPYARD (STRAIT OF GIBRALTAR)	N36° 10' W005° 22' Spain	400.0m	50.0m			32
EDR ANTWERP SHIPYARD	N51° 15' E004° 21' Belgium	312.0m	50.0m	8.0m		19
WEST SEA VIANA SHIPYARD	N41° 41' W008° 50' Portugal	203.0m	30.0m	5.2m		25
NAVALROCHA SA	N38° 42' W009° 9' Portugal	173.5m	22.1m	9.6m	25.0t	23



CERNAVAL SHIPYARD (STRAIT OF 54203 GIBRALTAR)



Spain

L GROUP
SHIPYARDS



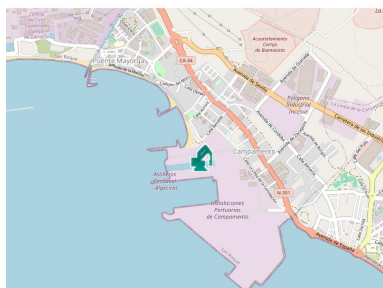
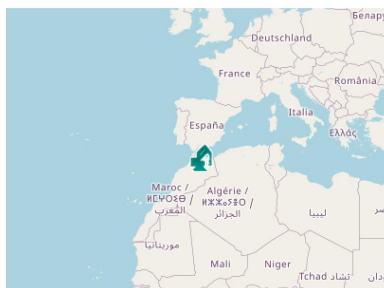
Max. Length: 400.0m
Max. Width: 50.0m



<https://tdl.link/54203>

Dry Dockings

Ship Repairs



📍 N36°10'27" W005°22'44"
(Lat=36.174327° Long=-005.379158°)

🏠 Recinto Portuario de Campamento.,
San Roque-Cádiz, Spain

Communication Channels

Docking Request: eperez@cernaval.com

☎ +34 956 699314

📞 +34 956 69829

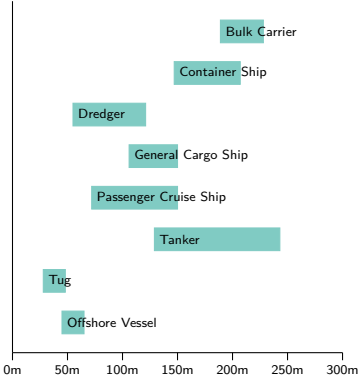
✉ eperez@cernaval.com

🌐 <https://www.cernaival.com/?lang=en>

Certificates



Repair Profile



Shipyards Facilities

Type	Length	Width	Draft
Graving Dock	400.0m	50.0m	
Floating Dock	176.0m	26.0m	



EDR ANTWERP SHIPYARD

5055



Belgium



Max. Length: 312.0m

Max. Width: 50.0m

Max. Draft: 8.0m



<https://tdl.in/5055>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

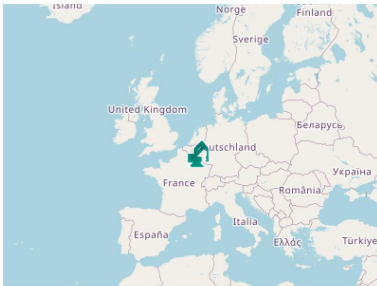
Engine Overhauls

Mechanical Services

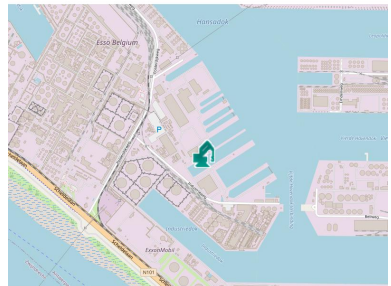
Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services



📍 N51°15'14" E004°21'4"
(Lat=51.25389° Long=004.351268°)



🏠 Industrierweg 11, 2030 Antwerp, Belgium

Communication Channels

Docking Request: info@edr-antwerp.eu

+32 3 542 31 30

+32 3 542 31 31

info@edr-antwerp.eu

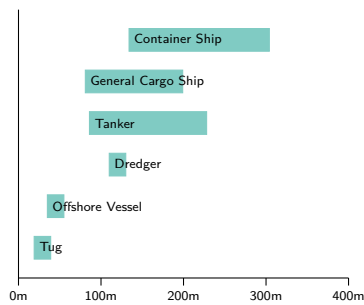
<https://edr-antwerp.eu/>



Certificates



Repair Profile



Shipyards Facilities

Type	Length	Width	Draft
Graving Dock	192.0m	27.0m	8.0m
Graving Dock	206.0m	27.0m	7.0m
Graving Dock	265.0m	39.0m	8.0m
Graving Dock	312.0m	50.0m	8.0m



LISNAVE ESTALEIROS NAVAIS S.A

6404



Portugal

LISNAVE
ESTALEIROS NAVAIS S.A.



Max. Length: 450.0m

Max. Width: 75.0m

Max. Draft: 7.6m



<https://tdl.ink/6404>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

Engine Overhauls

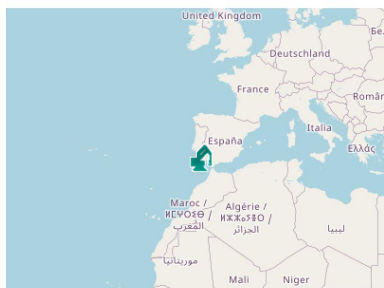
Mechanical Services

Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services

...



📍 N38°28'38" W008°47'41"
(Lat=38.4774° Long=-008.795°)



🏠 CP 135 Mitrena, 2901-901 Setúbal,
Portugal

Communication Channels

Docking Request: comercial@lisnave.pt

+ 351 265 79 91 00

+ 351 265 71 93 19

comercial@lisnave.pt

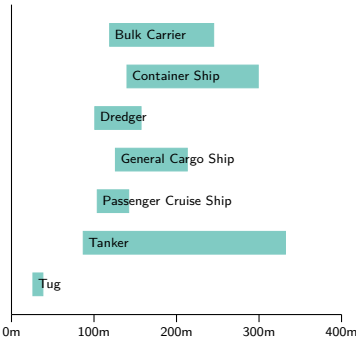
http://www.lisnave.pt



Certificates

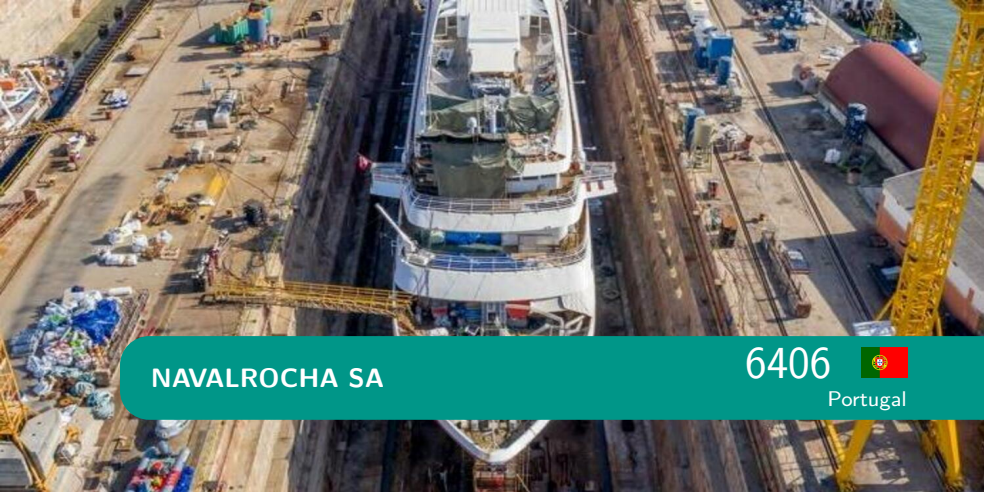


Repair Profile



Shipyards Facilities

Type	Length	Width	Draft
Graving Dock	420.0m	75.0m	4.6m
Graving Dock	450.0m	75.0m	7.6m
Graving Dock	350.0m	55.0m	7.6m
Graving Dock	280.0m	39.0m	5.1m
Graving Dock	280.0m	39.0m	5.1m
Graving Dock	280.0m	39.0m	5.1m



NAVALROCHA SA

6406



Portugal



Max. Length: 173.5m

Max. Width: 22.1m

Max. Draft: 9.6m

Max. Load: 25.0t



<https://tdl.ink/6406>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

Engine Overhauls

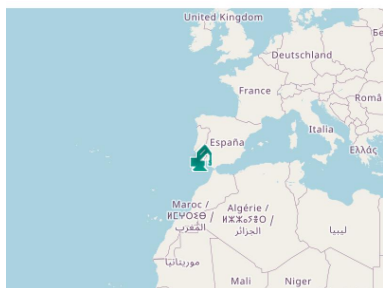
Mechanical Services

Hydraulic Services

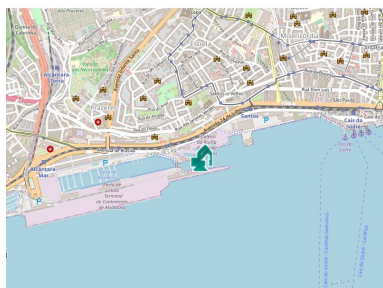
Piping & Fitting Services

Cleaning & Blasting Services

...



📍 N38°42'11" W009°9'36"
(Lat=38.7033° Long=-009.1601°)



🏠 Estaleiro da Rocha Conde de Óbidos,
1399036 Lisbon, Portugal

Communication Channels

Docking Request: sergio.mrodrigues@navalrocha.pt

+ 351 213 915 900

+ 351 213 915 927

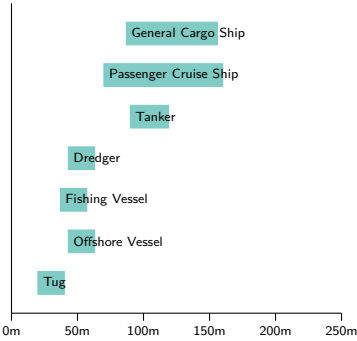
sergio.mrodrigues@navalrocha.pt

<http://www.navalrocha.pt/shipyard.php>



Certificates

Repair Profile



Shipyards Facilities

Type	Length	Width	Draft
Dry Dock	173.5m	22.1m	9.6m
Dry Dock	104.0m	12.4m	7.3m
Dry Dock	65.0m	12.0m	
Dry Dock	45.0m	11.0m	
Repairing Berth	120.0m		



Max. Length: 203.0m

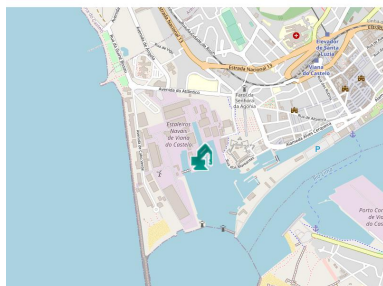
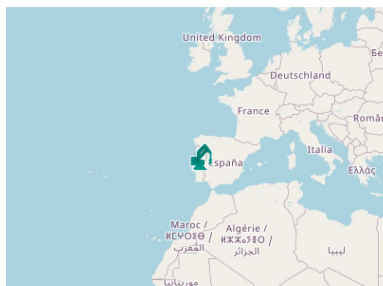
Max. Width: 30.0m

Max. Draft: 5.2m

<https://tdl.in/6402>

Ship Repairs

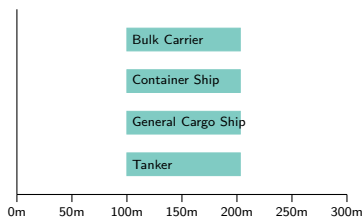
Conversions



📍 N41°41'20" W008°50'31"
(Lat=41.689082° Long=-008.842184°)

🏠 Av. Praia Norte, 4900-350 Viana do Castelo, Portugal

Repair Profile

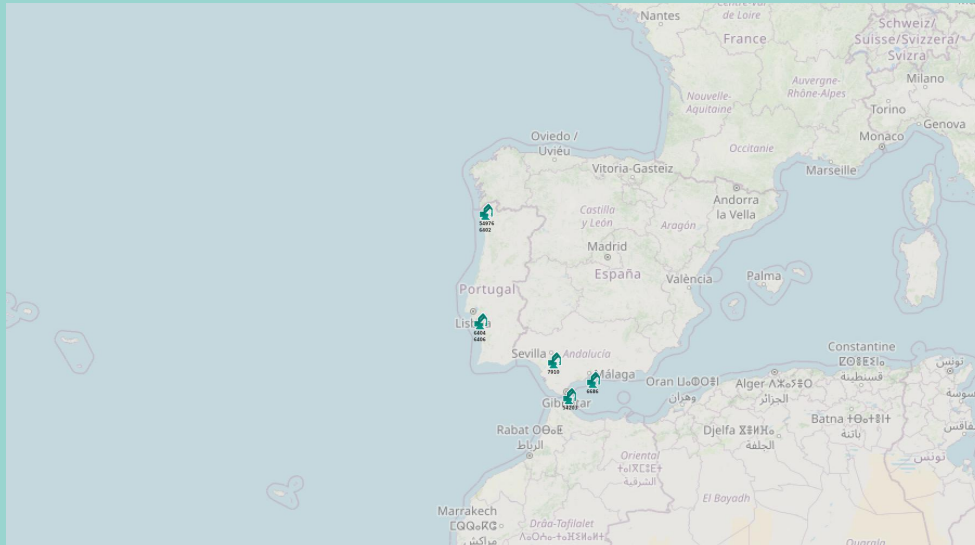


Shipyard Facilities

Type	Length	Width	Draft
Graving Dock	203.0m	30.0m	5.2m
Graving Dock	127.0m	17.8m	5.2m



West Mediterranean Sea





Repair shipyards located at the West Mediterranean Sea

Fincantierie-Sestri Ponente Shipyard Genova

The biggest dock in the entire Mediterranean area and one of the biggest in the world, became fully operational in 2017 in Marseille. Operated by Chantier Naval de Marseille (CNdM), Dock No. 10 is ready to accommodate all types of vessels thanks to its 465 m length and 85 m width. Main clients will be big cruise vessels. Consequently San Giorgio del Porto, parent company of CNdM and headquartered in Genoa, Italy, has sold a 33.3% share to major cruise operator Costa Crociere (Carnival Group) in 2016.

Palumbo Shipyards, a multinational group based in Naples, is the largest shiprepair & conversion network in Mediterranean serving the region with eight shipyards. The group can count 18 dry docks up to VLCC size.

Many Spanish shipyards on the Mediterranean side of the country are also very much engaged in repairs and conversions.

In the entire Mediterranean cruise ships and super yachts play an important role for the ship repair industry.

