



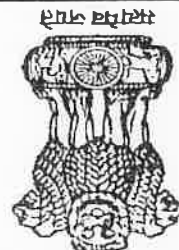
STATISTICS OF INDIA'S SHIP BUILDING AND SHIP REPAIRING INDUSTRY

2008-09



**Government of India
Ministry of Shipping
Ministry of Road Transport & Highways
Transport Research Wing
New Delhi
November 2010**

60-8007



New Delhi!

PREFACE

Transport Research Wing (TRW) is the nodal agency for both the Ministry of Road Transport & Highways and Ministry of Shipping for providing information/data on various facets of road and water borne transport. The present issue "Statistics of India's Ship Building and Ship Repairing Industry 2008-09" gives information on India's Ship Building and Ship Repairing Industry.

The present volume consists of five sections and is designed to inform on developments on Ship Building, Ship Repairing, Employment and Financial position of India's Ship Building & Ship Repair industry, including a section pertaining to Shipbuilding from a global perspective.

As the information contained in the volume is obtained from a large number of sources spread across both public as well as private sector, there is a time lag in bringing out collated data. We hope to reduce the time lag in bringing out this publication with the cooperation of the various source agencies. In particular, I wish to record my deep appreciation of the outstanding support and cooperation provided by all who have contributed to improve and complete this issue. This publication is a joint endeavour, with each officer contributing with their knowledge and professional commitment. Suggestions from the users of information are welcome to improve quality and coverage.

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November 2010

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Terminology Used in Shipping

ACRONYMS

-	-	Nil
-	-	Negligible
...	-	Not available
LST (T)	-	Landing Ship Tank (Large)
OSV	-	Offshore Supply vessels
PCV	-	Passenger Cargo vessels
DSV	-	Diving Support vessels
HSD	-	High Speed Diesel (Tanker)
FRP	-	Fiberglass Reinforced Plastic
SDBS	-	Seaward Defence Boats
FPVs	-	Fast Patrol vessels
PCVs	-	Pollution Control vessels
OPVs	-	Offshore Patrol vessels
I V Barges	-	Inland Vessel Barges
LOA	-	Length Overall
APV	-	Advanced Patrol vessels
AHTS	-	Anchor handling Tug Supply vessels
CSL	-	Cochin Shipyard Limited
CCL	-	Chowgule & Co Ltd
HSL	-	Hindustan Shipyard Ltd.
BSPL/BSL	-	Bharati Shipyard Private Ltd.
BB	-	Bristol Boats
MDL	-	Mazagaon Dock Ltd
GRSE	-	Garden Reach Ship-Builders & Engineers Ltd.
ABGS	-	ABG shipyard Ltd.
AAL	-	Alcock Ashdown (Gujarat) Ltd.
HDPEL	-	Hooghly Dock & Port Engineers Ltd.
SWL	-	Shalimar Works Ltd.
GSL	-	Goa Shipyard Ltd.
TSL	-	Tebma Shipyard Ltd.
L & T	-	Larsen & Tourbo Ltd

AN OVERVIEW

Shipbuilding Industry is a technology, skill and material intensive assembly operation. It draws upon a large number of services and utilities. The end product is a high value floating asset. Shipbuilding not only spawns industrial ownerships but engenders industrial cluster development as the experience of Japan and Korea demonstrates. For nearly three decades in the post World War II era, shipbuilding industry was dominated by Europe and the US. Shipbuilding being a labour intensive industry, the cost of labour plays an important determinant in a country's competitiveness position vis-à-vis others. With rising labour cost, shipbuilding activities have slowly moved away from 'high wage' Europe and US to low-wage Asia. Over the years, the production base has shifted from Europe to Japan and then to Republic of Korea and has now taken firm roots in People's Republic of China. The factors governing this shift have been relatively high wage in Europe coupled with strong competitive strength of manufacturing and steel making sectors and active state support in the leading shipbuilding nations of Asia. This decisive shift in shipbuilding activities from Europe to Asia has opened up a window of opportunities for Indian yards in which both public and private ship-builders are capitalizing on them.

2. India is peninsular in nature having a coastline of about 7500 Kms. with 13 Major ports and 176 Non-major Ports facilitating sea-borne trade. Coastal and overseas cargo movement is effected through ocean-going vessels. In addition, small ships/crafts also ply on inland waterways and canals. Indian owned ships/vessels carried 8.1% of India's overseas trade during 2008-09. As on 31st December 2008, Indian Shipping tonnage was 9.31 million Gross Registered Tonnage (GRT) with 912 ships. With the opening of Indian economy to globalisation, there has been a steady increase in handling of cargo traffic at Indian Ports. The robust growth in India's export over the last few years has improved India's share in global exports from 0.5% in 1990 to 1.1% in 2008. To sustain the momentum of foreign trade and improve competitiveness, the country would need adequate and efficient infrastructure in terms of ports, ships and maritime services. At present, India has six shipyards under Central Public Sector and two under State Governments. Besides, there are a number of shipyards in the Private Sector.

3. Since India has a well established naval and merchant shipping fleet, ship-building and ship-repairing industry is important. The demand for ships, semi-submersibles and port auxiliary vessels is projected to grow in view of rising cargo traffic from/to India in coming years. These factors are likely to offer steady demand for new ship building activities as well as growth in ship-repair volumes to sustain the fleet in a sea-worthy state. The MARPOL regulations relating to phasing out of single-hull tankers will give fillip to replacement demand in coming years.

4. The Indian Ship-Building Industry could broadly be categorized into following categories:-

- (i) Large ocean-going vessels catering to overseas as well as coastal trade;
- (ii) Medium size specialized vessels like Port Crafts, Fishing, Trawlers,
- Offshore vessels, Inland and other smaller crafts and
- (iii) Defense /Naval crafts and Coast Guard Vessels.

5. There are 34 dry-docks for repairing ships in India both in public and private sector as per data reported. These dry docks include the 14 dry docks operated by 8 major ports. The ports which have no dry-dock facilities are JNPT, New Mangalore, Chennai, Ennore, and Haldia..

6. MAJOR SHIPYARDS AND R&D FACILITIES IN THE PUBLIC SECTOR

UNDER THE MINISTRY OF SHIPPING:

- Hindustan Shipyard Limited, Visakhapatnam
- Cochin Shipyard Limited, Cochin
- Hooghly Dock and Port Engineers Limited, Kolkata

UNDER MINISTRY OF DEFENCE:

- Mazagon Dock Limited, Mumbai

- Garden Reach Ship-builders and Engineers Limited, Kolkata*.

(*Rajabagan Dockyard Limited, under Central Inland Water Transport Corporation, Kolkata has been merged with Garden Reach Shipbuilders and Engineers Ltd. Kolkata w.e.f. 1st July 2006.)

- Goa Shipyard Limited, Goa

UNDER THE CONTROL OF STATE GOVERNMENTS:

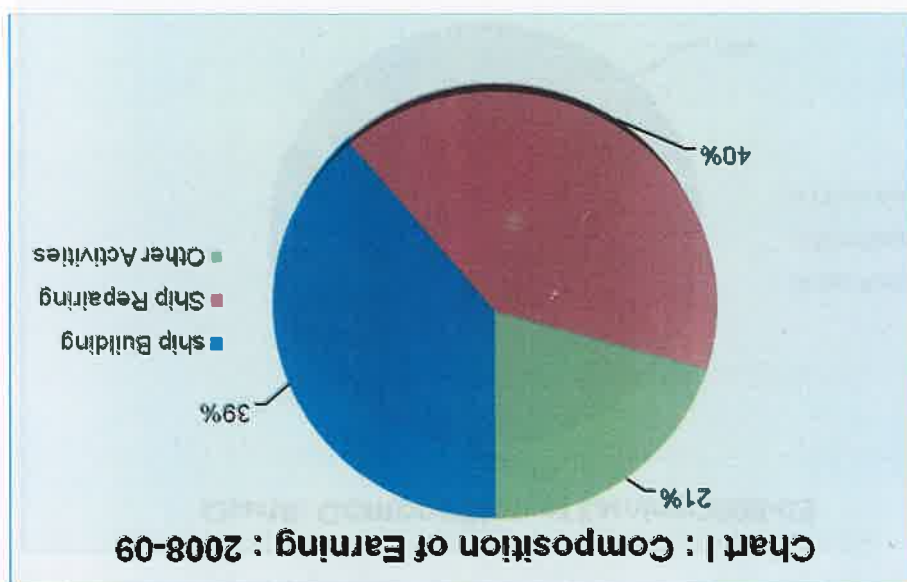
- Alcock Ashdown Co. Limited, Gujarat
- Shalimar Works Limited, Kolkata, West Bengal,