West Mediterranean Sea

Shipyards located in this area

Shipyard	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
CERNAVAL SHIPYARD (STRAIT OF GIBRALTAR)	N36° 10' W005° 22' Spain	400.0m	50.0m			32
CANTIERI DEL MEDITERRANEO	N40° 50' E014° 16' Italy	335.0m	40.0m	10.6m		29
CERNAVAL SHIPYARD (MALAGA)	N36° 42' W004° 25' Spain	140.0m	24.0m			30



Max. Length: 335.0m

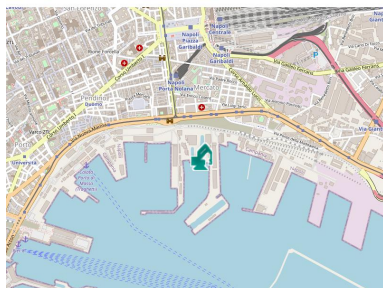
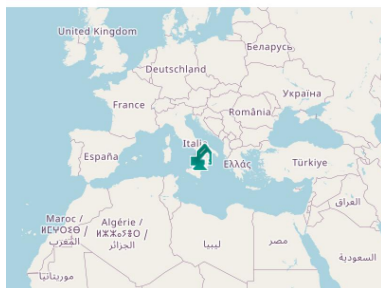
Max. Width: 40.0m

Max. Draft: 10.6m

<https://tdl.in/5848>

Ship Repairs

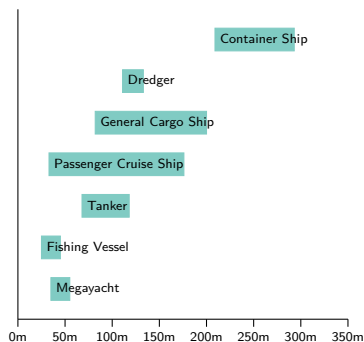
Conversions



📍 N40°50'38" E014°16'15"
(Lat=40.8441° Long=014.271°)

🏠 Via Marinella, Varco 6, 80133 Naples, Italy

Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Graving Dock	115.0m	16.0m	5.6m
Graving Dock	206.0m	21.0m	7.0m
Graving Dock	335.0m	40.0m	10.6m



CERNAVAL SHIPYARD (MALAGA)

6686



Spain



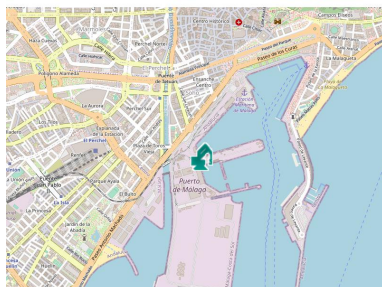
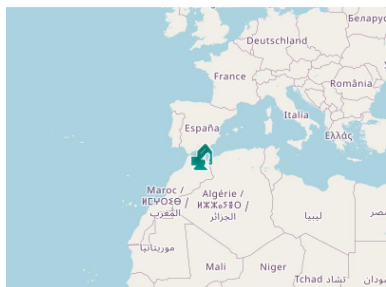
Max. Length: 140.0m

Max. Width: 24.0m



<https://tdl.in/k/6686>

Ship Repairs



📍 N36°42'42" W004°25'23"
(Lat=36.7117° Long=-004.4233°)

🏠 Puerto de Málaga, Muelle 5, 29001
Málaga, Spain

Communication Channels

Docking Request: comercial@cernaval.com

+956 699 314

+952 213 650

comercial@cernaval.com

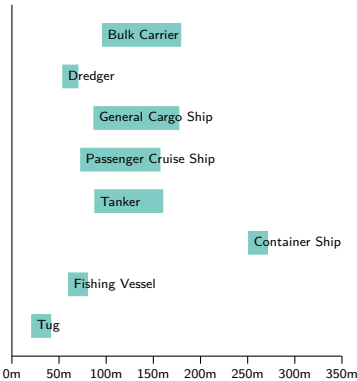
<https://www.cernaval.com>



Certificates



Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Floating Dock	140.0m	24.0m	



CERNAVAL SHIPYARD (STRAIT OF GIBRALTAR)



Spain

L GROUP
SHIPYARDS



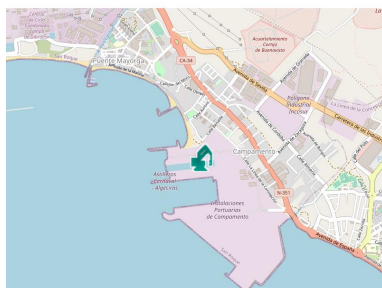
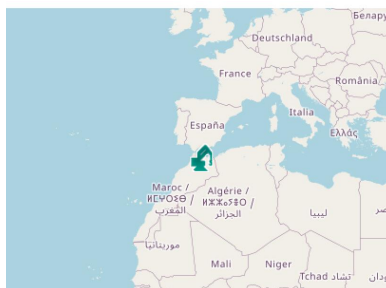
Max. Length: 400.0m
Max. Width: 50.0m



<https://tdl.link/54203>

Dry Dockings

Ship Repairs



📍 N36°10'27" W005°22'44"
(Lat=36.174327° Long=-005.379158°)

🏠 Recinto Portuario de Campamento.,
San Roque-Cadiz, Spain

Communication Channels

Docking Request: eperez@cernaval.com

☎ +34 956 699314

📞 +34 956 69829

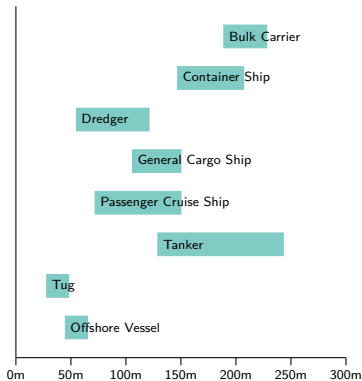
✉ eperez@cernaval.com

🌐 <https://www.cernaival.com/?lang=en>

Certificates



Repair Profile

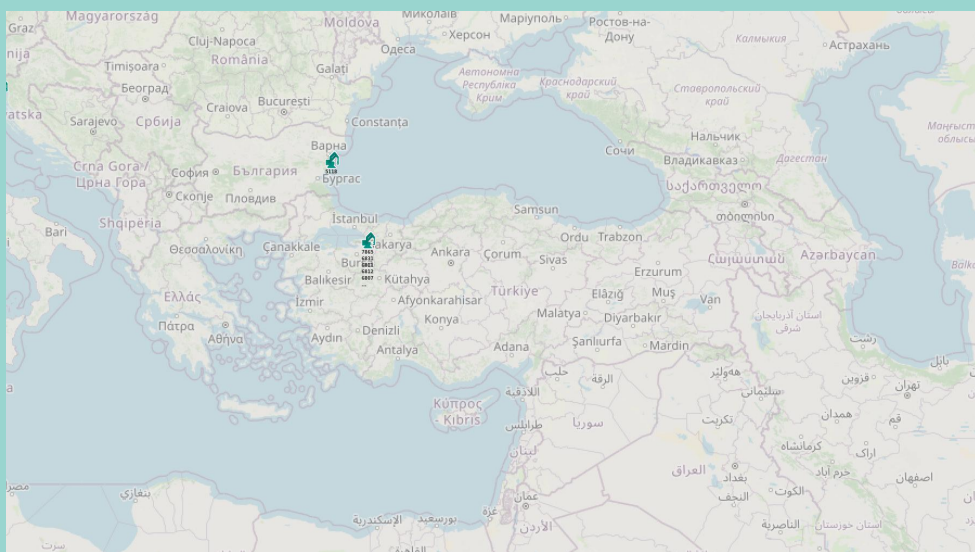


Shipyards Facilities

Type	Length	Width	Draft
Graving Dock	400.0m	50.0m	
Floating Dock	176.0m	26.0m	

IV

East Mediterranean & Black Sea





Repair shipyards located at the East Mediterranean Sea

Tersan Shipyard

Greece as the most important shipping nation in the region is suffering from not being competitive in the ship repair business. COSCO, which has bought a major stake in the port of Piraeus in the recent Greek crisis, is about to develop the port into a ship repair hub for the Eastern Mediterranean. The Piraeus Port Authority has received the new PIRAEUS III floating dock of 22,000 tons lifting capacity, which can serve ships up to 240 m length, 35 m width and 80,000 dwt. The new dock is expanding the existing infrastructure, aiming at attracting more ships to the ship repair zone of Perama from the wider region of the Mediterranean.

Within the region Turkish yards are taking most of the repair business. The country's shipyard industry which consists out of modern quality-certified shipyards able of carrying out extensive repair and conversion works is highly concentrated in the Sea of Marmara, particularly in the eastern part around Tuzla and Yalova. There are currently more than 70 shipyards under operation with 600 Million USD per year as average income from repair and maintenance.

Important players in the Black Sea for ship repairs are Damen Shipyards Mangalia and Daewoo Mangalia Heavy Industries. They are making use of the lower wage level in the Black Sea.

On the southern side of the Eastern Mediterranean Egyptian Ship Repairs & Building in Alexandria, Egypt, is offering floating dock facility with lifting capacity of 9,000 tons and 167 m length and 26.8 m beam.

East Mediterranean & Black Sea

Shipyards located in this area

Shipyard	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
GEMAK TGE SHIPYARD	N40° 50' E029° 17' Turkey	300.0m	53.0m			41
SEFINE SHIPYARD	N40° 43' E029° 30' Turkey	282.0m	47.0m	9.0m		50
VIKTOR LENAC (PALUMBO) SHIPYARD	N45° 18' E014° 28' Croatia	261.7m	53.0m	9.5m		52
GEMAK SHIPYARD TUZLA	N40° 50' E029° 16' Turkey	245.0m	37.0m	6.5m	250.0t	39
ODESSOS SHIPREPAIR YARD SA	N43° 11' E027° 53' Bulgaria	240.0m	36.2m	10.0m	30.0t	49
KUZEY STAR SHIPYARD	N40° 50' E029° 17' Turkey	217.5m	36.2m			47
HAT-SAN SHIPYARD	N40° 43' E029° 28' Turkey	180.0m	30.0m			43
HIDRODINAMIK SHIPYARD	N40° 50' E029° 16' Turkey	140.0m	20.0m	8.0m	10.0t	45
GEMAK SHIPYARD ALTINOVA	N40° 42' E029° 28' Turkey	68.0m	28.0m	20.0m		37



GEMAK SHIPYARD ALTINOVA

7865



Turkey



GEMAK
Group of Companies



Max. Length: 68.0m

Max. Width: 28.0m

Max. Draft: 20.0m



<https://tdl.ink/7865>

Ship Repairs

Conversions

Refits

Afloat Repairs

Engine Overhauls

Mechanical Services

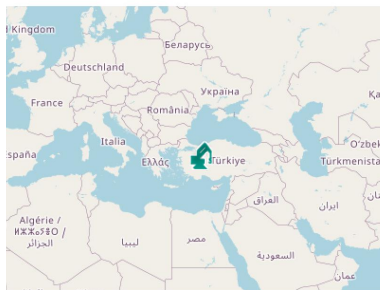
Hydraulic Services

Piping & Fitting Services

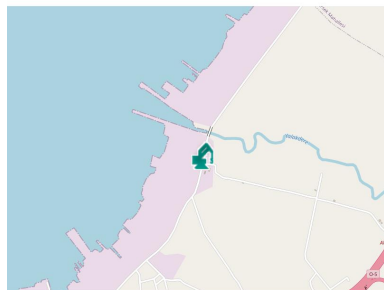
Cleaning & Blasting Services

Coating Services

...



📍 N40°42'28" E029°28'19"
(Lat=40.707814° Long=029.471986°)



🏠 Çavuçıftlı Köyü, Devlet Yolu Alt Mah. Tersaneler Cad. No:56, 77700 Yalova, Turkey

Communication Channels

Docking Request: gemak@gemak.com

+90 226 461 50 37

+90 226 461 50 34

gemak@gemak.com

<https://www.gemak.com/>



Certificates



Shipyard Facilities

Type	Length	Width	Draft
Lay Berth	300.0m		
Repair Hall	67.0m	28.0m	20.0m
Repair Hall	68.0m	28.0m	12.0m



GEMAK SHIPYARD TUZLA

6807



Turkey



Max. Length: 245.0m
Max. Width: 37.0m
Max. Draft: 6.5m
Max. Load: 250.0t



<https://tdl.in/6807>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

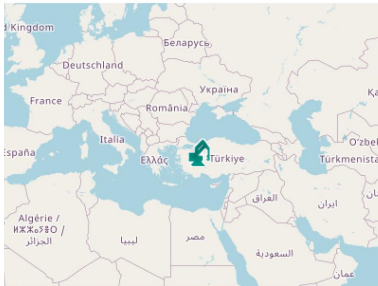
Engine Overhauls

Mechanical Services

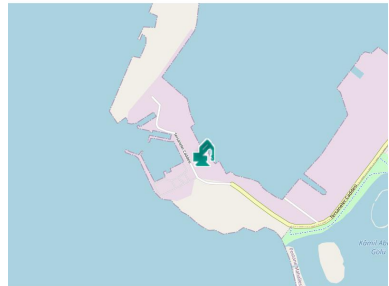
Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services



📍 N40°50'15" E029°16'14"
(Lat=40.8376° Long=029.2707°)



🏠 Tersaneler Cad. No: 38, 34944 Istanbul,
bul, Turkey

Communication Channels

Docking Request: gemak@gemak.com

+90 216 581 23 00

+90 216 395 06 85

gemak@gemak.com

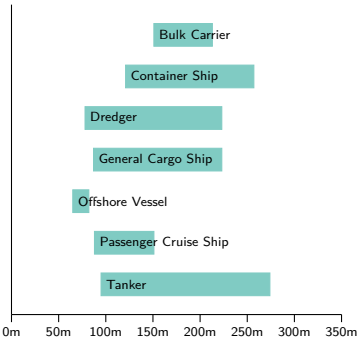
<http://www.gemak.com/>



Certificates



Repair Profile



Shipyards Facilities

Type	Length	Width	Draft
Floating Dock	200.0m	32.0m	5.3m
Floating Dock	245.0m	37.0m	6.5m
Repairing Berth	421.0m		



GEMAK TGE SHIPYARD

6837



Turkey



GEMAK
Group of Companies



Max. Length: 300.0m

Max. Width: 53.0m



<https://tdl.in/6837>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

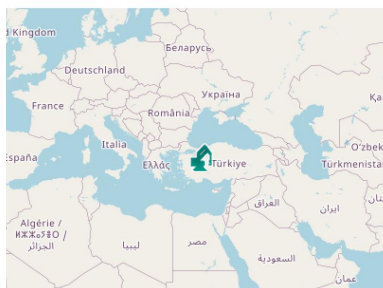
Engine Overhauls

Mechanical Services

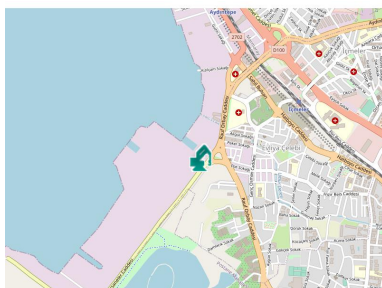
Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services



📍 N40°50'32" E029°17'26"
(Lat=40.842353° Long=029.290667°)



🏠 Tersaneler Cad. Tuzla 6, 34944 Istanbul, Turkey

Communication Channels

Docking Request: vbsunay@gemak.com

+90 216 582 00 00

+90 216 395 65 40

gemak@gemak.com

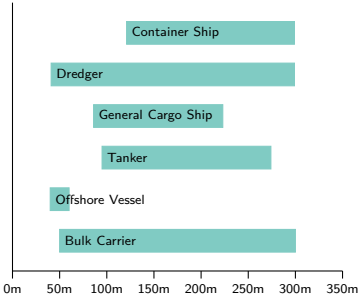
<http://www.gemak.com/>



Certificates



Repair Profile



Shipyards Facilities

Type	Length	Width	Draft
Graving Dock	300.0m	53.0m	6.0m
Repairing Berth	330.0m		
Repairing Berth	280.0m		
Slipway	200.0m	43.5m	



HAT-SAN SHIPYARD

6811



Turkey



Max. Length: 180.0m

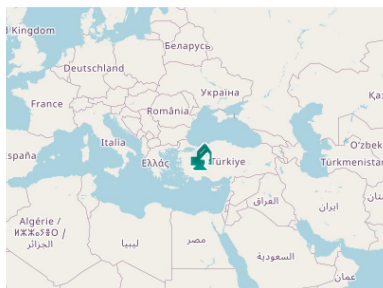
Max. Width: 30.0m



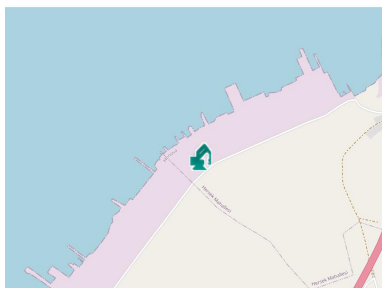
<https://tdl.link/6811>

Ship Repairs

Conversions



📍 N40°43'13" E029°28'55"
(Lat=40.7204° Long=029.4821°)