6.1. HINDUSTAN SHIPYARD LIMITED (HSL)

Hindustan Shipyard Limited is located in the east coast of the Indian peninsula, near Visakhapatnam. It is a premier ship building organisation engaged in ship building, ship repairs and offshore and onshore structures. It was established in the year 1941 by Scindia Steam Navigation Company. The Government of India took over the shipyard in the year 1952. Some of the unique features of this shipyard include:-

- This is the first shipyard in the country to obtain ISO-9001 accreditation for shipbuilding and structural fabrication
- Regularly imparts training to Graduate Engineers and Diploma holders as apprentices under Apprenticeship Act
- The yard has capacity to construct and repair ships up to 70,000 DWT and 80,000 DWT respectively.

6.1.1. The percentage share of income earned by Hindustan Shipyard Ltd. from ship building, ship repairing and other activities are shown in chart I.

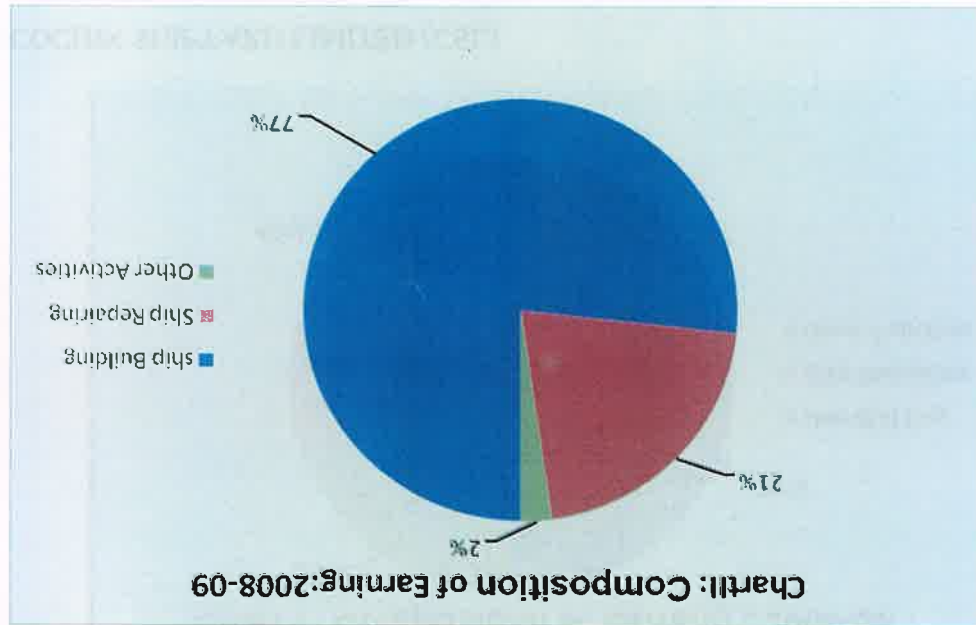


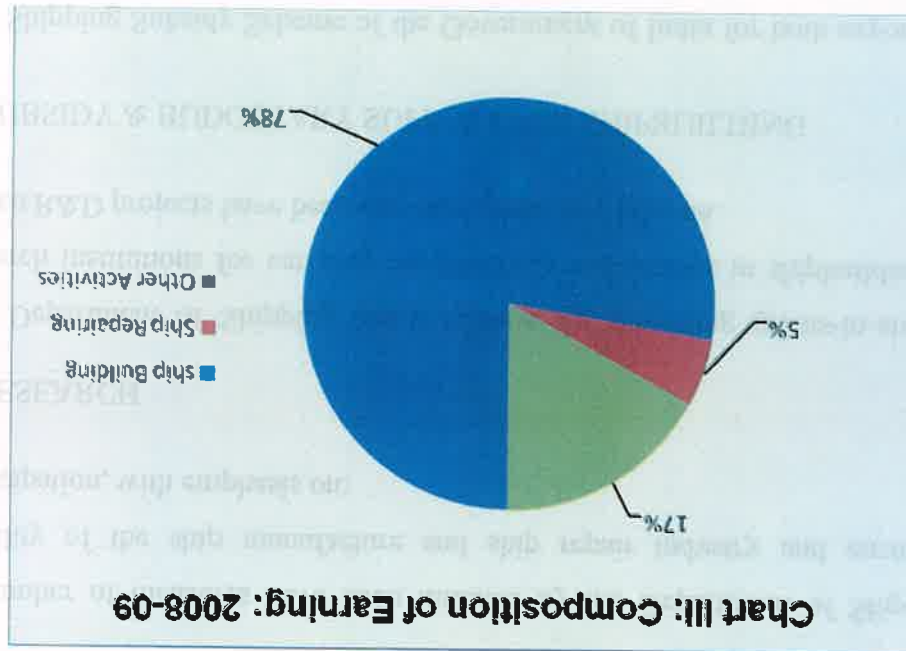
6.2. COCHIN SHIPYARD LIMITED (CSL)

Cochin Shipyard is also strategically located midway on the international sea route, connecting Europe, Middle East and the Pacific Rim. It has evolved into a builder of large size vessels in India for the Merchant Navy and the Indian Navy. This Greenfield shipyard was incorporated in the year 1972 under technical collaboration with M/s MHI, Japan.

- 6.2.1. Some of the notable features and achievements of the shipyard are:
- This yard has capacity to build and repair large ships in India - shipbuilding – up to 1,10,000 DWT and; Ship repair – upto 1, 25,000 DWT.
 - Delivered two of India's largest double hull crude oil tankers each with 92,000 DWT capacity.
 - CSL has been selected to construct the first indigenous Air Defence Ship for the Indian Navy. The steel cutting for the ship commenced in April 2005
 - Yard has developed a complete 3D hull and outfit modeling of thirty thousand DWT Bulk carriers in Tribon.

6.2.2. The percentage share of income earned by Cochin Shipyard Ltd. from ship building, ship repairing and other activities are depicted in chart II.





6.3.2. The percentage share of income earned by Hooghly Dock & Port Engineers Ltd from ship building, ship repairing and other activities are depicted in chart III.

6.3.1. The Government of India took it over to utilize the available infrastructure and augment the ship building capacity. The nationalized company was with the M/o Industry till July 1986 and thereafter was transferred to the M/o Surface Transport now (Ministry of Shipping). The company has two production units at Saikia and Nazirgunze in Kolkata.

6.3. HOOGLY DOCK & PORT ENGINEERS LIMITED, KOLKATA (HDP&PEL), situated at Kolkata, is one of the oldest shipyards in India. It was established in 1819 in the private sector known as Hooghly Docking & Engineering Company Limited. On merger of the Port Engineering Works with Hooghly Docking & Engineering Limited, the Hooghly Dock & Port Engineers Limited was formed by an Act of Parliament "The Hooghly Docking and Engineering Company Limited (Acquisition and Transfer of Undertakings) Act, 1984"

6.4. RAJABAGAN DOCKYARD LIMITED (RBD)

The Rajabagan Dockyard Limited (RBD) is one of the divisions of Central Inland Water Transport Corporation Limited (CIWTC). The dockyard was modernized in 1989. It undertakes variety of jobs ranging from repairs of main engine, auxiliary engine, various fire and water pumps etc. Rajabagan Dockyard has been transferred to Garden Reach Shipbuilders and Engineers Limited (GRSE) along with its existing manpower, assets and liabilities. w.e.f 1st July 2006.

7. NATIONAL SHIP DESIGN AND RESEARCH CENTRE, (NSDRC), VISAKHAPATNAM

NSDRC is a Registered Society under the Registration of Societies Act XXI of 1860. In 1989, it came under the administrative control of the Ministry of Shipping is managed by a Governing Body with Secretary (Shipping) as the Chairman. The centre has become fully operational since May, 1993. NSDRC is designed to provide support to the Indian Shipbuilding Industry in the field of Ship Design, research in hydrodynamic structures, ocean water transport economy etc.

8. MEASURES TO PROMOTE DOMESTIC SHIPBUILDING & REPAIR

A number of measures have been initiated by the Department of Shipping to improve the viability of the ship manufacture and ship repair industry and encourage private sector participation, with emphasis on:

a) RESEARCH

The Department of Shipping has a scheme for providing grants-in-aid to educational and research institutions for carrying out Research and studies in shipbuilding. Since the 8th Plan eleven R&D projects have been executed under this scheme.

b) SUBSIDY & BUDGETARY SUPPORT FOR SHIPBUILDING

The Shipping Subsidy Scheme of the Government of India for both export and domestic orders to all the Indian Shipyards including private sector shipyards was applicable up to 14th August, 2007. Government of India has decided to liquidate the committed liability for payment of subsidy for ongoing shipbuilding contracts entered upto 14th August, 2007, the date of expiry of the subsidy scheme.

Department of Shipping has issued the modified guidelines dated 25th March, 2009 for liquidation of the Committed Liability for payment of subsidy for ongoing eligible shipbuilding contracts entered by Central Public Sector Shipyards upto 14 August 2007, the date of expiry of the subsidy scheme and eligible shipbuilding contracts signed on 25th October 2002 and thereafter by Non - Central Public Sector Shipyards and Private Sector Shipyards upto 14th August, 2007, the date of expiry of the subsidy scheme.

8.1. The subsidy disbursed to Shipbuilding activity has increased from Rs. 15 crore in 2000-01 to about Rs. 131.71 crore in 2008-09 with a major share going to public shipyards (Table No-A) and on export orders (Table No-B).

Table -A: Shipbuilding- Total Subsidy Disbursed in term of Public Vs Private sector (Rupees in Crore)			
Year	Public Shipyards	Private Shipyards	Total
2000-01	15.0	Nil	15.0
2001-02	20.0	Nil	20.0
2002-03	25.36	Nil	25.36
2003-04	10.00	Nil	10.00
2004-05	15.00	Nil	15.00
2005-06	101.53	Nil	101.53
2006-07	110.52	Nil	110.52
2007-08	169.96	19.28	189.24
2008-09	131.71	Nil	131.71

Table-B: Shipbuilding- Total Subsidy Disbursed in term of Domestic Vs Export order (Rupees in Crore)			
Year	Domestic Orders	Export Orders	Total
2000-01	15.0	-	15.0
2001-02	20.0	-	20.0
2002-03	13.33	12.03	25.36
2003-04	Nil	10.00	10.00
2004-05	Nil	15.00	15.00
2005-06	50.53	51.00	101.53
2006-07	40.52	70.00	110.52
2007-08	42.23	147.01	189.24
2008-09	22.80	108.91	131.71

Box: 1 Evolution of Shipbuilding Subsidy in India

Prior to introduction of the Ship Building Subsidy Scheme, a "Pricing Policy" was in vogue since 1971 till 1981. In 1981 Government of India ushered in a major change in the policy wherein a subsidy equivalent to 20 per cent of the International Parity Price was payable directly to the shipyards. The ship owners paid an additional 10 per cent of the international parity price towards partial cost of import substitution. The scheme was amended twice, once in 1997 and then in 2002. As per the Ship Building Subsidy Scheme, 2002, subsidy was calculated on the price at which the yard won the global tender and in case of price negotiation a "Price Reasonableness Certificate" would have to be obtained from Director General (DG) Shipping, based on which 30 per cent subsidy on the contract price was payable for all the export orders irrespective of size and type but limited to sea going merchant vessels of and over 80 meters in length for domestic vessels. In October 2005 the Ship Building Subsidy Scheme was extended to all the shipyards, including private shipyards as well.

Salient features of the Ship Building Subsidy Scheme

Shipbuilding subsidy on domestic order

Shipbuilding Subsidy of 30 per cent on domestic order is admissible subject to the following conditions:

- (i) Shipbuilding Subsidy will be payable for domestic orders obtained on global tender basis only.
- (ii) Subsidy will be payable only for Ocean going vessel as defined in Section 3(41) of Merchant Shipping Act, 1958. The Vessel would be a merchant vessel of minimum 80 meters in length.
- (iii) Subsidy will be calculated on the price at which the Indian Shipyard has won a global tender. Fixation of price for domestic order will be in terms of relevant foreign currency and payment at each stage will be made in instalments to the Central and non-Central Public Sector Shipyards at market determined party rate of foreign exchange prevailing on the date of actual payment. Release of subsidy will be as per stage payments agreed in the contract. Subsidy will be payable on the price at which the tender was won and will not take into account any subsequent escalation. In the case of private sector shipyards, the principle followed will be the same except that the subsidy will be released only after delivery of the vessel.

Shipbuilding Subsidy on Export Order

Shipbuilding subsidy of 30 per cent on export order under the scheme would be admissible on each export order irrespective of type and size of vessel. It will be admissible for orders obtained whether on tender or negotiated basis and it would be admissible subject to the following conditions:

- (i) Subsidy will be calculated on the price at which the Indian Shipyard has won a global tender.
- (ii) Where the price of the vessel is negotiated, the reasonableness of price would be determined by the Director General (Shipping), Mumbai, according to the procedure laid down. The subsidy would be admissible on the contracted price or the price as certified to be reasonable, whichever is less.

In principle approval regarding eligibility of shipbuilding subsidy has to be obtained by Shipyard from the Ministry before claiming subsidy. Subject to availability of budget provision and satisfying the conditions laid down in the subsidy scheme, the administrative Ministry (Ministry of Defence in case of Defence Yards and Ministry of Shipping in case of other Indian Yards) shall release in subsidy to the Shipyard concerned. The Scheme was valid till August 14, 2007

9. STRUCTURE OF THE PUBLICATION

The present publication provides an overview of the ship-building industry & ship-repairing industry under five sections. Section I gives a brief account of India's Ship Building capacity as on 31st March 2009. Section II contains information on Ship Repair Capacity of the Companies and Major Ports. This also contains Tables on Ship Repair Facilities available at Major Ports. Section III provides data on the employment in Ship Building/Ship Repairing. Section IV gives company-wise financial statistics. Section V provides global perspective on the shipbuilding industry followed by glossary and terminology of Shipbuilding and Ship repairing given in appendix.