🏠 Hersek Mah. Tersaneler Cad. No:32
Altınova, 77700 Yalova, Turkey

Communication Channels

Docking Request: ozgun.oruc@hat-san.com.tr

+90 226 461 50 20

+90 226 461 50 21

repair@hat-san.com.tr

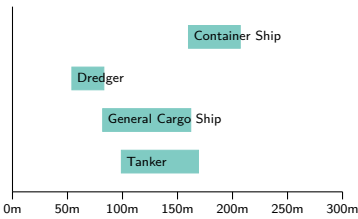
<http://www.hat-san.com.tr>



Certificates



Repair Profile



Shipyards Facilities

Type	Length	Width	Draft
Floating Dock	180.0m	30.0m	
Slipway	180.0m	52.0m	
Slipway	170.0m	24.0m	
Lay Berth	150.0m	10.0m	
Outfitting Pier	215.0m	15.0m	



HIDRODINAMIK SHIPYARD

6812



Turkey

➤ HIDRODINAMIK



Max. Length: 140.0m

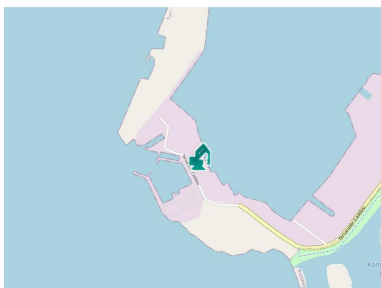
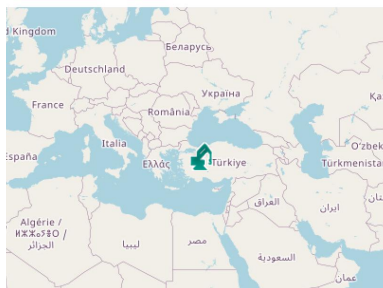
Max. Width: 20.0m

Max. Draft: 8.0m

Max. Load: 10.0t



<https://tdl.ink/6812>



📍 N40°50'19" E029°16'10"
(Lat=40.8388° Long=029.2696°)

🏠 Tersaneler Cad No 40 PK:35, 34940
Tuzl Istanbul, TURKEY, 34940 Istanbul,
Turkey

Communication Channels

Docking Request: marketing@hidrodinamik.com

☎ +90 216 395 23 19

📠 +90 216 395 48 88

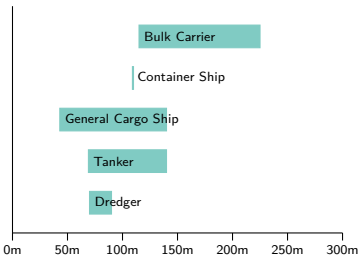
✉ marketing@hidrodinamik.com

🌐 <http://www.hidrodinamik.com/shipyard-service/#>

Certificates



Repair Profile



Shipyards Facilities

Type	Length	Width	Draft
Floating Dock	130.0m	16.0m	5.0m
Dry Dock	95.0m	16.0m	4.0m
Dry Dock	115.0m	18.0m	5.0m
Dry Dock	140.0m	20.0m	5.0m
Outfitting Pier	750.0m	10.0m	8.0m



KUVEY STAR SHIPYARD

7179



Turkey

**KUVEY STAR
SHIPYARD**
SHIPYARD



Max. Length: 217.5m

Max. Width: 36.2m



<https://tdl.ink/7179>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

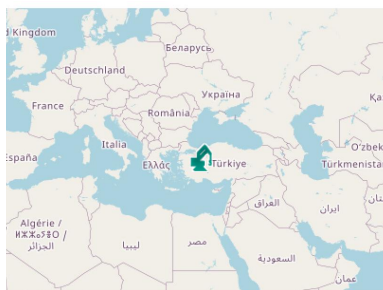
Engine Overhauls

Mechanical Services

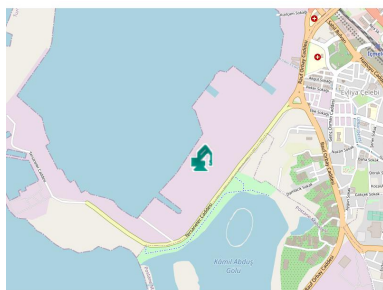
Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services



📍 N40°50'18" E029°17'1"
(Lat=40.838548° Long=029.283644°)



🏠 Evliya Çelebi M. Tersaneler C. No:14,
Tuzla, 34944 İstanbul, Turkey

Communication Channels

Docking Request: marketing@kuzeystar.com

+90 216 392 6210

+90 216 392 6212

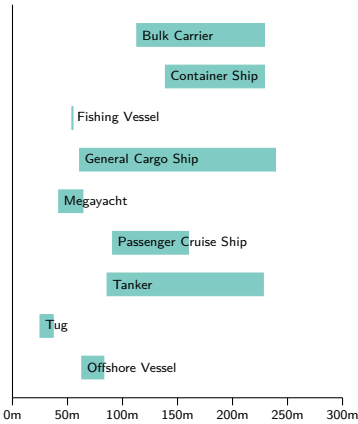
marketing@kuzeystar.com

<https://www.kuzeystar.com>

Certificates



Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Floating Dock	196.2m	32.2m	8.0m
Floating Dock	217.5m	36.2m	7.5m



Max. Length: 240.0m
Max. Width: 36.2m
Max. Draft: 10.0m
Max. Load: 30.0t



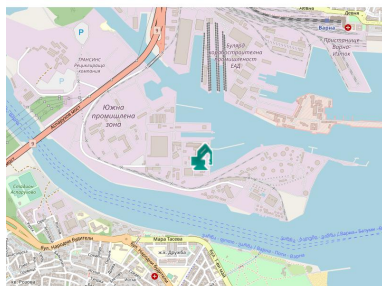
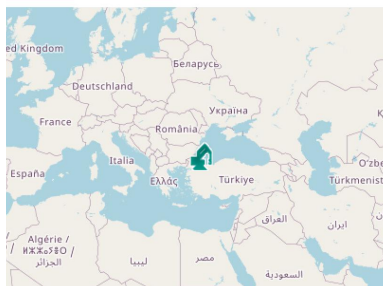
<https://tdl.ink/5118>

Dry Dockings

Ship Repairs

Conversions

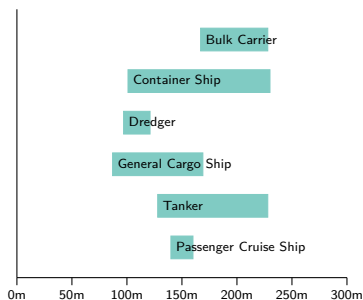
Refits



📍 N43°11'22" E027°53'57"
(Lat=43.1897° Long=027.8994°)

🏠 Island Zone, 9000 Varna, Bulgaria

Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Graving Dock	240.0m	27.0m	10.0m
Floating Dock	165.0m	27.0m	5.8m
Floating Dock	219.0m	36.2m	7.0m



SEFINE SHIPYARD

6831



Turkey



Max. Length: 282.0m
Max. Width: 47.0m
Max. Draft: 9.0m



<https://tdl.ink/6831>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

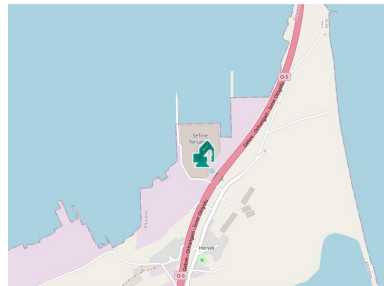
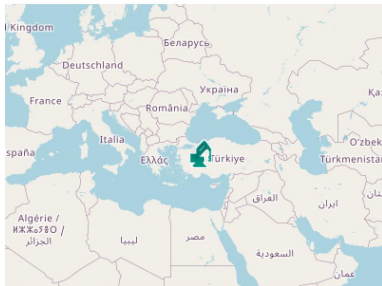
Engine Overhauls

Mechanical Services

Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services ...



📍 N40°43'51" E029°30'15"
(Lat=40.731° Long=029.5042°)

🏠 Hersek Mah. pekyolu Cad No:7, Altinova, 77700 Yalova, Turkey

Communication Channels

Docking Request: marketing@sefine.com.tr

+90 226 815 36 36

+90 226 815 36 37

shiprepair@sefine.com.tr

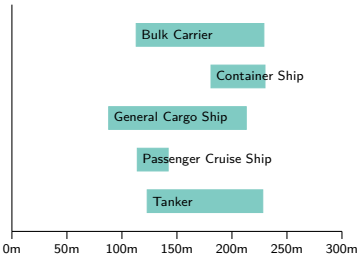
<http://sefine.com.tr>



Certificates



Repair Profile

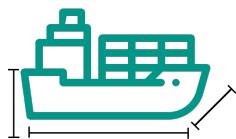


Shipyard Facilities

Type	Length	Width	Draft
Graving Dock	240.0m	42.0m	
Floating Dock	282.0m	47.0m	
Slipway	160.0m	60.0m	



<https://tdl.in/5489>

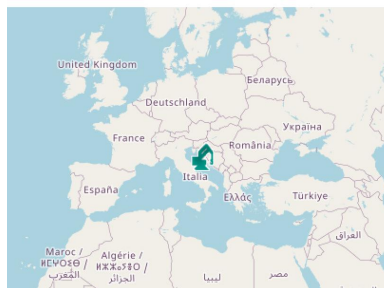


Max. Length: 261.7m

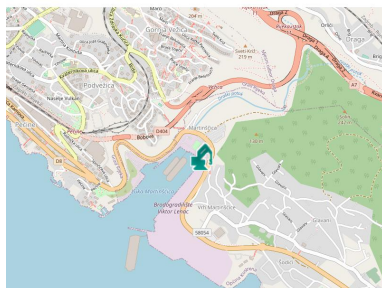
Max. Width: 53.0m

Max. Draft: 9.5m

Ship Repairs

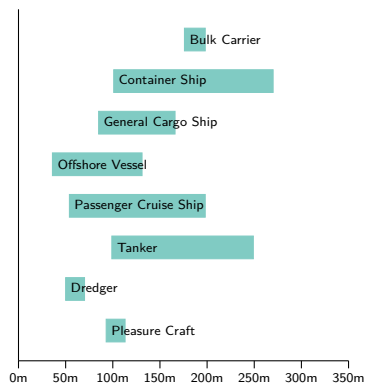


📍 N45°18'57" E014°28'58"
(Lat=45.316° Long=014.4829°)



🏠 P.O.Box 210, Martinscica bb, 51000
Rijeka, Croatia

Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Floating Dock	201.5m	33.8m	6.0m
Floating Dock	261.7m	53.0m	9.5m
Floating Dock	155.5m	24.5m	4.7m





Repair shipyards located at the Red Sea and Persian Gulf

Albwardy Marine Engineering Fujairah

A large ship repair facility in the Red Sea is still missing. Only two repair yards with limited docking capabilities are available in Jeddah and Suez.

Jeddah Shipyard can facilitate drydockings of vessels up to 45,000 dwt, repair and maintenance of mechanical & electrical systems, pipe work and hull repairs.

Suez Shipyard Company, an affiliation of the Suez Canal Authority, is located at the southern entrance of the Suez Canal for 150 years. The company has a floating dock which is said to be one of the largest dock in the world with a capacity of 55,000 tons, 302 meters in length and 55 meters in width.

There are three major players in the Persian Gulf:

Drydocks Worlds Dubai shipyard was conceived and developed to address the repair needs of oil tankers traversing the Gulf region. Ship repair remains the core business of the yard. Its service portfolio includes ULCCs and VLCCs, bulk carriers, container-ships, ro-ro vessels, cargo vessels, gas carriers, chemical tankers, offshore vessels and rigs.

ASRY Shipyard in Bahrain, founded 1977, can offer 500,000 dwt drydock capability and two large floating docks. The yard's portfolio includes also servicing offshore platforms.

Saudi oil major Saudi Aramco is developing a \$5.2 billion maritime and shipbuilding complex in the Persian Gulf. Once completed, the 1.7 square mile complex will be the largest yard of its kind in the Arabian Gulf and will offer a range of services from large shipbuilding and ship repair, offshore rig fabrication, and offshore support vessel repair.

Shipyards located in this area

Shipyards	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
ASRY - ARAB SHIPBUILDING & REPAIRYARD BAHRAIN	N26° 11' E050° 40' Bahrain	375.0m	75.0m	9.0m		56
INTERNATIONAL MARITIME INDUSTRIES - IMI SHIPYARD	N27° 31' E049° 15' Saudi Arabia	233.6m	44.0m			58



ASRY - ARAB SHIPBUILDING & REPAIR- YARD BAHRAIN

5035



Bahrain



Max. Length: 375.0m
Max. Width: 75.0m
Max. Draft: 9.0m



<https://tdl.ink/5035>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

Engine Overhauls

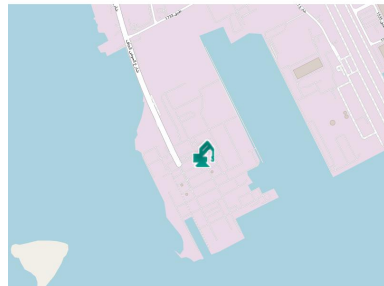
Mechanical Services

Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services

...



📍 N26°11'38" E050°40'1"
(Lat=26.194069° Long=050.667032°)

🏠 PO Box 50110, Hidd, Bahrain

Communication Channels

Docking Request: commercial@asrymail.com

+973 1767 1111

+973 1767 0236

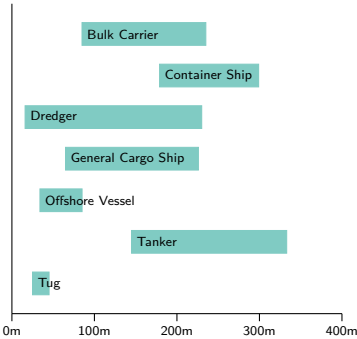
commercial@asrymail.com

<https://asry.net>

Certificates



Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Graving Dock	375.0m	75.0m	8.5m
Floating Dock	227.0m	40.0m	8.7m
Floating Dock	252.0m	44.0m	9.0m
Slipway	255.0m		4.5m



INTERNATIONAL MARITIME INDUSTRIES - IMI SHIPYARD

INDUSTRY 102175

Saudi Arabia



<https://tdl.ink/102175>

INTERNATIONAL
MARITIME INDUSTRIES



Max. Length: 233.6m

Max. Width: 44.0m

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

Engine Overhauls

Mechanical Services

Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services

...



📍 N27°31'19" E049°15'27"
(Lat=27.521973° Long=049.257717°)

🏠 7244 King Saud Rd Al Dawhah Al Janubiyah, Dhahran 34455, Sau, 3195 Khobar, Saudi Arabia

Communication Channels

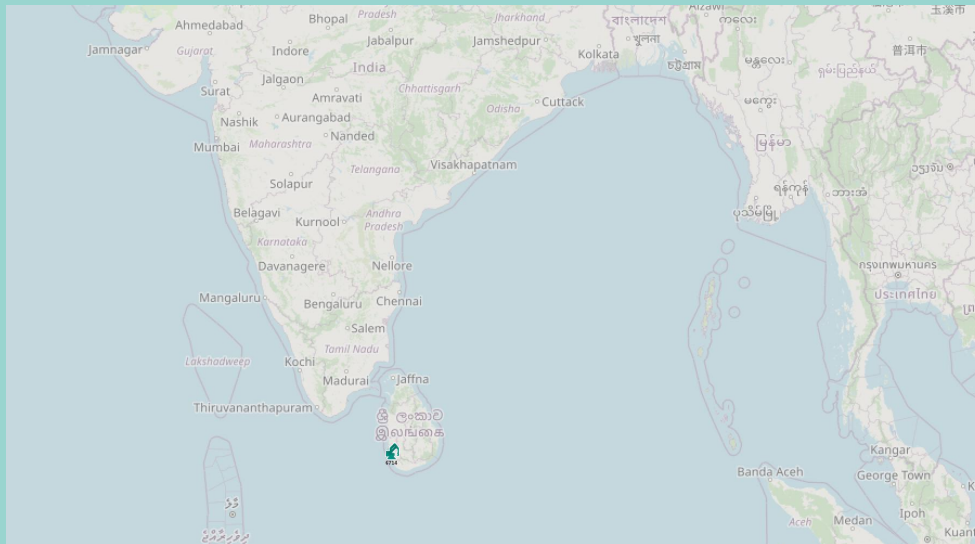
Docking Request: communications@imi-ksa.com

✉ communications@imi-ksa.com

🔗 <https://www.imi-ksa.com/>

VI

Indian Ocean





Repair shipyards located at the Indian Ocean

Colombo Dockyard PLC

The area comprises Oman, Pakistan, India, Sri Lanka, Bangladesh and Myanmar. Thereof Sri Lanka is strategically best located with just a short deviation from the direct route between the Malacca Strait and the Suez Canal. Colombo Dockyards is capable of taking vessels of up to 125,000 dwt into drydock.

Also South Indian state owned Cochin Shipyard is conveniently located. This shipyard has also set up a dry docking base at Mumbai Port. But drydocking facilities for ship repairs in India are generally far from adequate as compared to newbuilding capacities. Hence, the country's ship repair industry is no match for the global competition. Certain policy measures have been undertaken by the government towards ship repairs, however, it is a long road for the industry to be internationally competitive in this segment.

Among the areas where India loses the battle to bag global ship repair order is lack of availability of spares within the country as most of the Original Equipment Manufacturers (OEMs) are foreign-based. Other reasons for the global players not finding Indian peninsula attractive for repairs are time delays and cost overruns. On the other side most of the sub-contractors in Dubai and Singapore are from India. There is a huge Indian diaspora of workers, supervisors and managers currently employed outside and are willing to return. The challenge is for the Indian industry to attract them.

Since 2013 Oman Drydock Company (ODC) as the first ship repair company in Oman is under operation. It has been working exclusively with DSME (Daewoo Shipbuilding & Marine Engineering Co.,Ltd.) to develop its world-class drydock and yard complex at Duqm Port; primarily for the overhaul and conversion of large commercial vessels. The complex has the capacity to handle vessels of all sizes, including VLCCs of up to 600,000 dwt.

Indian Ocean

Shipyards located in this area

Shipyard	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
COLOMBO DOCKYARD PLC	N06° 57' E079° 51' Sri Lanka	263.0m	44.0m	9.7m		63



COLOMBO DOCKYARD PLC

6714 
Sri Lanka



Colombo Dockyard PLC
"an adjunct of Excellence"



Max. Length: 263.0m
Max. Width: 44.0m
Max. Draft: 9.7m



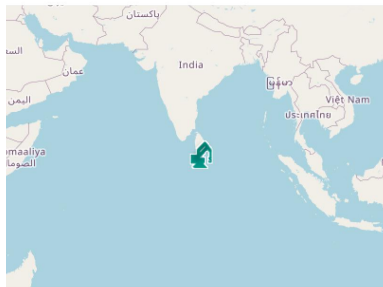
<https://tdl.lk/6714>


Ship Repairs

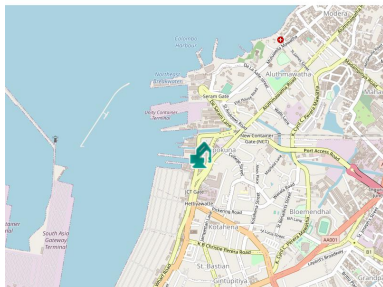
Mechanical Services


Coating Services

Steel Fabrication



 N06°57'18" E079°51'26"
(Lat=06.955145° Long=079.857274°)



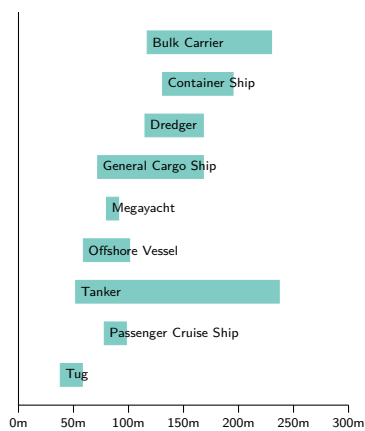
 P O Box 906, Port of Colombo, 15,
Colombo, Sri Lanka

Communication Channels

Docking Request: coldock@cdl.lk

- +94 112 429000
- +94 112 446441 | +94 112 329479
- coldock@cdl.lk
- <https://www.cdl.lk>
- [in](#) [f](#)

Repair Profile

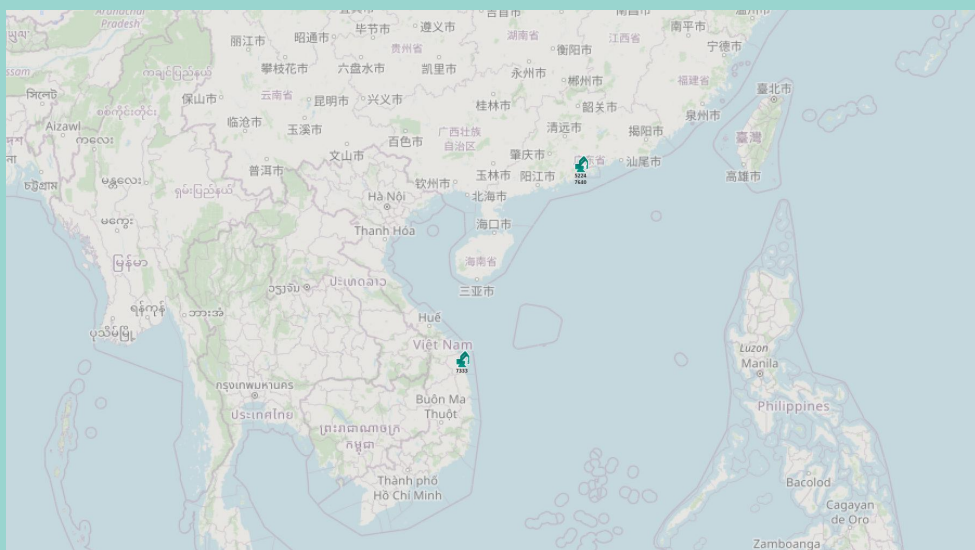


Shipyards Facilities

Type	Length	Width	Draft
Dry Dock	148.0m	26.0m	9.7m
Dry Dock	62.0m	26.0m	9.7m
Dry Dock	107.0m	18.5m	6.7m
Dry Dock	122.0m	16.0m	5.5m
Dry Dock	263.0m	44.0m	8.9m

VII

South East Asia (China, Vietnam)





Repair shipyards located in South East Asia

CSBC Cooperation

Since the opening up of the Chinese economy there has been considerable expansion in its ship repair and ship building capacity on account of low labour costs and investment incentives. Chinese yards are also continuously improving quality, expertise, productivity and broadening the range of work that they can undertake. Chinas repair yards are all experiencing very high levels of utilisation and are suffering from shortages of skilled labour that is affecting the industry as a whole, and will need to reach further into its labour pool in order to find skilled employees. The countrys largest single repair yard is located on Mazhou Island in the Pearl River delta, near the growing port of Shenzhen and is operated by the well-established Chinese ship repairer Yiu Lian Dockyards

Vietnam is the most significant of the recent entrants in the worlds shipbuilding market, and is attracting considerable investment from foreign investors into its yards because of the support from the Vietnamese government, the availability of infrastructure and its large pool of skilled, low-cost labour. While it is understood that the majority of this foreign involvement is focused on newbuilding facilities, there will be an inevitable flow-on effect on other Vietnamese facilities; especially the older ones that may no longer be attractive for newbuilding construction, but which may find a niche by providing repair and conversion services.

South East Asia (China, Vietnam)

Shipyards located in this area

Shipyard	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
COSCO (ZHOUZHAN) SHIPYARD CO., LTD	N29° 46' E122° 5' China	537.0m	68.0m	15.0m		78
DUNG QUAT SHIPYARD	N15° 23' E108° 47' Vietnam	510.0m	110.0m			80
COSCO SHIPPING HEAVY INDUSTRY	N22° 41' E113° 39' China	431.0m	74.0m	13.3m		74
PAXOCEAN ENGINEERING ZHOUZHAN CO LTD	N30° 10' E122° 1' China	400.0m	106.0m	13.7m		82
CHINA UNITED DRYDOCKS (CUD) WEIHAI	N36° 50' E122° 16' China	349.7m	60.4m			68
COSCO SHIPPING HEAVY INDUSTRY (GUANGZHOU)	N23° 2' E113° 31' China	269.0m	59.25m	18.0m		76
COSCO (SHANGHAI) SHIPYARD CO.,LTD	N31° 7' E121° 27' China	190.0m	29.0m	12.8m		72
COSCO (QIDONG) OFFSHORE CO., LTD	N31° 41' E121° 51' China	170.0m	120.0m	14.3m		70



Max. Length: 349.7m
Max. Width: 60.4m



<https://tdl.ink/93822>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

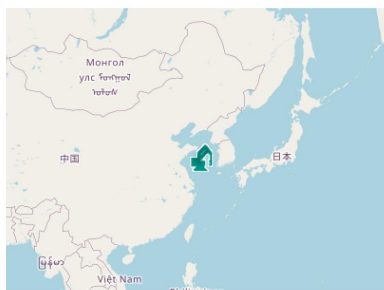
Engine Overhauls

Mechanical Services

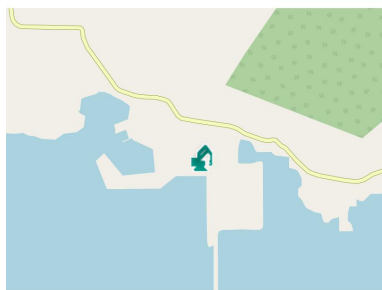
Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services ...



📍 N36°50'30" E122°16'21"
(Lat=36.84177° Long=122.272582°)



🏠 Renhen Town, Shandong Province,
Weihai City, China

Communication Channels

Docking Request: business@tjxh-international.com

☎ 0631-7963808

✉ lzhang@tjxh-international.com

🌐 <http://www.unidrydocks.com/en/>



COSCO (QIDONG) OFFSHORE CO., LTD

7457



China



Max. Length: 170.0m

Max. Width: 120.0m

Max. Draft: 14.3m

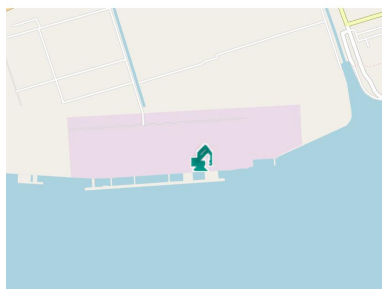


<https://tdl.in/k/7457>

Ship Repairs



📍 N31°41'12" E121°51'56"
(Lat=31.686918° Long=121.865748°)



🏠 Zhong Yuan Lu, Zhong Yuan Lu, Qidong Shi, Nantong Shi, China, QIDONG, China

Communication Channels

Docking Request: zhangjianming@cosco-shipyard.com

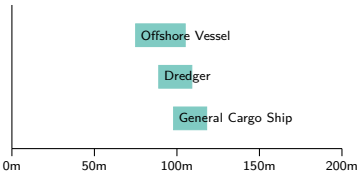
☎ 0513-83762151

📠 0513-83762000

✉ chuanwunews@cosco-shipyard.com

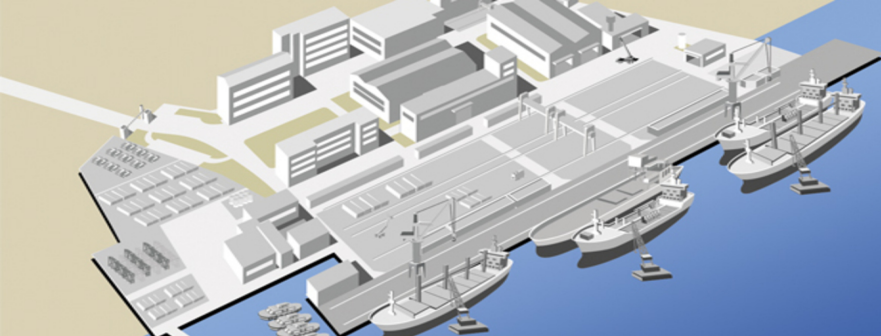
🌐 <https://www.cosco-shipyard.com>

Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Dry Dock	170.0m	120.0m	14.3m



COSCO (SHANGHAI) SHIPYARD CO.,LTD

5228



China



Max. Length: 190.0m

Max. Width: 29.0m

Max. Draft: 12.8m

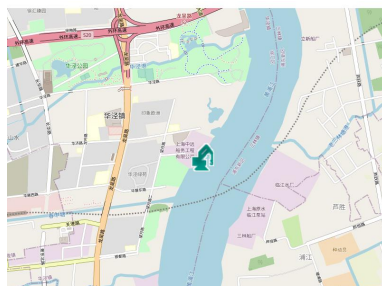


<https://tdl.ink/5228>

Ship Repairs



📍 N31°7'0" E121°27'30"
(Lat=31.1169° Long=121.4586°)



🏠 No 2600, Longwu Road, Shanghai,
200231 Shanghai, China

Communication Channels

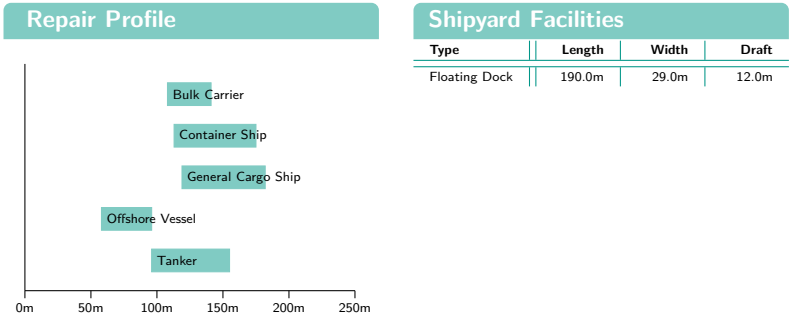
Docking Request: zhangjianming@cosco-shipyard.com

☎ +86 021-54821256

📠 +86 021-54825542

✉ biz@cosco-shipyard.com

🌐 <http://en.cosco-shipyard.com/>





COSCO SHIPPING HEAVY INDUSTRY

7640



China

COSCO 中国船舶重工集团有限公司



Max. Length: 431.0m

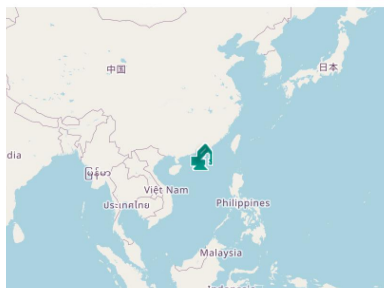
Max. Width: 74.0m

Max. Draft: 13.3m

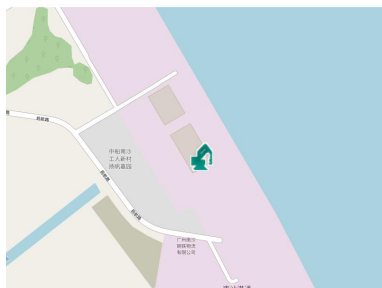


<https://tdl.link/7640>

Ship Repairs



📍 N22°41'7" E113°39'29"
(Lat=22.68538° Long=113.658311°)



🏠 NO.10 Qihang Road, Longxue Street,
Nansha, 511462 Guangzhou, China

Communication Channels

Docking Request: marketing@wenchongyard.cn

+86 20 36666736

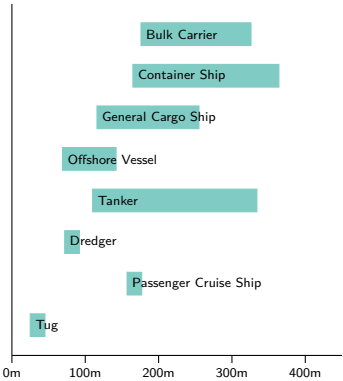


marketing@wenchongyard.cn

<https://www.wenchongyard.com>



Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Graving Dock	431.0m	74.0m	13.3m
Graving Dock	360.0m	65.0m	13.3m