INDIA'S SHIP-BUILDING INDUSTRY

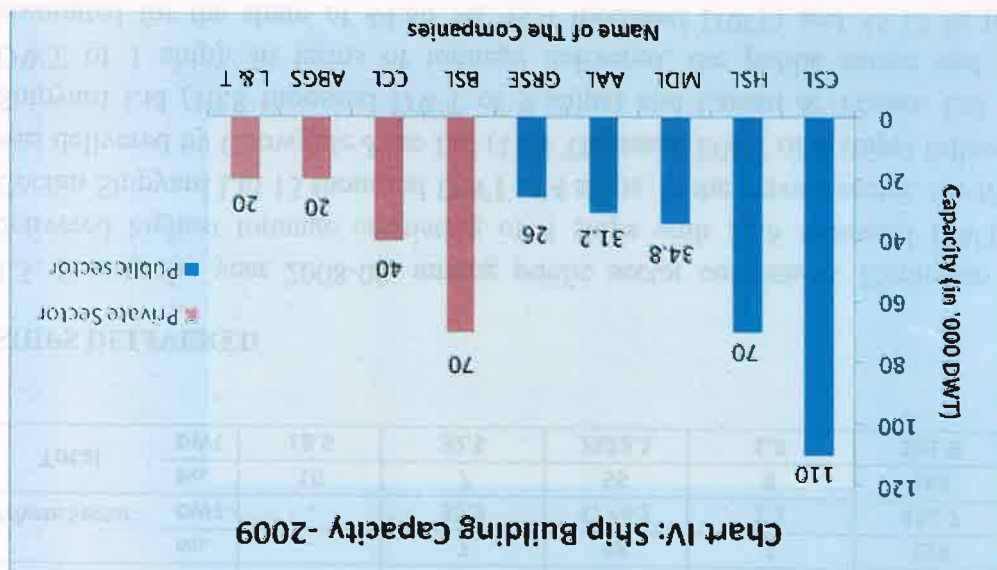
Section-1

India's Shipbuilding industry

SHIPBUILDING CAPACITY:

Ship building capacity of a unit is defined in terms of the number of ships built and their carrying capacity measured in terms of Dead Weight Tonnage (DWT) which is the number of tons (one tonne = 2240 pounds) of stores, fuel and cargo that a ship can carry.

1.2. In 2008-09, amongst the public sector companies, Cochin Shipyard Ltd. possessed the maximum ship building capacity (110 thousand DWT) followed by Hindustan Shipyard Ltd. (70 thousand DWT) and Mazagon dock Ltd (34.8 thousand DWT). Chart IV presents the ship building capacity (in terms of their DWT) of the nine largest domestic shipbuilding companies both in the public and private sector as on 31st March 2009. The total shipbuilding capacity is estimated at 488.1 thousand DWT comprising of 285.9 thousand DWT in the public sector and 202.2 thousand DWT in the private sector.



SHIPS ON ORDER

1.3. In terms of number, Goa Shipyard Ltd. had the highest number of ships on order (127) in public sector category followed by Garden Reach Ship Builders & Engineers Ltd. (98), Cochin Shipyard (18) and Hindustan Shipyard Ltd. (15) ship on order. In terms of DWT, Hindustan Shipyard Ltd. stood first as it had 348.8 thousand DWT followed by Cochin Shipyard Ltd. with 29.4 thousand DWT and Alcock Ashdown (Gujarat) Ltd. with 17.5 thousand DWT.

1.4. Amongst the reporting ship building companies in the private sector, ABG Shipyard Ltd. has the highest number of ships on order (108) with a total capacity of 1758 thousand

1.6. Information in respect of different types of ships built by the shipyards during 2008-09 shows that majority of the vessels were mainly in the category of 'Others' (comprising of Dredgers, Floating cranes, barges etc.) followed by 'passenger-cum-cargo' and 'bulk carriers'. This trend is common in both the sectors.

1.5. During the year 2008-09, among public sector companies, Hindustan Shipyard Ltd delivered highest tonnage consisting of 4 ships with 32.6 thousand DWT followed by Cochin Shipyard Ltd 13 thousand DWT of 4 ships. In the private sector, the highest tonnage was delivered by Chowgule & co Ltd (17.8 Thousand DWT of 4 ships) followed by Bharati Shipyard Ltd (10.8 thousand DWT of 9 ships) and Larsen & Toubro Ltd (8.3 thousand DWT of 1 ship). In terms of tonnage delivered, the public sector and private sector accounted for the share of 44.86 % (49.4 thousand DWT) and 55.13 % (60.7 thousand DWT) respectively in the total tonnage (110.1 thousand DWT) delivered during 2008-09.

SHIPS DELIVERED

Table- C: Current Order Book By Types of Vessels (As on 31 st March,2009)								
Yards		Vessel Type	Tankers	Dry Cargo	Bulk Cargo	Passengers	Others	Total
Public Sector		No.	10	-	7	7	285	309
		DWT	19.5	-	-	348	0.8	69.2
Private Sector		No.	-	7	48	1	199	255
		DWT	-	32.9	1774.1	1.1	432.7	2240.8
Total		No.	10	7	55	8	484	564
		DWT	19.5	32.9	2122.1	1.9	501.9	2678.3

In the current order book, out of total 564 ships, 309 are in public sector yards and 255 are in private sector yards with 437.5 thousand DWT and 2240.8 thousand DWT respectively. In vessel types, bulk cargo had largest contribution in the order book position in both public and private sector as compared to other vessel types.

COMPOSITION OF ORDER BOOK POSITION:

DWT followed by Bharati Shipyard Ltd. (61) number of ships on order with a total capacity of 263.7 thousand DWT, Larsen & Toubro Ltd (10) with 103.4 thousand DWT, Chowgule & Co. Ltd (18) with 80 thousand DWT respectively in 2008-09.

Table No. 1 : Size and Number of Ships Delivered				
Name of the Company	Ship Delivered		2007-08	
	2008-09		2007-08	
	No.	DWT('000)	No.	DWT('000)
(1)	(2)	(3)	(4)	(5)
A. PUBLIC SECTOR (Total)				
1. Alcock Ashdown & Co. Ltd.	2	3.0	1	...
2. Cochlin Shipyard Ltd.	7	103	4	13.0
3. Garden Reach Ship- Builders & Engineers	1	2.6	7	2.9
4. Goa Shipyard Ltd.	-	-	2	0.5
5. Hindustan Shipyard Ltd.	2	60.0	4	32.6
6. Hooghly Dock & Port Engineers Ltd.	-	-	-	-
7. Mazagon Dock Ltd.	-	-	1	0.4
8. Shalimar Works Ltd.	2	...	1	...
B. PRIVATE SECTOR (Total)	29	33.9	49	60.7
9. Elite Shipyard Ltd.	...	...	-	-
10. Dempo Shipbuilding & Engineering Ltd.	-	-	7	8.0
11. ABG Shipyard Ltd.	6	10.5	6	7.9
12. Bharati Shipyard Ltd.	4	6.5	9	10.8
13. Chowgule & Co. Ltd.	2	4.4	4	17.8
14. Alang Marine Ltd.	-	-	-	-
15. Empreiteiros Gerais Pvt. Ltd.	1	...	1	2.0
16. Sesa Goa Ltd.	2	2.0	-	-
17. A.C.Roy & Comp. Ltd.	9	1.8	15	1.1
18. Bristol Boats	-	-	-	-
19. Tebma Shipyard Ltd.	1	0.4	3	4.8
20. Wadia Boat Builders	3	...	3	...
21.N.N. Shipbuilders & Egg. Pvt. Ltd.	...	...	...	...
22. Larsen & Toubro Limited	1	8.3	1	8.3
Grand Total (A + B)	43	202.5	61	110.1

Ship Building Capacity of the Company By Types & Size

(As on 31st March, 2009)

Table No. 1.1

Sl. No.	Name of the company	Type of vessel/ship	No. of Vessels	Length (Mts.)	Width (Mts.)	Draft (Mts.)	DWT ('000)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)

A. PUBLIC SECTOR

1	Alcock Ashdown (Gujarat) Ltd.	(a) Bulk Carrier	2	130.0	20.0	8.7	15.0
		(b) Tankers	2	130.0	20.0	8.7	15.0
		(c) Tugs/Barges/OSV	3	63.0	14.6	4.0	1.2
2	Cochin Shipyard Ltd.	All Types of Ships including Bulk Carriers, Oil Tankers, Passenger Vessels, Dredgers & Tugs etc.	2	250.0	38.0	5.0	110.0
3	Garden Reach Ship Builders & Engineers Ltd.	Corvettes, Frigate, LST Tankers, Bulk Carriers, ASW Corvettes, Petrol/Survey Vessels, Dredgers, OPSSV, Hovercraft, Fast Petrol, Vessels, Survey Vessels, Sail Training Shols, Missile/Landing Crafts, GRP Boats etc.	...	185.0	13.0	3.3	26.0
4	Goa Shipyard Ltd.	Tugs, Launches, Dredgers, Passenger Ferries, Fishing Vessels, Fast Attack Crafts, Advanced Offshore Petrol Vessel	-	105.0	12.0	6.0	0.4
5	Hindustan Shipyard Ltd.	All Types of Ocean going vessels.	4*	195.0	38.0	17.0	70.0
6	Hooghly Dock & Port Engineers Ltd.	a) Tanker b) Dredger/Passengers/Light Ship c) Work accommodation Boat d) Cargo/Tug/Traveler	4 2 6 2	67.0 90.0 24.0 30.0	12.5 16.0 8.0 12.0	4.0 4.5 1.5 4.5	4.8 6.0 0.4 -
7	Mazagaon Dock Ltd.	Warships & Patrol Vessels, Merchant Ship, Port Crafts & Misc. (Tugs, Dredges, OSV, DSV, PCV) Submarines.	...	190.0	29.0	4.9	34.8
8	Shalimar Works Ltd.	Passenger/Survey Vessels/Barges	4	65.0	11.0	5.0	2.3

285.9

31

Total

* It includes information of Rajabagan Dockyard of CIWTC Ltd. which was merged with Garden Reach ship-builders & Engineers Ltd. w.e.f. 1.7.2006.
\$ 3.5 Pioneer class of vessels per year.