COSCO SHIPPING HEAVY INDUSTRY 5224 (GUANGZHOU)



China



Max. Length: 269.0m

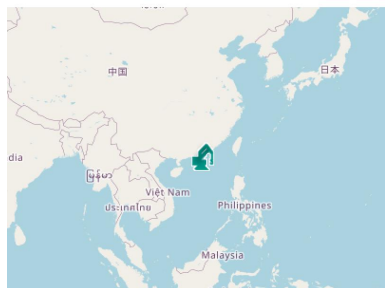
Max. Width: 59.25m

Max. Draft: 18.0m

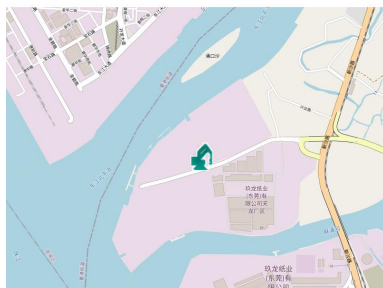


<https://tdl.in/k/5224>

Ship Repairs



📍 N23°2'39" E113°31'35"
(Lat=23.044432° Long=113.526621°)



🏠 Dasheng Industrial Park,,Machong
Town,Dongguan,, 523146 Guangzhou,
China

Communication Channels

Docking Request: zhangjianming@cosco-shipyard.com

☎

+86 18038230909

📠

+86 0769-89252877

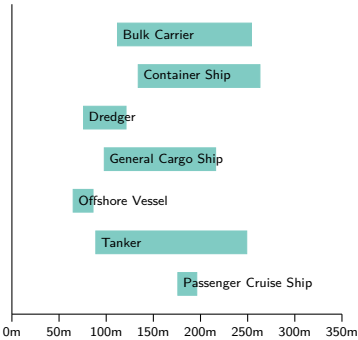
✉

biz@cosco-shipyard.com

🔗

http://en.chi.coscoshipping.com/art/2021/11/9/art_21577_212924.html

Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Floating Dock	238.57m	48.6m	16.0m
Floating Dock	269.0m	59.25m	18.0m
Dry Dock	96.0m	38.5m	5.4m
Slipway	215.0m	37.0m	
Slipway	235.0m	43.0m	
Slipway	235.0m	45.0m	
Outfitting Pier	1170.0m		7.5m



COSCO (ZHOUZHAN) SHIPYARD CO., 5230 LTD



China

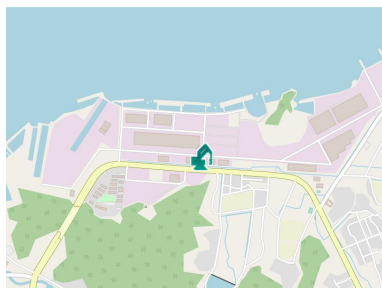


Max. Length: 537.0m
Max. Width: 68.0m
Max. Draft: 15.0m



<https://tdl.in/k/5230>

Ship Repairs



📍 N29°46'44" E122°5'21"
(Lat=29.779012° Long=122.089296°)

🏠 Longshan, Liuheng Town, Putuo district, Zhoushan, Zhejiang Province
Xingjian Lu, Shenjiamen, Zhejiang
316100, Zhoushan, CHINA, 316131 Nantong, China

Communication Channels

Docking Request: zhangjianming@cosco-shipyard.com

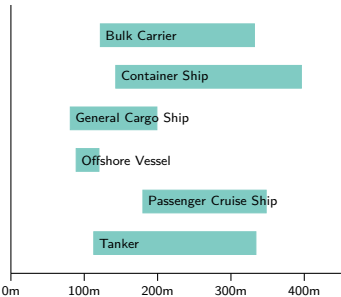
+86 0580-6189270

+86 0580-6189211

biz@cosco-shipyard.com

http://en.cosco-shipyard.com/

Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Graving Dock	537.0m	49.2m	11.3m
Graving Dock	469.5m	68.0m	15.0m
Graving Dock	280.0m	40.0m	13.6m
Slipway	250.0m	45.0m	
Slipway	250.0m	45.0m	
Lay Berth	500.0m		
Lay Berth	300.0m		
Lay Berth	226.0m		
Lay Berth	200.0m		



DUNG QUAT SHIPYARD

7333



Vietnam



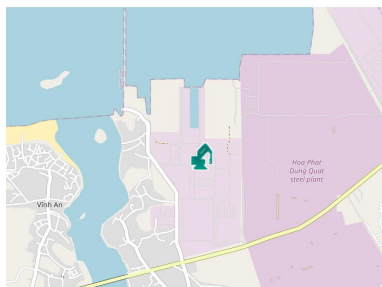
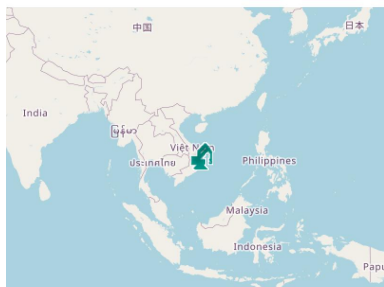
Max. Length: 510.0m

Max. Width: 110.0m



<https://tdl.in/7333>

Ship Repairs



📍 N15°23'9" E108°47'4"
(Lat=15.385995° Long=108.784485°)

🏠 Binh Son District, Binh Dong Commune, Quang Ngai Province, TAN HY, VIETNAM, Quang Ngai, Vietnam

Communication Channels

Docking Request: dqs@dqsy. vn

☎ +84-55 3611227 +302108986203

📞 +84-55 3611464

✉ dqs@dqsy. vn

🔗 <http://dqsy.vn>



Shipyards Facilities

Type	Length	Width	Draft
Graving Dock	380.0m	85.0m	
Graving Dock	510.0m	110.0m	



PAXOCEAN ENGINEERING ZHOUSHAN 5342
CO LTD



China

PaxOcean



Max. Length: 400.0m
 Max. Width: 106.0m
 Max. Draft: 13.7m



<https://tdl.in/k/5342>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

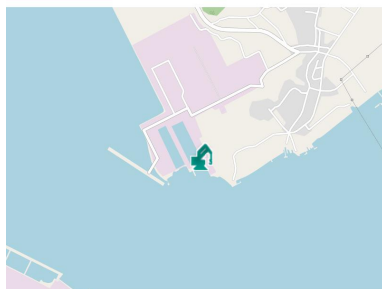
Engine Overhauls

Mechanical Services

Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services



📍 N30°10'0" E122°1'27"
 (Lat=30.166731° Long=122.024286°)

🏠 No. 1 Offshore Road, Changbai
 County, Dinghai District, Zhoushan City,
 Zhejiang Province, P.R. China 316057,
 316057 Zhoushan, China

Communication Channels

Docking Request: samsong@paxocean.com

☎ (86)-580-8751820

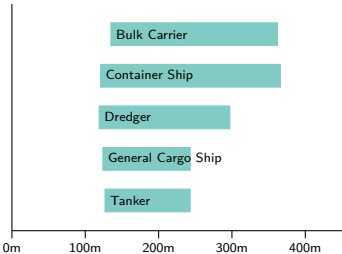


✉ samsong@paxocean.com

🔗 <https://www.paxocean.com/our-yards/zhoushan/>



Repair Profile

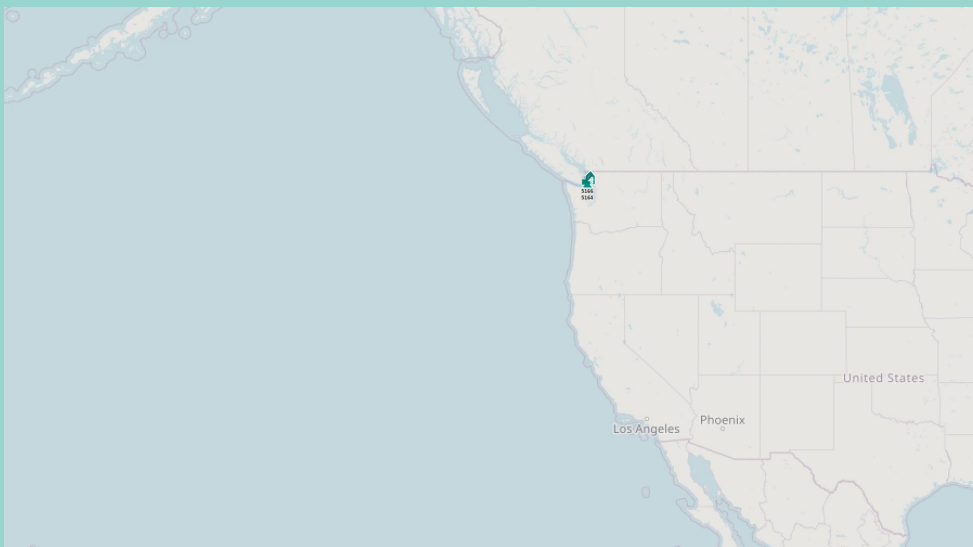


Shipyard Facilities

Type	Length	Width	Draft
Graving Dock	400.0m	106.0m	13.7m
Graving Dock	380.0m	80.0m	13.7m
Slipway	340.0m	70.0m	
Outfitting Pier	576.0m		12.0m

VIII

North America West Coast





Shipyards located at the North American West Coast

The area comprises the west coast of the United States and Canada as well as Alaska and Mexico. Contrary to the East Coast of the U.S. the shipyards are concentrated on a few places only whereas the Navy business plays a significant role as well. With Nassco of General Dynamics and BAE Systems Ship Repair two strong industrial groups are part of the shipyard industry at the west coast. Vigor Industrial is another major local player with twelve sites in the Northwest and Alaska.

The Seaspan Group alone is running three shipyards at the Canadian west coast: Vancouver Drydocks (with two drydocks of 36,000 dwt and 30,000 dwt), Vancouver Shipyards and Victoria Shipyards (utilising the state owned graving dock for vessels up to 100,000 dwt at Vancouver Island) which is the biggest repair facility at the Canadian west coast.

North America West Coast

Shipyards located in this area

Shipyard	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
VICTORIA SHIPYARDS - SEASPAN	N48° 26' W123° 25' Canada	361.0m	38.4m	10.3m		89
VANCOUVER DRYDOCK - SEASPAN	N49° 18' W123° 4' Canada	204.0m	45.8m	10.0m		87



VANCOUVER DRYDOCK - SEASPAN

5164 
Canada



Max. Length: 204.0m
Max. Width: 45.8m
Max. Draft: 10.0m



<https://tdl.in/5164>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

Engine Overhauls

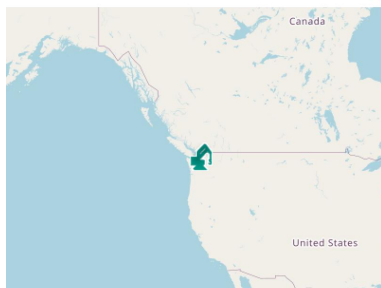
Mechanical Services


Hydraulic Services

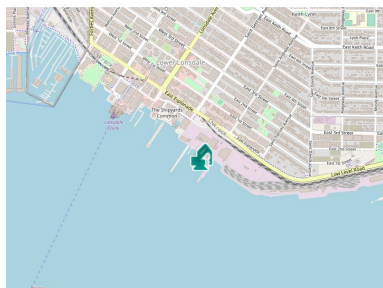
Piping & Fitting Services


Cleaning & Blasting Services

...



 N49°18'27" W123°4'35"
(Lat=49.307511° Long=-123.076422°)



 203 East Esplanade, V7L 1A1 North
Vancouver, BC, CANADA, North Van-
couver, Canada

Communication Channels

Docking Request: abertens@seaspan.com

+1 604 988 7444

+1 604 990 5099

abertens@seaspan.com

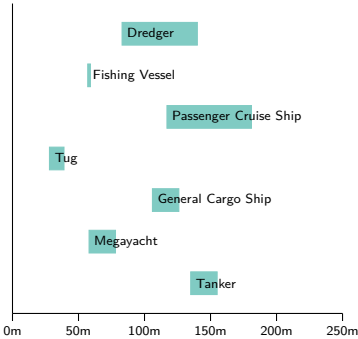
<https://www.seaspan.com/vancouver-drydock>



Certificates



Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Floating Dock	204.0m	45.8m	8.8m
Floating Dock	131.0m	33.5m	10.0m
Lay Berth	120.0m	20.0m	9.0m
Lay Berth	200.0m	25.0m	10.0m



VICTORIA SHIPYARDS - SEASPAN

5166



Canada



Max. Length: 361.0m

Max. Width: 38.4m

Max. Draft: 10.3m



<https://tdl.ink/5166>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

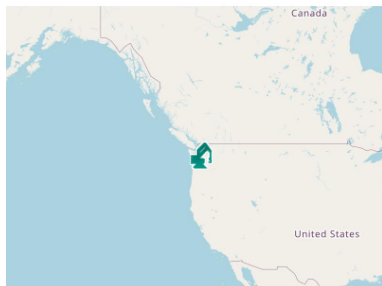
Engine Overhauls

Mechanical Services

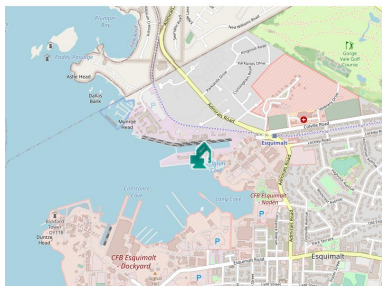
Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services



📍 N48°26'11" W123°25'32"
(Lat=48.4365° Long=-123.4256°)



🏠 825 Admirals Rd, V9A 2P1 Victoria, Canada

Communication Channels

Docking Request: info@vicship.com

+1 2503801602

+1 2509956599

info@vicship.com

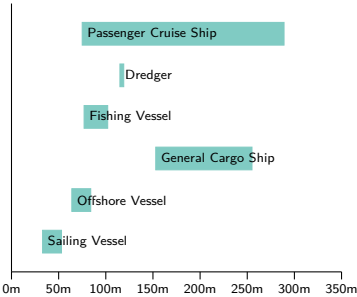
<https://www.seaspan.com/victoria-shipyards>



Certificates



Repair Profile

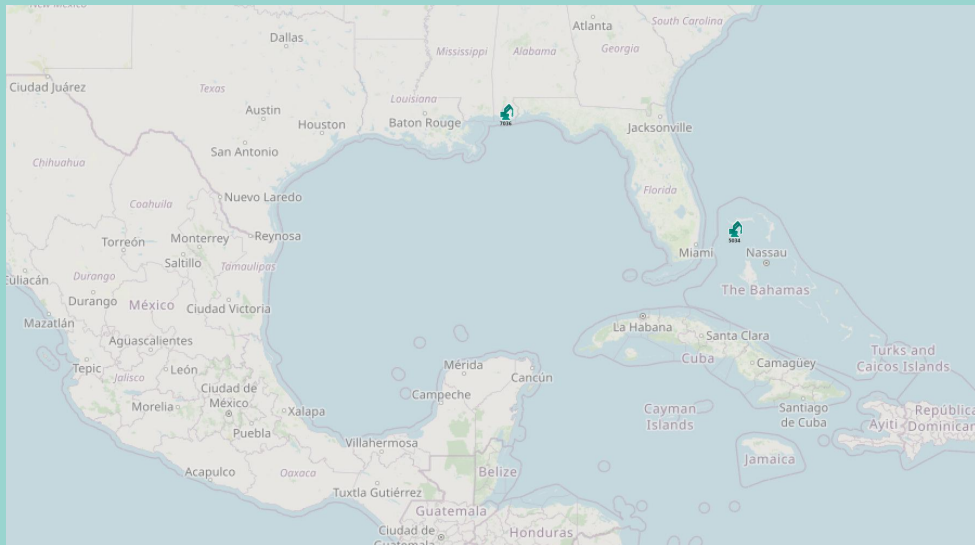


Shipyards Facilities

Type	Length	Width	Draft
Graving Dock	361.0m	38.4m	10.3m

IX

US Gulf





Repair shipyards located at the US Gulf

Conrad Deepwater Shipyard

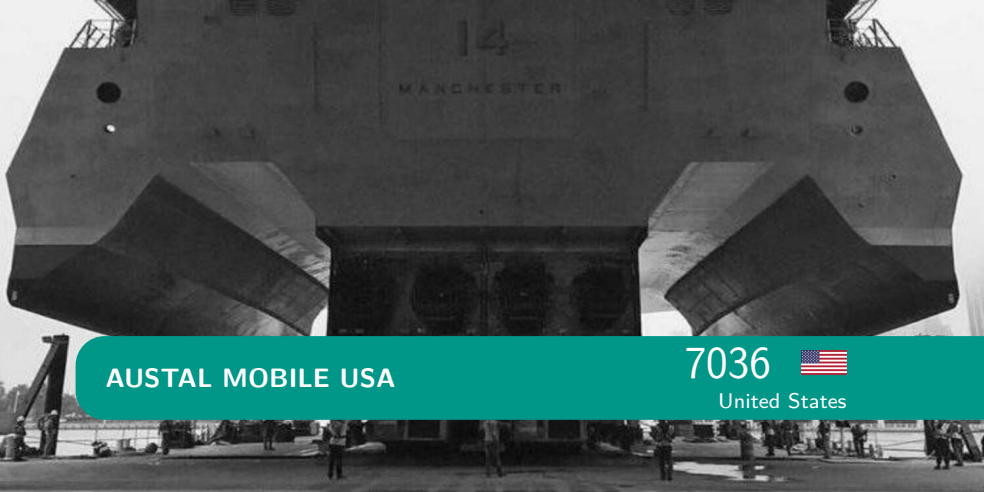
There are a lot of ship repair facilities in the U.S. Gulf thanks to the extensive offshore oil and gas industry which is exploring these resources from under the seabed. This industry has a very sophisticated approach to safety and documentation issues and the local shipyard industry is used to it. As a huge fleet of mid-sized auxiliary vessels are part of the local offshore industry a lot of ship repair facilities do exist for such vessel size.

Bollinger Shipyards as one of the biggest players in the local market comprises of twelve shipyards and forty drydocks all located in Louisiana and Texas.

With Hutchison Ports TNG (former Talleres Navales del Golfo SA) there is a shipyard which has been available on the Mexican side of the gulf for more than 80 years now. Located in the Port of Veracruz, it performs repair and maintenance works for vessels, rigs, barges and all types of maritime structures and equipment. The shipyard belongs now to Hutchison Ports as the worlds leading port investor, developer and operator with origins in Hong Kong.

Shipyards located in this area

Shipyards	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
AUSTAL MOBILE USA	N30° 41' W088° 1' United States	211.0m	37.0m			94



AUSTAL MOBILE USA

7036 
United States



Max. Length: 211.0m
Max. Width: 37.0m



<https://tdl.link/7036>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

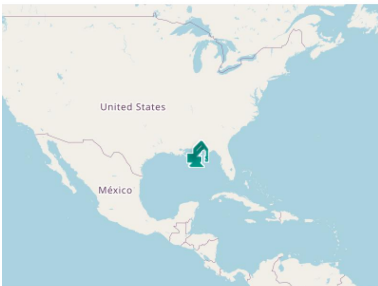
Engine Overhauls

Mechanical Services

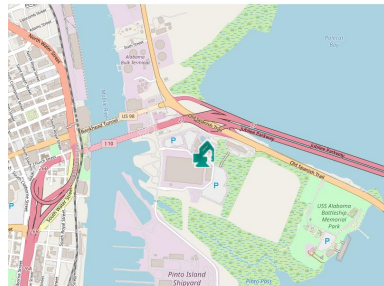
Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services ...



📍 N30°41'23" W088°1'39"
(Lat=30.689762° Long=-088.027555°)



🏠 100 Dunlap Drive, 36602 Mobile, AL,
USA, 36602 Mobile, United States

Communication Channels

+61 08 9410 1111

+61 08 9410 2564

<https://austal.com>



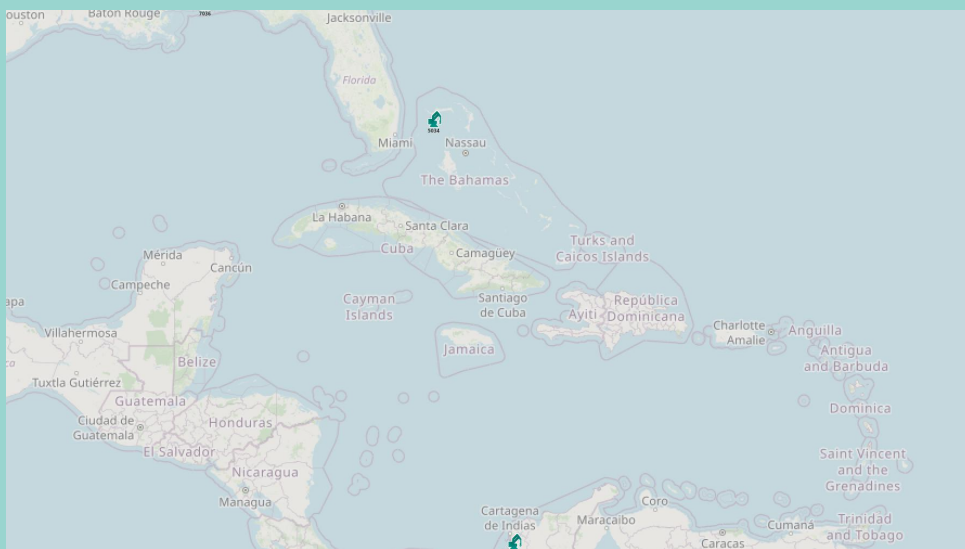
Certificates

Shipyard Facilities

Type	Length	Width	Draft
Dry Dock	211.0m	37.0m	



Carribbean Sea





Repair shipyards located at the Caribbean Sea

This trading area comprises all countries surrounding the Caribbean Sea (incl. Cuba). The ship repair business in this region is very much influenced by the ever booming cruise industry which is its major area of operation. There are two dominating ship repair facilities operating:

Caribbean Drydock Company, Havana, has long been the only dockyard in the Caribbean during the colonial period.

Grand Bahama Shipyard which was founded only in 1999 with a single Panamax dock has grown from humble beginnings to become the world leader in refits, refurbishments and revitalizations especially for cruise vessels. The Yard is strategically located in Freeport, approximately 100 miles east of Miami, Florida (the 'cruise capital' of the world) along all the major shipping routes.

Damen Shiprepair Curaçao is strategically located in the Caribbean, en route to the Panama Canal, and outside the Hurricane Belt within a natural bay. In 2017, global player Damen Shiprepair & Conversion took over the management of the Curaçao Drydock Company, established in 1959. Under the new name it will continue offering a full range of services in maintenance, repair, refit and conversion of vessels and offshore constructions of all sizes.

Carribbean Sea

Shipyards located in this area

Shipyards	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
GRAND BAHAMA SHIPYARD LIMITED	N26° 31' W078° 45' Bahamas	310.0m	58.5m	14.0m	300.0t	101
COTECMAR	N10° 19' W075° 30' Colombia	142.5m	32.0m	5.6m		99

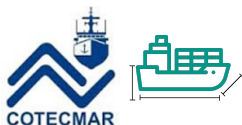


COTECMAR

5473



Colombia



Max. Length: 142.5m
Max. Width: 32.0m
Max. Draft: 5.6m



<https://tdl.in/5473>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

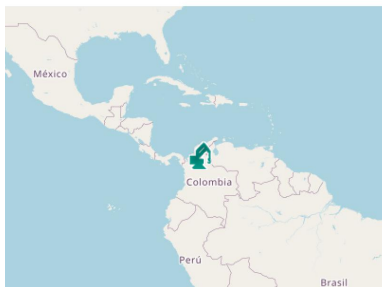
Engine Overhauls

Mechanical Services

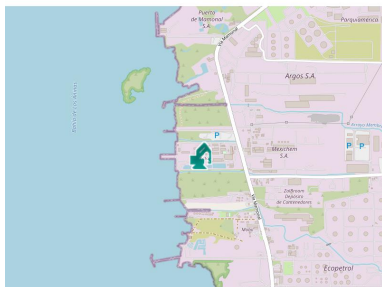
Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services



📍 N10°19'38" W075°30'29"
(Lat=10.327338° Long=-075.508138°)



🏠 Zona Industrial Mamonal Km 9, Cartagena de Indias, COLOMBIA, 130009 Cartagena, Colombia

Communication Channels

Docking Request: servicioalcliente@cotecmar.com

+57 (605) 6439491 Ext. 1851 y Ext. 1206



servicioalcliente@cotecmar.com

<https://www.cotecmar.com/>

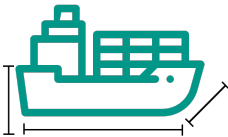


Certificates



Shipyards Facilities

Type	Length	Width	Draft
Syncrolift	120.0m	22.0m	5.4m

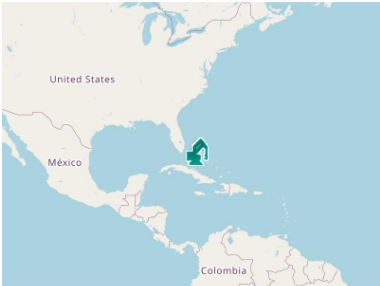


Max. Length: 310.0m
Max. Width: 58.5m
Max. Draft: 14.0m
Max. Load: 300.0t

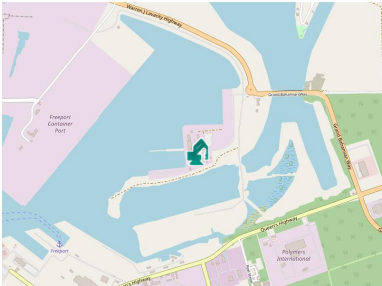


<https://tdl.ink/5034>

Dry Dockings Ship Repairs Refits Afloat Repairs

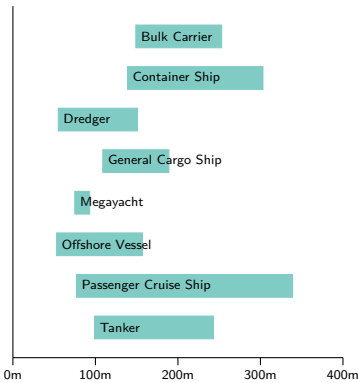


📍 N26°31'44" W078°45'15"
(Lat=26.529° Long=-078.7544°)



🏠 The Fishing Hole Roadt, Freeport,
Bahamas

Repair Profile

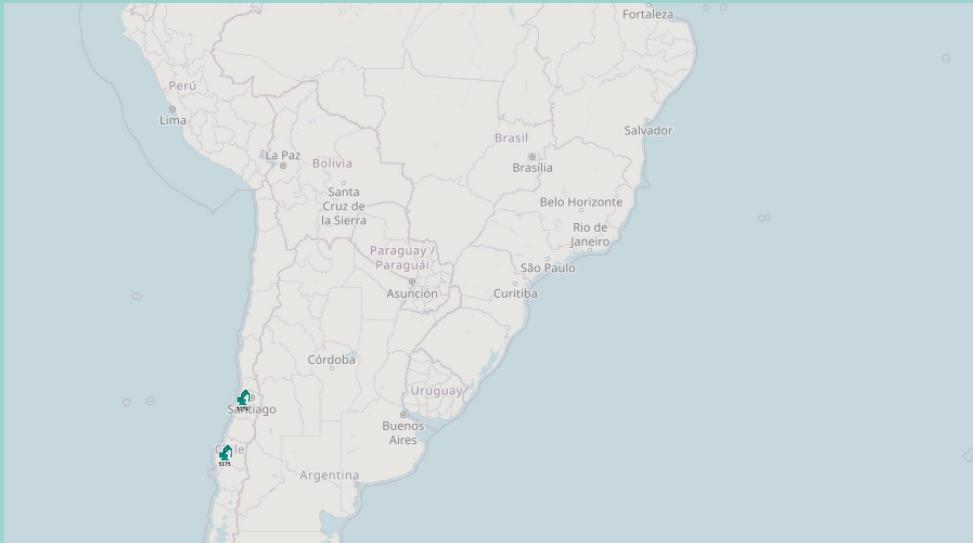


Shipyard Facilities

Type	Length	Width	Draft
Floating Dock	268.3m	33.5m	8.0m
Floating Dock	300.0m	58.5m	9.1m
Floating Dock	310.0m	54.6m	8.5m
Repairing Berth	300.0m		14.0m
Lay Berth	300.0m		14.0m

XI

South America East Coast



A large container ship is sailing on the ocean, leaving a white wake. In the background, a city skyline is visible on the horizon under a blue sky with scattered clouds. A teal banner with white text is overlaid on the image.

Shipyards located at the South American East Coast

The east coast of South America is providing some well established shipyards. The majority is expectedly located in Brazil as the largest country of the continent whose shipyard industry is benefiting from the huge national offshore industry. Rigs and the large and growing fleet of OSVs sailing in Brazilian waters demand quite some repair berths.

Brazil had adopted highly protectionist policies with crosssubsidies, which were channelled to develop the ship building industry.

Even pure ship repair facilities are being still jump-started: Nearly a billion USD are invested in Lucena, on the coast of the northeast state of Paraíba, for the installation of the Brazil Basin Drydock Company (BBDC). It is said that this new facility is designed to compete with the best repair yards in the world and will be the first dedicated ship repair yard for medium and large-sized ships in the South Atlantic basin. It is claimed that no other ship repair yard in the area will have respective resources. At its maximum capacity, it will be able to dock more than 120 ships per year.

South America East Coast

Shipyards located in this area

Shipyard	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
GUYANA PORT INC - SHIPYARD	N06° 37' W058° 12' Guyana	167.2m	26.0m	3.0m		105



GUYANA PORT INC - SHIPYARD

101624



Guyana



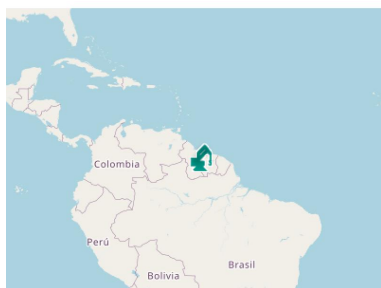
Max. Length: 167.2m

Max. Width: 26.0m

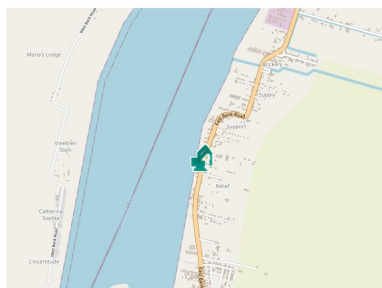
Max. Draft: 3.0m



<https://tdl.ink/101624>



📍 N06°37'28" W058°12'25"
(Lat=06.624677° Long=-058.207068°)



🏠 Lot 12 Support East Bank Demerara,
Guyana, South America, 000000 Demerara/Mahaica, Guyana

Communication Channels

Docking Request: info@guyanaport.com

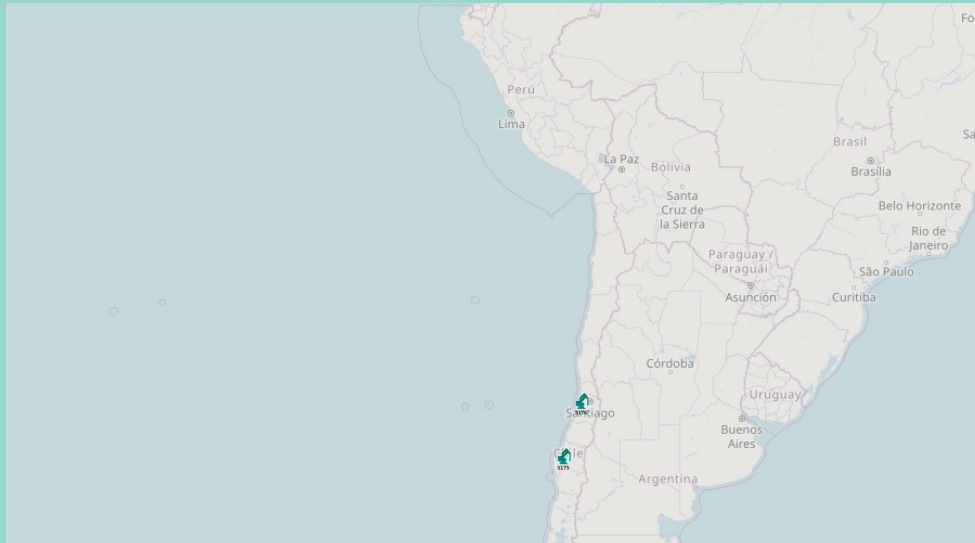
☎ +592-600-1019

✉ info@guyanaport.com

🌐 <https://www.guyanaportinc.com/>

XII

South America West Coast





Shipyards located at the South American West Coast

The shipyard density at the west coast of South America is not that high as on the east coast.