Ship Building Capacity of the Company By Types & Size (As on 31st March, 2009)

Table No. 1.1
(Contd..)

Sl. No.	Name of the company	Type of vessel/ship	No. of Vessels	Ship Building Capacity (Annual)			
				Max. Size/Capacity	Draft	DWT	
(1)	(2)	(3)	(4)	(5) (Mts.)	(6) (Mts.)	(7) (Mts.)	(8) ('000)

202.2

150

Total

B. PRIVATE SECTOR

9 Elite Shipyard Pvt Ltd

10 Dempo Shipbuilding & Engineering Pvt Ltd

3	(a) MBG	85-90	16-18	3.5	5.5
10	(b) Barges	85-90	16-18	3.5	5.5
4	@ Hopper Barges	80-90	16-18	3.5	5.5
4	(d) Tugs	60	14.0	3.5	
12	(e) Pilot Launches	25	3.0	3.5	

11 ABG Shipyard Ltd.

Anchor handling tugs & supply vessels, diving support vessels, well head maintenance vessels, dynamic positioning vessels, tugs, offshore support vessels, bulk carriers, tankers, floating cranes, pollution control vessels, special purpose vessels for navy and coast guard

20.0

12 Bharati Shipyard Ltd.

All types of Ships including Cargo vessels, Tankers, Passenger vessels/Ferries, Off shore petrol vessels, off-shore support/supply vessels, AHTS, Tugs, Tankers Dredgers, Ro-Ro vessels etc.

70.0

13 Chowgule & Co. Ltd.

Multipurpose Cargo Vessels

40.0

14 Alang Marine Ltd.

5	MBCs or equivalents	110.0	15.0	5.0	4.0
4*	MBCs or equivalents	120.0	20.0	3.5	5.0

15 Empreiteiros Gerais Pvt. Ltd.

Bulk Carrier

3.0

16 Sesa Goa Ltd.

All types of vessels

...

17 A.C. Roy & Co. Ltd.

4	(a) Launch	26.0	7.0	2.5	4.0
2	(b) Tug	20.0	6.0	2.5	3.0
4	(c) Barge	65.0	12.0	3.0	1.5

18 Bristol Boats

5	(a) FRP Petrol Crafts	20.0	5.0	4.0	0.1
5	(b) Others	12.0	4.0	3.5	0.1

19 Tebma Shipyard Ltd.

Horbour Tugs, Anchore handling tugs, Multi-purpose/oil recovery/ dredgers, aquatic weed harvers, Pilot/survey launches etc.

12.0

Ship Building Capacity of the Company By Types & Size

(As on 31st March, 2009)

Table No. 1.1

(Contd..)

Sl. No.	Name of the company	Type of vessel/ship	No. of Vessels	Length (Mts.)	Width (Mts.)	Draft (Mts.)	DWT ('000)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)

B. PRIVATE SECTOR (Contd.)

20	Wadia Boat Builders	a) Yacht	1	50.0	9.5	2.8	...
		b) Work Boat	10	35.0	9.0	3.5	...
		c) Fishing Boat	25	25.0	6.5	2.0	...
21	N.N. Shipbuilders & Engg. Pvt. Ltd.	Tugs, Launches Barges Floating caisson Dock Gate	...	60.0	12.0	6.0	3.0
22	Larsen & Toubro Limited	Surface Ships	2	100.0	-	4.0	-
		Submarines	1	100.0	7.0	4.0	-
		Commercial Ships	2	160.0	27.0	4.0	20.0
C. Grand Total (A + B)			181				488.1

@ Closed down their activities due to local conditions during 2006-07.

Can be extended to 8 vessels.

Ship Building Capacity - By Company-wise (2005-06 to 2008-09)

Table No. 1.2

Name of The Company	2005-06	2006-07	2007-08	2008-09
(1)	(2)	(3)	(4)	(5)

A. PUBLIC SECTOR (Total)

1. Alcock Ashdown (Gujarat) Ltd.	15.0	15.0	15.0	31.2
2. Rajabagan Dockyard of CIWTC Ltd.	68.0	68.0	@	@
3. Cochin Shipyard Ltd.	110.0	110.0	110.0	110.0
4. Garden Reach Ship-Builders & Engineers	26.0	26.0	26.0	26.0
5. Goa Shipyard Ltd.	2.2	2.2	2.2	0.4
6. Hindustan Shipyard Ltd.	70.0	70.0	70.0	70.0
7. Hooghly Dock & Port Engineers Ltd.	3.0	3.0	3.0	11.2
8. Mazagon Dock Ltd.	27.0	34.8	34.8	34.8
9. Shalimar Works Ltd.	2.3	1.3	2.3	2.3
Total	323.5	330.3	263.3	285.9

B. PRIVATE SECTOR (Total)

10. Elite Shipyard Ltd.	1.2	**	**	**
11. Dempo Shipbuilding and Engineering Ltd.	3.5	3.5	2.8	16.5
12. ABG Shipyard Ltd.	20.0	20.0	20.0	20.0
13. Bharati Shipyard Ltd.	10.0	10.0	70.0	70.0
14. Chowgule & Co. Ltd.	4.5	4.5	4.5	40.0
15. Alang Marine Ltd.	5.0	9.0	5.0	9.0
16. Empreiteiros Gerais Pvt. Ltd.	3.0	3.0	3.0	3.0
17. Sesa Goa Ltd.	...	...	-	-
18. A.C. Roy & Co. Ltd.	1.5	1.5	1.5	8.5
19. Bristol Boats	0.1	50.0	50.0	0.2
20. Tebma Shipyard Ltd.	12.0	12.0	12.0	12.0
21. Wadia Boat Builders	...	...	...	...
22. N.N. Shipbuilders & Engineers Pvt.Ltd.	...	...	3.0	3.0
23. Larsen & Toubro Ltd.	...	...	20.0	20.0
Total	60.8	113.5	191.8	202.2

C. GRAND TOTAL (A + B)

Total	384.3	443.8	455.1	488.1
--------------	--------------	--------------	--------------	--------------

@ Merged with Garden Reach Shipbuilders and Engineers Ltd. w.e.f. 1.7.2006.