ASMAR as one of the biggest players at the west coast is owned by the State of Chile, operating in the shipbuilding and defence industries, whose main activity is to provide maintenance and repair services for the Chilean Navy but also for domestic and foreign commercial vessels. The company has three industrial plants located in Valparaíso, Talcahuano and Punta Arenas having its corporate head office is located in Valparaíso.

SOCIBER is also located at Valparaíso. The yards main asset is the floating dock VALPARAISO III designed with a lifting capacity of 10.000 tons and allowing vessels up to 165 m length and 24.3 of beam to be dry docked. Additionally there is the possibility to berth vessels up to 170 m length alongside the floating dock.

MEC Shipyards is another international ship repair facility, strategically located in the Port of Balboa, Panama. The yard includes three graving docks for vessels up to Panamax size, with over 12,000 sqm of fully equipped workshops.

South America West Coast

Shipyards located in this area

Shipyards	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
ASMAR VALPARAISO WORKSHOP	S33° 1' W071° 37' Chile					114
ASMAR TALCAHUANO SHIPYARD	S36° 41' W073° 6' Chile	245.0m	33.4m	9.0m		112
ASMAR MAGALLANES SHIPYARD	S53° 7' W070° 51' Chile	142.1m	36.0m	9.0m		110



ASMAR MAGALLANES SHIPYARD

5177



Max. Length: 142.1m

Max. Width: 36.0m

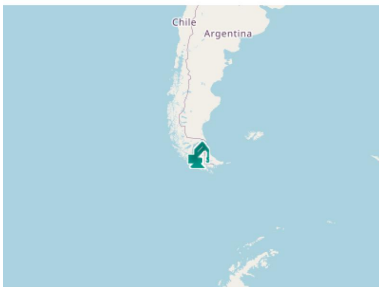
Max. Draft: 9.0m



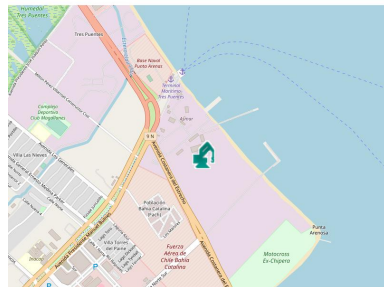
<https://tdl.link/5177>

Ship Repairs

Steel Fabrication



📍 S53°7'31" W070°51'55"
(Lat=-53.125298° Long=-070.865335°)



🏠 Av. Bulnes # 05275 Punta Arenas,
Chile, 12102 Punta Arenas, Chile

Communication Channels

Docking Request:

+56-61 221 4151

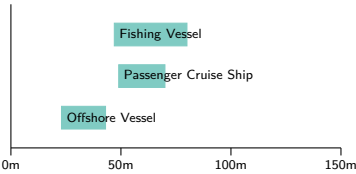
+56-61 221 1143



<https://www.asmar.cl>



Repair Profile



ASMAR TALCAHUANO SHIPYARD

5175



Chile



Max. Length: 245.0m

Max. Width: 33.4m

Max. Draft: 9.0m



<https://tdl.link/5175>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

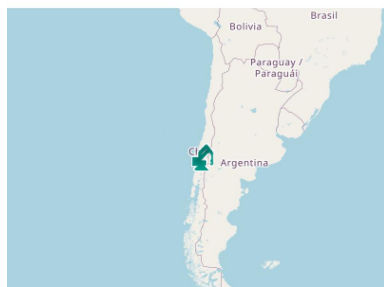
Engine Overhauls

Mechanical Services

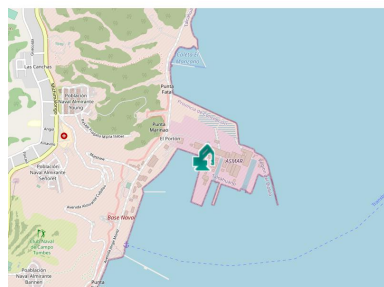
Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services



📍 S36°41'32" W073°6'5"
(Lat=-36.692305° Long=-073.101461°)



🏠 Av. Jorge Montt # 250 Base Naval
Talcahuano, Chile, 4260000 Talcahuano,
Chile

Communication Channels

Docking Request: jbugueno@asmar.cl

+56 41 2744430



jbugueno@asmar.cl

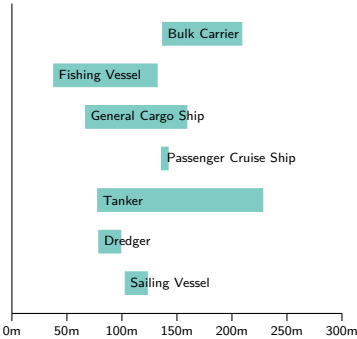
<http://www.asmar.cl>



Certificates



Repair Profile



Shipyards Facilities

Type	Length	Width	Draft
Graving Dock	175.0m	21.32m	6.0m
Graving Dock	245.0m	33.4m	9.0m
Floating Dock	69.6m	18.0m	6.5m
Floating Dock	120.0m	18.59m	5.5m
Floating Dock	120.0m	18.59m	5.5m
Floating Dock	126.15m	14.0m	5.5m
Floating Dock	70.0m	11.83m	6.0m
Repairing Berth	370.0m		8.5m
Repairing Berth	185.0m		6.5m



ASMAR VALPARAISO WORKSHOP

5176



Chile



<https://tdl.link/5176>

Afloat Repairs

Engine Overhauls

Mechanical Services

Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services

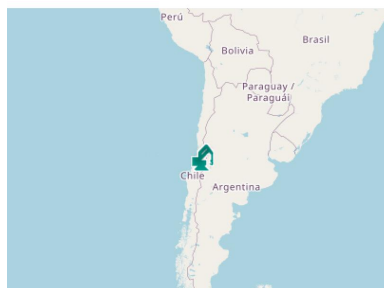
Coating Services

Carpentry Services

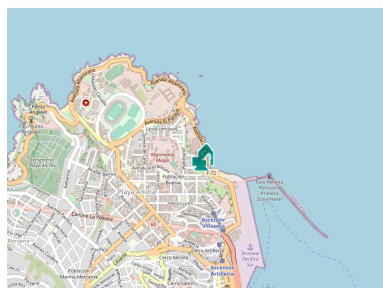
Insulation Services

HVAC Services

...



📍 S33°1'31" W071°37'56"
(Lat=-33.025298° Long=-071.632394°)



🏠 Avenida Altamirano 1015, Valparaíso,
CHILE, 46383 Valparaíso, Chile

Communication Channels



 <https://www.asmar.cl/>

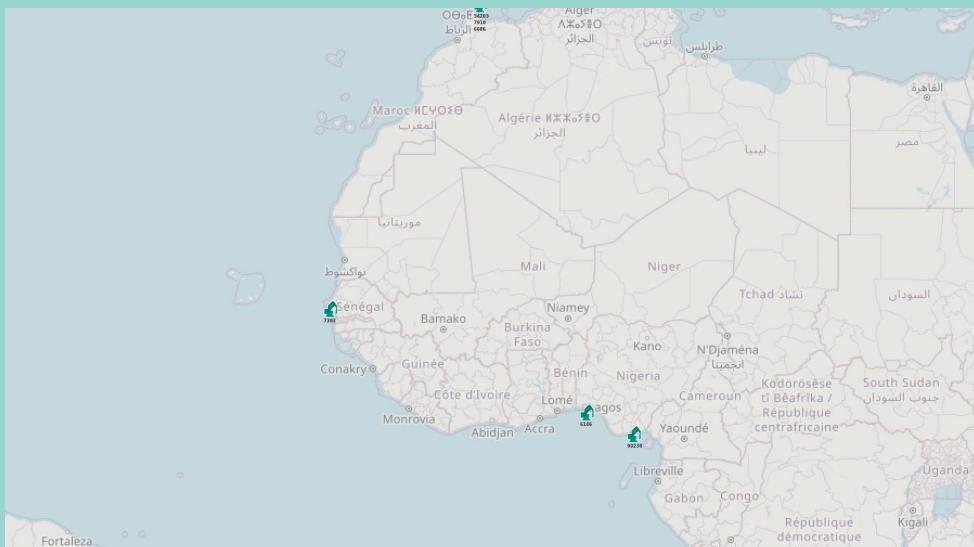


Certificates



XIII

West Africa





Repair shipyards located in West Africa

Chantiers Et Ateliers Du Maroc

Despite its long geographical extension ship repair facilities for ocean going vessels are rather rare in this region.

Tema Shipyard Limited in Ghana and Dakarnave in Senegal which is an affiliated company of the Portuguese Lisnave group, can be considered as one of the leading ship repair facilities in this region.

Also Nigerdocks Shipyard in Lagos which claims to have the largest facility of its kind in West Africa can offer a 25,000 dwt graving dock for ship repair, maintenance and refurbishment.

Carena, a subsidiary of French logistics conglomerate Bolloré operates a ship repair yard in Abidjan/Ivory Coast. It has strengthened its operational capabilities with the acquisition of a third dock with a length of 175 m and a width of 26 m allowing vessels to be docked weighing up to 10,800 tons.

Shipyards located in this area

Shipyard	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
DAKARNAVE	N14° 40' W017° 25' Senegal	235.0m	38.0m	7.5m		119
NIGERDOCK FZE	N06° 25' E003° 20' Nigeria	200.0m	33.0m	6.4m	25.0t	121
WAS - WEST ATLANTIC SHIPYARD	N04° 41' E007° 9' Nigeria	110.0m	25.0m	7.0m		123

DAKARNAVE

7393



Senegal



Max. Length: 235.0m
Max. Width: 38.0m
Max. Draft: 7.5m



<https://tdl.in/7393>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

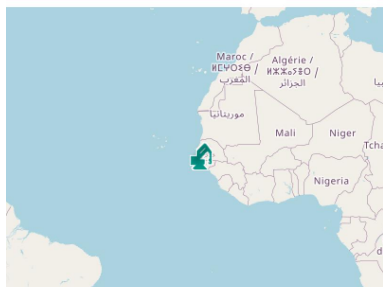
Engine Overhauls

Mechanical Services

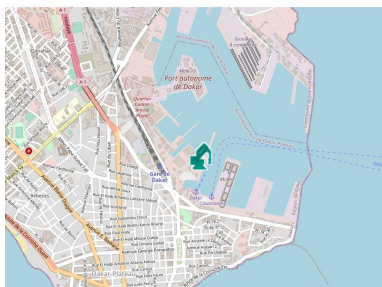
Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services



📍 N14°40'41" W017°25'50"
(Lat=14.678242° Long=-017.430615°)



🏠 Bd du Centenaire de la Commune de
Dakar PO BOX 438, DAKAR, Senegal

Communication Channels

Docking Request: dcom@dakarnave.sn

+ 221 33 849 10 01

+221 33 823 8399

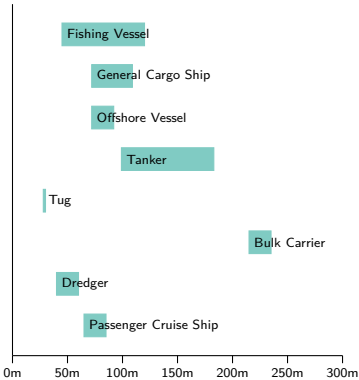
dcom@dakarnave.sn

https://www.dakarnave.com



Certificates

Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Graving Dock	191.0m	25.0m	7.5m
Floating Dock	235.0m	38.0m	6.5m
Syncrolift	60.0m		



NIGERDOCK FZE

6146



Nigeria



Max. Length: 200.0m

Max. Width: 33.0m

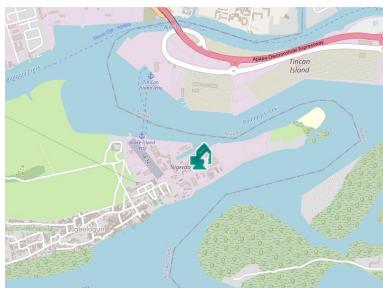
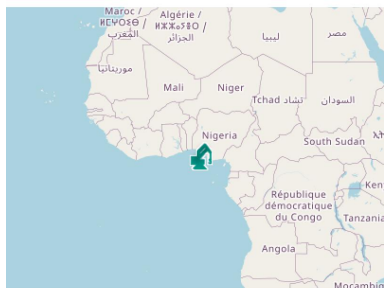
Max. Draft: 6.4m

Max. Load: 25.0t



<https://tdl.in/6146>

Ship Repairs



📍 N06°25'34" E003°20'21"
(Lat=06.426296° Long=003.33935°)

🏠 Snake Island, Lagos, NIGERIA, Lagos, Nigeria

Communication Channels

Docking Request: info@nigerdock.com

☎ + 234 (0) 1 908 4000

✉ info@nigerdock.com

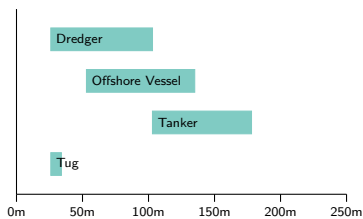
🔗 <https://nigerdock.com>



Certificates



Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Graving Dock	200.0m	33.0m	6.4m
Floating Dock	115.0m	15.0m	5.2m
Repairing Berth	180.0m	40.0m	6.0m



WAS - WEST ATLANTIC SHIPYARD

99238



Nigeria



Max. Length: 110.0m

Max. Width: 25.0m

Max. Draft: 7.0m



<https://tdl.link/99238>

Dry Dockings

Ship Repairs

Conversions

Refits

Afloat Repairs

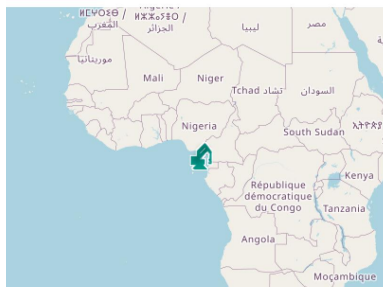
Engine Overhauls

Mechanical Services

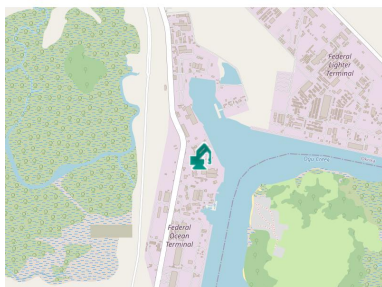
Hydraulic Services

Piping & Fitting Services

Cleaning & Blasting Services



📍 N04°41'41" E007°9'21"
(Lat=04.694753° Long=007.155913°)



🏠 Port Onne - Oil and Gas Free Zone,
500243 Port Harcourt, Nigeria

Communication Channels

Docking Request: j.oji@was-shipyard.com

+2349157892747



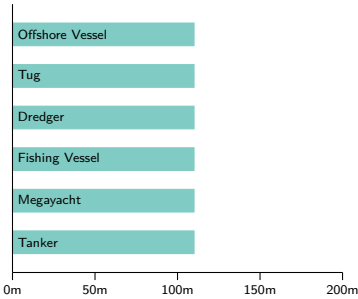
was@was-shipyard.com

<http://new.was-shipyard.com/>



Certificates

Repair Profile



Shipyards Facilities

Type	Length	Width	Draft
Floating Dock	110.0m	25.0m	6.5m
Floating Dock	110.0m	25.0m	6.5m
Lay Berth	300.0m		7.0m

XIV

South Africa





Repair shipyards located in South Africa

While South Africa's ship building and repair industry is at a "critical" stage in its development, the industry continues to be stifled by obsolete port infrastructure, protectionist government policy and monopoly pricing, driving the migration of these businesses to other ports in Africa.

Domestic ship repairers had been "handicapped" by the shortage of drydock facilities in South Africa due to Transnet National Ports Authority's (TNPA's) commitment to a "common user" principle to maintain control over the entire port. While private ship companies are willing to invest in these facilities themselves, they cannot get permission from the TNPA, because of the government's commitment to the common user principle and the fact that they want to maintain control of access to port assets. This is a very different institutional model compared to most other ports in the world, which have large, vertically integrated shipyards that own or lease waterfront land and provide everything themselves. The South African ship repair market could be substantially larger and more profitable if TNPA invested more, or allowed private companies to invest in their own drydock facilities.

Repair facilities are mostly concentrated in Durban with four drydocks being provided thereof two by TNPA. In total seven repair facilities are offering their services to the shipping business.

In Cape Town also four docks are being provided (thereof two by TNPA and private ones). The biggest one has even a length of 360 m.

Also East London has a drydock of 200 m length whereas there is only one slipway available in Port Elisabeth capable of accommodating only fishing vessels and harbor tugs.

South Africa

Shipyards located in this area

Shipyards	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
NAMDOK	S22° 56' E014° 29' Namibia	155.0m	23.5m	8.5m		128



OUR VISION

"To deliver exceptional and efficient marine engineering solutions to our partners"

NAMDOCK

6618



Namibia

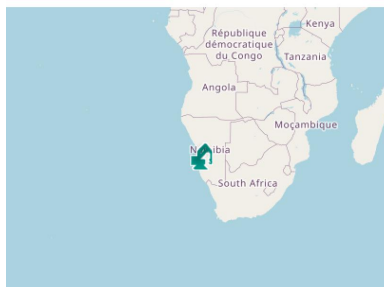


Max. Length: 155.0m
Max. Width: 23.5m
Max. Draft: 8.5m

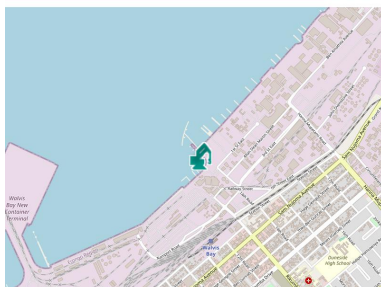


<https://tdl.link/6618>

Ship Repairs



📍 S22°56'46" E014°29'58"
(Lat=-22.94614° Long=014.499579°)



🏠 2nd Street East P.O. Box 2340 Walvis Bay, Namibia

Communication Channels

Docking Request:

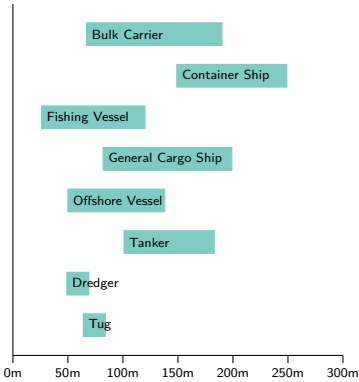
☎ +264 64 218 6000

📠 +264 64 2186001

✉ quintin.s@namdock.com

🌐 <http://namdock.com/>

Repair Profile



Shipyard Facilities

Type	Length	Width	Draft
Floating Dock	155.0m	23.5m	6.5m

XV

Miscellaneous



Shipyard Index

ASMAR MAGALLANES SHIPYARD	110
ASMAR TALCAHUANO SHIPYARD	112
ASMAR VALPARAISO WORKSHOP	114
ASRY - ARAB SHIPBUILDING & REPAIRYARD BAHRAIN	56
AUSTAL MOBILE USA	94
CANTIERI DEL MEDITERRANEO	29
CERNAVAL SHIPYARD (MALAGA)	30
CERNAVAL SHIPYARD (STRAIT OF GIBRALTAR)	17, 32
CHINA UNITED DRYDOCKS (CUD) WEIHAI	68
COLOMBO DOCKYARD PLC	63
COSCO (QIDONG) OFFSHORE CO., LTD	70
COSCO (SHANGHAI) SHIPYARD CO.,LTD	72
COSCO (ZHOUSHAN) SHIPYARD CO., LTD	78
COSCO SHIPPING HEAVY INDUSTRY	74
COSCO SHIPPING HEAVY INDUSTRY (GUANGZHOU)	76
COTECMAR	99
DAKARNAVE	119
DUNG QUAT SHIPYARD	80
EDR ANTWERP SHIPYARD	19
GEMAK SHIPYARD ALTINOVA	37
GEMAK SHIPYARD TUZLA	39
GEMAK TGE SHIPYARD	41
GERMAN NAVAL YARDS KIEL GMBH	8
GRAND BAHAMA SHIPYARD LIMITED	101
GUYANA PORT INC - SHIPYARD	105
HAT-SAN SHIPYARD	43
HIDRODINAMIK SHIPYARD	45
INTERNATIONAL MARITIME INDUSTRIES - IMI SHIPYARD	58
KUZEY STAR SHIPYARD	47
LISNAVE ESTALEIROS NAVAIS S.A.	21

NAMDOCK	128
NAVALROCHA SA	23
NIGERDOCK FZE	121
ODESSOS SHIPREPAIR YARD SA	49
PAXOCEAN ENGINEERING ZHOUSHAN CO LTD	82
REMONTOWA SHIPREPAIR S.A.	10
SEFINE SHIPYARD	50
TALLINN SHIPYARD	12
VANCOUVER DRYDOCK - SEASPAN	87
VICTORIA SHIPYARDS - SEASPAN	89
VIKTOR LENAC (PALUMBO) SHIPYARD	52
WAS - WEST ATLANTIC SHIPYARD	123
WEST SEA VIANA SHIPYARD	25
WESTERN SHIPREPAIR YARD	13



Shipyard Index by Country

Bahamas	
GRAND BAHAMA SHIPYARD LIMITED	101
Bahrain	
ASRY - ARAB SHIPBUILDING & REPAIRYARD BAHRAIN	56
Belgium	
EDR ANTWERP SHIPYARD	19
Bulgaria	
ODESSOS SHIPREPAIR YARD SA	49
Canada	
VANCOUVER DRYDOCK - SEASPAN	87
VICTORIA SHIPYARDS - SEASPAN	89
Chile	
ASMAR MAGALLANES SHIPYARD	110
ASMAR TALCAHUANO SHIPYARD	112
ASMAR VALPARAISO WORKSHOP	114
China	
CHINA UNITED DRYDOCKS (CUD) WEIHAI	68
COSCO (QIDONG) OFFSHORE CO., LTD	70
COSCO (SHANGHAI) SHIPYARD CO.,LTD	72
COSCO (ZHOUSHAN) SHIPYARD CO., LTD	78
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COSCO SHIPPING HEAVY INDUSTRY (GUANGZHOU)	76
PAXOCEAN ENGINEERING ZHOUSHAN CO LTD	82
Colombia	
COTECMAR	99
Croatia	
VIKTOR LENAC (PALUMBO) SHIPYARD	52
Estonia	

TALLINN SHIPYARD	12
Germany	
GERMAN NAVAL YARDS KIEL GMBH	8
Guyana	
GUYANA PORT INC - SHIPYARD	105
Italy	
CANTIERI DEL MEDITERRANEO	29
Lithuania	
WESTERN SHIPREPAIR YARD	13
Namibia	
NAMDOCK	128
Nigeria	
NIGERDOCK FZE	121
WAS - WEST ATLANTIC SHIPYARD	123
Poland	
REMONTOWA SHIPREPAIR S.A.	10
Portugal	
LISNAVE ESTALEIROS NAVAIS S.A.	21
NAVALROCHA SA	23
WEST SEA VIANA SHIPYARD	25
Saudi Arabia	
INTERNATIONAL MARITIME INDUSTRIES - IMI SHIPYARD	58
Senegal	
DAKARNAVE	119
Spain	
CERNAVAL SHIPYARD (MALAGA)	30
CERNAVAL SHIPYARD (STRAIT OF GIBRALTAR)	17, 32
Sri Lanka	
COLOMBO DOCKYARD PLC	63
Turkey	
GEMAK SHIPYARD ALTINOVA	37
GEMAK SHIPYARD TUZLA	39
GEMAK TGE SHIPYARD	41
HAT-SAN SHIPYARD	43
HIDRODINAMIK SHIPYARD	45
KUZEY STAR SHIPYARD	47
SEFINE SHIPYARD	50
United States	
AUSTAL MOBILE USA	94
Vietnam	
DUNG QUAT SHIPYARD	80

Shipyard Facilities Overview

Shipyard	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
ASMAR VALPARAISO WORKSHOP	S33° 1' W071° 37' Chile					114
COSCO (ZHOUSHAN) SHIPYARD CO., LTD	N29° 46' E122° 5' China	537.0m	68.0m	15.0m		78
DUNG QUAT SHIPYARD	N15° 23' E108° 47' Vietnam	510.0m	110.0m			80
LISNAVE ESTALEIROS NAVAIS S.A	N38° 28' W008° 47' Portugal	450.0m	75.0m	7.6m		21
COSCO SHIPPING HEAVY INDUSTRY	N22° 41' E113° 39' China	431.0m	74.0m	13.3m		74
GERMAN NAVAL YARDS KIEL GMBH	N54° 19' E10° 9' Germany	426.0m	90.0m		900.0t	8
CERNAVAL SHIPYARD (STRAIT OF GIBRALTAR)	N36° 10' W005° 22' Spain	400.0m	50.0m			32
CERNAVAL SHIPYARD (STRAIT OF GIBRALTAR)	N36° 10' W005° 22' Spain	400.0m	50.0m			32
PAXOCEAN ENGINEERING ZHOUSHAN CO LTD	N30° 10' E122° 1' China	400.0m	106.0m	13.7m		82
ASRY - ARAB SHIPBUILDING & REPAIRYARD BAHRAIN	N26° 11' E050° 40' Bahrain	375.0m	75.0m	9.0m		56
VICTORIA SHIPYARDS - SEASPAN	N48° 26' W123° 25' Canada	361.0m	38.4m	10.3m		89
CHINA UNITED DRYDOCKS (CUD) WEIHAI	N36° 50' E122° 16' China	349.7m	60.4m			68
CANTIERI DEL MEDITERRANEO	N40° 50' E014° 16' Italy	335.0m	40.0m	10.6m		29
MULTI OCEAN SHIPYARD	N01° 0' E103° 20' Indonesia	332.0m	16.0m	7.0m		0
EDR ANTWERP SHIPYARD	N51° 15' E004° 21' Belgium	312.0m	50.0m	8.0m		19

Shipyard	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
GRAND BAHAMA SHIPYARD LIMITED	N26° 31' W078° 45' Bahamas	310.0m	58.5m	14.0m	300.0t	101
GEMAK TGE SHIPYARD	N40° 50' E029° 17' Turkey	300.0m	53.0m			41
SEFINE SHIPYARD	N40° 43' E029° 30' Turkey	282.0m	47.0m	9.0m		50
COSCO SHIPPING HEAVY INDUSTRY (GUANGZHOU)	N23° 2' E113° 31' China	269.0m	59.25m	18.0m		76
COLOMBO DOCKYARD PLC	N06° 57' E079° 51' Sri Lanka	263.0m	44.0m	9.7m		63
VIKTOR LENAC (PALUMBO) SHIPYARD	N45° 18' E014° 28' Croatia	261.7m	53.0m	9.5m		52
REMONTOWA SHIPREPAIR S.A.	N54° 22' E018° 39' Poland	255.0m	44.4m	9.5m	50.0t	10
ASMAR TALCAHUANO SHIPYARD	S36° 41' W073° 6' Chile	245.0m	33.4m	9.0m		112
GEMAK SHIPYARD TUZLA	N40° 50' E029° 16' Turkey	245.0m	37.0m	6.5m	250.0t	39
ODESSOS SHIPREPAIR YARD SA	N43° 11' E027° 53' Bulgaria	240.0m	36.2m	10.0m	30.0t	49
DAKARNAVE	N14° 40' W017° 25' Senegal	235.0m	38.0m	7.5m		119
WESTERN SHIPREPAIR YARD	N55° 38' E021° 9' Lithuania	235.0m	44.0m			13
INTERNATIONAL MARITIME INDUSTRIES - IMI SHIPYARD	N27° 31' E049° 15' Saudi Arabia	233.6m	44.0m			58
KUZEY STAR SHIPYARD	N40° 50' E029° 17' Turkey	217.5m	36.2m			47
AUSTAL MOBILE USA	N30° 41' W088° 1' United States	211.0m	37.0m			94
VANCOUVER DRYDOCK - SEASPAN	N49° 18' W123° 4' Canada	204.0m	45.8m	10.0m		87
WEST SEA VIANA SHIPYARD	N41° 41' W008° 50' Portugal	203.0m	30.0m	5.2m		25
NIGERDOCK FZE	N06° 25' E003° 20' Nigeria	200.0m	33.0m	6.4m	25.0t	121
COSCO (SHANGHAI) SHIPYARD CO.,LTD	N31° 7' E121° 27' China	190.0m	29.0m	12.8m		72
HAMDOK TEGAL - PT. SARANA BAHTERA SHIPYARD	S06° 50' E109° 8' Indonesia	190.0m	29.0m	5.0m		0
HAT-SAN SHIPYARD	N40° 43' E029° 28' Turkey	180.0m	30.0m			43
NAVALROCHA SA	N38° 42' W009° 9' Portugal	173.5m	22.1m	9.6m	25.0t	23
COSCO (QIDONG) OFFSHORE CO., LTD	N31° 41' E121° 51' China	170.0m	120.0m	14.3m		70
GUYANA PORT INC - SHIPYARD	N06° 37' W058° 12' Guyana	167.2m	26.0m	3.0m		105
METALSHIPS & DOCKS S.A.U.	N42° 15' W008° 41' Spain	162.0m	28.5m	6.7m	140.0t	0
NAMDOCK	S22° 56' E014° 29' Namibia	155.0m	23.5m	8.5m		128

Shipyard	Position Country	Max. Length	Max. Width	Max. Draft	Max. Load	Page No.
TALLINN SHIPYARD	N59° 27' E024° 39' Estonia	153.6m	27.4m			12
ASTILLEROS DEL GUADALQUIVIR S.L.	N37° 20' W005° 59' Spain	144.0m	23.5m			0
COTECMAR	N10° 19' W075° 30' Colombia	142.5m	32.0m	5.6m		99
ASMAR MAGALLANES SHIPYARD	S53° 7' W070° 51' Chile	142.1m	36.0m	9.0m		110
CERNAVAL SHIPYARD (MALAGA)	N36° 42' W004° 25' Spain	140.0m	24.0m			30
HIDRODINAMIK SHIPYARD	N40° 50' E029° 16' Turkey	140.0m	20.0m	8.0m	10.0t	45
ASTIVIK SHIPYARD	N10° 21' W075° 30' Colombia	110.0m	20.7m	4.3m		0
WAS - WEST ATLANTIC SHIPYARD	N04° 41' E007° 9' Nigeria	110.0m	25.0m	7.0m		123
HAMDOK JAKARTA - PT.DOK DUASATU NUSANTARA	S06° 7' E106° 51' Indonesia	90.0m	18.0m	6.5m		0
GEMAK SHIPYARD ALTINOVA	N40° 42' E029° 28' Turkey	68.0m	28.0m	20.0m		37



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