** Closed down their activities due to local conditions during 2006-07.

Ship Order Book Position by Type of Vessels

(As on 31st March, 2009)

(000 DWT)

Name of the Company		Unit	Tankers	Dry Cargo	Bulk Cargo/ Passenger- cum-Cargo	Tugs	Ore Carrying Barges/ SDB
(1)		(2)	(3)	(4)	(5)	(6)	(7)
A. PUBLIC SECTOR (Total)		No.	10	7	7	7	(8)
	DWT	19.5			348.0	0.8	
1. Alcock Ashdown (Gujarat) Ltd.	No.	4			1		
	DWT	12.8			0.4		
2. Cochin Shipyard Ltd.	No.						
	DWT						
3. Garden Reach Ship-builders and Engineers Ltd.	No.						
	DWT						
4. Goa Shipyard Ltd.	No.						
	DWT						
5. Hindustan Shipyard Ltd.	No.				7		
	DWT				348.0		
6. Hooghly Dock & Port Engineers Ltd.	No.	6					
	DWT	6.7					
7. Mazagaon Dock Ltd.	No.						
	DWT						
8. Shalimar Works Ltd.	No.				6	0.4	
	DWT						
B. PRIVATE SECTOR (Total)		No.	7	48	1	16	0.6
	DWT		32.9	1774.1	1.1		
9. Elite Shipyard Ltd.	No.						
	DWT						
10. Dempo Shipbuilding and Engineering Pvt. Ltd.	No.						
	DWT						
11. ABG Shipyard Ltd.	No.			41	1		
	DWT			1651.6	1.1		
12. Bharati Shipyard Ltd.	No.	6		6		16	
	DWT	30.9		120.0		0.6	
13. Chowgule & Co. Ltd.	No.						
	DWT						
14. Empreiteiros Gerais Pvt. Ltd.	No.	1					
	DWT	2.0					
15. Sesa Goa Ltd.	No.						
	DWT						
16. A.C. Roy & Co. Ltd.	No.						
	DWT						
17. Bristol Boats	No.						
	DWT						
18. Tebma Shipyard Ltd.	No.						
	DWT						
19. Alang Marine Ltd.	No.			1			
	DWT			2.5			
20. Wadia Boats Builder	No.						
	DWT						
21. N.N. Shipbuilders & Engg. Pvt. Ltd.	No.						
	DWT						
22. Larsen & Toubro Limited	No.						
	DWT						
C. GRAND TOTAL (A + B)		No.	10	7	55	8	16
	DWT	19.5	32.9	2122.1	1.9	0.6	

Ship Order Book Position by Type of Vessels
(As on 31st March, 2009)

Table No. 1.3
(Contd.....)

Name of the Company	Unit	Frigates	Fishing Trawlers/ vessels	Survey vessels/Motor vessels	Boats & Crafts	Others	Total
(1)	(2)	(9)	(10)	(11)	(12)	(13)	(14)

A. PUBLIC SECTOR (Total)							
No.	3	4.9	-	8	-	274	309
DWT				1.3	-	63.0	437.5
1. Alcock Ashdown (Gujarat) Ltd.	No.	-	-	8	-	1	14
	DWT	-	-	1.3	-	3.0	17.5
2. Cochin Shipyard Ltd.	No.	-	-	-	-	18	18
	DWT	-	-	-	-	2.8	2.8
3. Garden Reach Ship- Builders & Engineers Ltd.	No.	-	-	-	-	98	98
	DWT	-	-	-	-	14.9	14.9
4. Goa Shipyard Ltd.	No.	-	-	-	-	127	127
	DWT	-	-	-	-	2.8	2.8
5. Hindustan Shipyard Ltd.	No.	-	-	-	-	8	15
	DWT	-	-	-	-	0.8	348.8
6. Hooghly Dock & Port Engineers Ltd.	No.	...	...	...	...	8	14
	DWT	...	...	...	...	0.7	7.4
7. Mazagon Dock Ltd.	No.	3	-	-	-	14	17
	DWT	4.9	-	-	-	11.4	16.3
8. Shalimar Works Ltd.	No.	-	-	-	-	-	6
	DWT	-	-	-	-	-	0.4
B. PRIVATE SECTOR (Total)							
No.	6	-	1.9	2	2	173	255
DWT	Neg.	-	1.9	0.4	0.4	429.8	2240.8
9. Elite Shipyard Ltd.	No.	...	...	...	...	...	...
	DWT	...	...	...	...	...	...
10. Dempo Shipbuilding and Engineering Pvt. Ltd.	No.	-	-	-	-	6	6
	DWT	-	-	-	-	2.2	2.2
11. ABG Shipyard Ltd.	No.	-	-	-	-	66	108
	DWT	-	-	-	-	105.3	1758.0
12. Bharati Shipyard Ltd.	No.	-	-	-	-	33	61
	DWT	-	-	-	-	112.2	263.7
13. Chowgule & Co. Ltd.	No.	-	-	-	-	18	18
	DWT	-	-	-	-	80.0	80.0
14. Alang Marine Ltd.	No.	-	-	-	2	-	3
	DWT	-	-	-	0.4	-	2.9
15. Empreiteiros Gerais Pvt. Ltd.	No.	-	-	-	-	-	1
	DWT	-	-	-	-	-	2.0
16. Sesa Goa Ltd.	No.	-	-	-	-	-	-
	DWT	-	-	-	-	-	-
17. A.C.Roy & Co. Ltd.	No.	-	-	-	-	19	19
	DWT	-	-	-	-	1.0	1.0
18. Bristol Boats	No.	-	-	-	-	-	-
	DWT	-	-	-	-	-	-
19. Tebma Shipyard Ltd.	No.	-	-	2	-	18	20
	DWT	-	-	1.9	-	25.7	27.6
20. Wadia Boat Builders	No.	-	6	-	-	3	9
	DWT	-	Neg.	-	-	Neg.	Neg.
21. N.N. Shipbuilders & Engg. Pvt. Ltd.	No.	...	...	...	...	...	...
	DWT	...	...	...	...	...	...
22. Larsen & Toubro Limited	No.	-	-	-	-	10	10
	DWT	-	-	-	-	103.4	103.4
	No.	3	6	10	2	447	564
	DWT	4.9	Neg.	3.2	0.4	492.8	2678.3

No. of Ships on Order - Company-wise

Table No. 1.4

Name of the Company	As on 31st March			
	2006	2007	2008	2009

(1)	(2)	(3)	(4)	(5)
-----	-----	-----	-----	-----

A. PUBLIC SECTOR (Total)

1. Alcock Ashdown (Gujarat) Ltd. 10 16 15 14

2. Rajabagan Dockyard of CIWTC Ltd. 3 3* **

3. Cochin Shipyard Ltd. 17 17 20 18

4. Garden Reach Ship-Building & Engineers Ltd. 16 20 19 98

5. Goa Shipyard Ltd. 11 8 10 127

6. Hindustan Shipyard Ltd. 20 18 18 15

7. Hooghly Dock & Port Engineers Ltd. 6 4 14 14

8. Mazagaon Dock Ltd. 13 15 17 17

9. Shalimar Works Ltd. 4 4 4 6

B. PRIVATE SECTOR (Total)

124

165

224

255

10. Elite Shipyard Ltd. - - - -

11. Dempo Shipbuilding and Engg. Ltd. 2 3 3 6

18. ABG Shipyard Ltd. 50 76 94 108

13. Bharati Shipyard Ltd. 27 39 56 61

14. Chowgule & Co. Ltd. 18 14 22 18

15. Empreiteiros Gerais Pvt. Ltd. 2 3 1 1

16. Sesa Goa Ltd. 2 1 - -

17. A.C. Roy & Co. Ltd. - 9 10 10

18. Bristol Boats 2 - - -

19. Tebma Shipyard Ltd. 14 14 22 20

20. Alang Marine Ltd. 3 3 3 3

21. Wadia Boat Builders 2 3 3 9

22. N.N. Shipbuilders & Engineers Pvt. Ltd. - - - -

23. Larsen & Toubro Limited - - - 10

C. Total (A + B)

224

270

341

564

* As on 30.06.2006.
** Merged with Garden Reach Shipbuilding & Engineers Ltd. w.e.f. 1.7.2006

Size And Number Of Ships Delivered, Company-wise (2005-06 to 2008-09)

Table No. 1.5

Name of the Company	Year	Ship Delivered			Size ('000 DWT)
		No.	DWT('000)	Maximum	Minimum
(1)	(2)	(3)	(4)	(5)	(6)

A. PUBLIC SECTOR (Total)

2008-09	19	49.4	
2007-08	14	168.6	
2006-07	20	164.6	
2005-06	17	21.6	

1. Alcock Ashdown (Gujarat) Ltd.	2008-09	1	...	...	...
	2007-08	2	3.0	-	-
	2006-07	4	2.6	15.0	1.2
	2005-06	4	...	11.1	3.7
2. Rajabagan Dockyard of CIWTC Ltd.	2008-09	*	*		
	2007-08	*	*		
	2006-07	4	...		
	2005-06	4	2.6		
3. Cochin Shipyard Ltd.	2008-09	4	13.0	3.3	3.3
	2007-08	7	103.0	110.0	3.3
	2006-07	5	96.5	110.0	3.3
	2005-06	3	19.5	110.0	19.5
4. Garden Reach Ship-Builders & Engineers Ltd.	2007-08	1	2.6	2.6	-
	2006-07	3	2.7	2.7	-
	2005-06	3	1.0	0.9	-
	2008-09	2	0.5	0.3	-
	2007-08	-	-	-	-
5. Goa Shipyard Ltd.	2006-07	3	2.0	2.2	0.1
	2005-06	2	0.1	0.1	0.1
6. Hindustan Shipyard Ltd.	2008-09	4	32.6	30.0	0.1
	2007-08	2	60.0	30.0	-
	2006-07	2	60.0	80.0	0.1
	2005-06	2	0.3	0.2	0.1
7. Hooghly Dock & Port Engineers Ltd.	2008-09	-	-	-	-
	2007-08	-	-	-	-
	2006-07	2	0.7	3.0	0.6
	2005-06	2	0.6	3.0	0.6
8. Mazagon Dock Ltd.	2008-09	-	-	-	-
	2007-08	-	-	-	-
	2006-07	-	-	-	-
	2005-06	-	-	-	-
9. Shalimar Works Ltd.	2008-09	1	0.4	0.4	0.4
	2007-08	2	...	...	...
	2006-07	1	0.1	0.1	0.1
	2005-06	-	-	-	-

Table No. 1.5
(Contd...)

Size And Number Of Ships Delivered, Company-wise
(2005-06 to 2008-09)

Name of the Company	Year	Ship Delivered		Size ('000 DWT)
		No.	DWT('000)	Maximum
(1)	(2)	(3)	(4)	(5)
				Minimum
				(6)

B. PRIVATE SECTOR (Total)

2008-09	49	60.7
2007-08	29	33.9
2006-07	21	58.3
2005-06	34	66.3

10. Elite Shipyard Ltd.

2008-09**		
2007-08**		
2006-07**		
2005-06	2	1.2

11. Dempo Shipbuilding &

Engineering Ltd.

2008-09	7	8.0
2007-08	-	-
2006-07	5	9.9
2005-06	5	9.7

12. ABG Shipyard Ltd.

2008-09	6	7.9
2007-08	6	10.5
2006-07	5	5.0
2005-06	5	9.1

13. Bharati Shipyard Ltd.

2008-09	9	10.8
2007-08	4	6.5
2006-07	4	6.8
2005-06	4	6.9

14. Chowgule & Co. Ltd.

2008-09	4	17.8
2007-08	2	4.4
2006-07	-	-
2005-06	3	3.6

15. Empreiteiros Gerais Pvt. Ltd.

2008-09	1	2.0
2007-08	1	...
2006-07	1	4.0
2005-06	1	2.0

16. Sesa Goa Ltd.

2008-09	-	-
2007-08	2	2.0
2006-07	1	2.0
2005-06	2	2.0

Table No. 1.5
(Contd...)

Size And Number Of Ships Delivered, Company-wise

(2005-06 to 2008-09)

Name of the Company	Year	Ship Delivered		Size ('000 DWT)
		No.	DWT('000)	
(1)	(2)	(3)	(4)	(5)
				(6)
				Maximum
				Minimum

17. A.C.Roy & Comp. Ltd.	2008-09	15	1.1	0.1	0.1
	2007-08	9	1.8	-	-
	2006-07	-	-	-	-
	2005-06	-	-	-	-
18. Bristol Boats	2008-09	-	-	-	-
	2007-08	-	-	-	-
	2006-07	3	31.6	50.0	neg
	2005-06	5	26.5	neg	neg
19. Tebma Shipyard Ltd.	2008-09	3	4.8	2.4	Neg.
	2007-08	1	0.4	-	-
	2006-07	2	1.0	1.2	0.5
	2005-06	2	4.8	2.4	0.5
20. Alang Marine Ltd.	2008-09	...	...	...	...
	2007-08	-	-	-	-
	2006-07	-	-	-	-
	2005-06	2	0.6	-	-
21. Wadia Boat Builders	2008-09	3	...	...	...
	2007-08	3	...	...	...
	2006-07	...	...	...	...
	2005-06	...	...	...	...
22. N.N. Shipbuilders & Engg. Pvt. Ltd.	2008-09	...	...	...	...
	2007-08	...	...	...	...
	2006-07	...	...	...	...
	2005-06	...	...	...	...
23. Larsen & Toubro Limited	2008-09	1	8.3	...	...
	2007-08	1	8.3	...	...
	2006-07	...	...	...	...
	2005-06	...	...	...	...
C. Grand Total (A + B)		68	110.1	202.5	222.9
	2007-08	43	202.5	...	...
	2006-07	41	222.9	...	...
	2005-06	48	66.4	...	...

* Merged with Garden Reach Ship-builders & Engineers Ltd. w.e.f. 1.7.2006.
** Closed down activities due to local condition

Table No. 1.6

No. Of Ships On Order And Number Of Ships Delivered -

Company-wise (2005-2006 to 2008-09)

Name of The Company	1							
	No. of Ships On Order During the year		Ships Delivered During the year					
	2005-06	2006-07	2007-08	2008-09	2005-06	2006-07	2007-08	2008-09

A. PUBLIC SECTOR

1. Alcock Ashdown (Gujarat) Ltd.

10 16 15 14 4 4 2 1

2. Rajabagan Dockyard of CIWTC Ltd^a

3 3 - - 1 - - -

3. Cochin Shipyard Ltd.

17 17 20 18 3 3 7 4

4. Garden Reach Shipbuilders & Eng. Ltd

16 20 19 98 3 3 1 7

5. Goa Shipyard Ltd.

11 8 10 127 2 2 3 -

6. Hindustan Shipyard Ltd.

20 18 18 15 2 2 2 4

7. Hooghly Dock & Port Engineers Ltd.

6 4 14 14 2 2 - -

8. Mazagon Dock Ltd.

13 15 17 17 - - - -

9. Shalimar Works Ltd.

4 4 4 6 - 1 2 1

B. PRIVATE SECTOR

10. Elite Shipyard Ltd^b

... 2

11. Dempo Shipbuilding & Engg. Ltd.

2 3 3 6 5 5 - 7

12. ABG Shipyard Ltd.

50 76 94 108 5 5 6 6

13. Bharati Shipyard Ltd.

27 39 56 61 4 4 4 9

14. Chowgule & Co. Ltd.

18 14 22 18 3 - - 4

15. Empreiteiros Gerais Pvt. Ltd.

2 3 1 1 1 1 1 1

16. Sesa Goa Ltd.

2 1 - - 2 2 1 2

17. A. Corry & Co. Ltd.

3 3 3 19 - - 9 15

18. Bristol Boats

2 - - - 5 3 - -

19. Tebma Shipyard Ltd.

14 14 22 18 2 2 1 3

20. Alang Marine Ltd.

... 3 3 3 2 - - -

21. Wadia Boat Builders

2 3 3 9 - - 3 3

22. N.N. Shipbuilders & Engg. Pvt. Ltd.

...

23. Larsen & Toubro Limited

... ... 10 10 1

a. Merged with Garden Reach Shipbuilders & Engineers Ltd. w.e.f. 1.7.2006.

b. Closed down their activities due to local conditions of the area during 2006-07.

Name of The Company	Year	No. of Ships			(6) Under Fitting at Jetty Quay
		Keel-laid	Launched	Under Construction at Berth	
(1)	(2)	(3)	(4)	(5)	(6)

A. PUBLIC SECTOR

1. Alcock Ashdown (Gujarat) Ltd.	2008-09	6	2	8	-
	2007-08	8	-	8	1
	2006-07	10	-	10	-
	2005-06	10	-	10	-
2. Cochin Shipyard Ltd.	2008-09	4	5	4	-
	2007-08	2	4	-	-
	2006-07	5	-	-	-
	2005-06	5	-	-	-
3. Garden Reach Ship-building & Engineers Ltd.	2008-09	7	9	17	9
	2007-08	4	6	10	8
	2006-07	7	-	7	4
	2005-06	-	4	-	5
4. Goa Shipyard Ltd.	2008-09	-	-	6	5
	2007-08	3	1	4	2
	2006-07	2	2	3	2
	2005-06	1	5	7	4
5. Hindustan Shipyard Ltd.	2008-09	5	1	1	4
	2007-08	2	5	-	3
	2006-07	2	5	-	5
	2005-06	2	1	2	9
6. Hooghly Dock & Port Engineers Ltd.	2008-09	12	2	10	2
	2007-08	8	2	6	2
	2006-07	...	1	2	1
	2005-06	2	-	3	2
7. Mazagon Dock Ltd.	2008-09	1	2	1	4
	2007-08	1	2	1	4
	2006-07	1	1	-	6
	2005-06	1	2	1	4
8. Shalimar Works Ltd.	2008-09	5	...	5	1
	2007-08	-	-	-	3
	2006-07	1	-	4	1
	2005-06	-	-	2	1

Note:- Rajabagan Dockyard of CIWTC has been merged with Garden Reach Shipbuilders & Engineers Ltd. w.e.f. 1.7.2008

Name of The Company	Year	No. of Ships			
		Keel-laid	Launched	Under Constru-	Under Fitting
(1)	(2)	(3)	(4)	(5)	(6)

B. PRIVATE SECTOR

9. Elite Shipyard Ltd. ^a	2008-09	...	...	...	...
	2007-08	...	...	...	...
	2006-07	...	...	...	...
	2005-06	...	...	...	...
10. Dempo Shipbuilding & Engineering Ltd.	2008-09	1	5	-	-
	2007-08	-	-	-	-
	2006-07	-	-	-	-
	2005-06	-	-	-	-
11. ABG Shipyard Ltd.	2008-09	-	-	-	-
	2007-08	-	-	-	-
	2006-07	-	-	-	-
	2005-06	-	-	-	-
12. Bharati Shipyard Ltd.	2008-09	17	8	13	6
	2007-08	10	5	5	10
	2006-07	10	5	5	5
	2005-06	5	1	3	4
13. Chowgule & Co. Ltd.	2008-09	14	5	4	2
	2007-08	4	4	2	2
	2006-07	6	1	1	1
	2005-06	2	-	-	-
14. Empreiteiros Geraes Pvt. Ltd.	2008-09	1	-	-	-
	2007-08	-	-	-	-
	2006-07	1	1	1	-
	2005-06	1	-	-	-
15. Sesa Goa Ltd.	2008-09	-	-	-	-
	2007-08	-	-	-	-
	2006-07	1	-	-	-
	2005-06	-	-	-	-
16. A. C. Roy & Comp. Ltd.	2008-09	5	10	2	-
	2007-08	10	9	10	-
	2006-07	-	-	-	-
	2005-06	-	-	-	-
17. Bristol Boats	2008-09	-	-	-	-
	2007-08	-	-	-	-
	2006-07	-	-	-	-
	2005-06	-	-	-	-
18. Tebma Shipyard Ltd.	2008-09	11	2	10	-
	2007-08	10	-	10	-
	2006-07	6	-	5	-
	2005-06	5	-	6	-
19. Alang Marine Ltd.	2008-09	-	-	3	1
	2007-08	-	-	-	-
	2006-07	-	-	-	-
	2005-06	-	-	-	-
20. Wadia Boat Builders	2008-09	6	-	-	-
	2007-08	2	1	-	3
	2006-07	-	2	2	-
	2005-06	-	-	7	-
21. N.N. Shipbuilders & Engg. Pvt. Ltd.	2008-09	-	-	-	-
	2007-08	-	-	-	-
	2006-07	-	-	-	-
	2005-06	-	-	-	-
22. Larsen & Toubro Limited	2008-09	3	1	1	1
	2007-08	3	-	-	-
	2006-07	-	-	-	-
	2005-06	-	-	-	-
a. Closed down their activities due to local conditions of the area during 2006-07.					

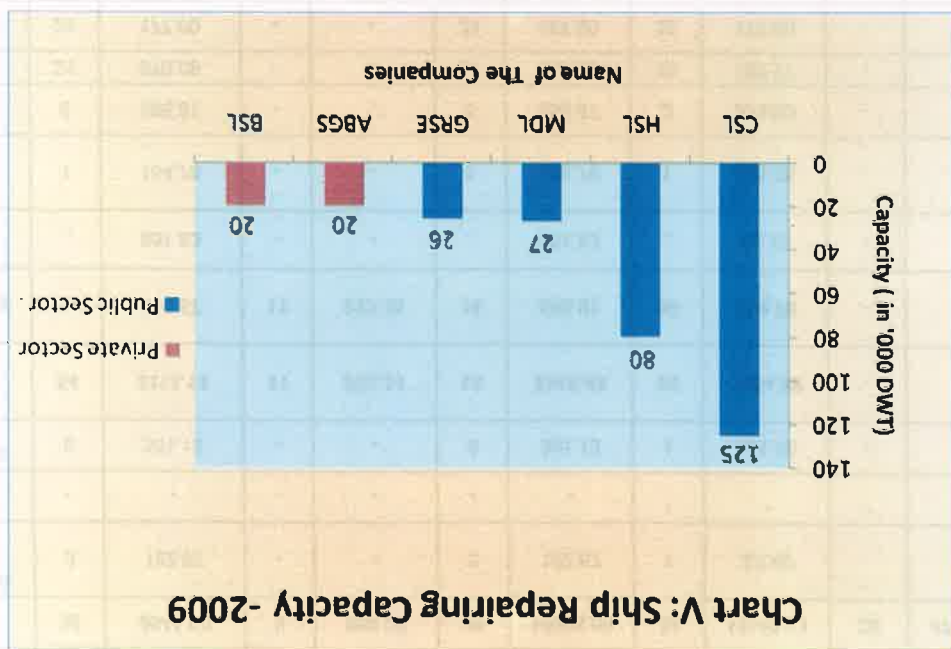
INDIA'S SHIP-REPAIRING INDUSTRY

Section-2

2. INDIA'S SHIP-REPAIRING INDUSTRY

2.1. Ship repair capacity essentially reflects capability in terms of the number of ships repaired and their size in terms of DWT.

2.2. Amongst public sector companies, Cochin Shipyard Ltd has the highest capacity for ship repairing (125 thousand DWT) followed by Hindustan Shipyard Ltd. (80 thousand DWT), Mazagon Dock Ltd (27 thousand DWT) and Garden Reach Ship Building and Engineering Ltd (26 thousand DWT) in 2008-09. In private sector category, both ABG shipyard & Bharati Shipyard Ltd each have 20 thousand DWT ship-repairing capacities. Chart V given below depicts the ship repairing capacity of major public and private sector shipbuilding yards as on 31st March 2009.



NUMBER OF SHIPS REPAIRED

2.3. In Public sector, Cochin Shipyard Ltd. had repaired the highest number of ships (67 ships with earning of Rs.27006.10 lakhs) in 2008-09 followed by Hindustan Shipyard Ltd. (59 ships with earning of Rs. 17944.74 lakhs) and Goa Shipyard Ltd. (11 ships with earning Rs 7899.10 lakhs).

2.4. In the private sector, Dempo Shipyard & Engineering Ltd had the highest number of ship repaired (38 ships with earning Rs 812.76 lakh) followed by A C Roy & Co Ltd.(32 ships repaired with an earning of Rs 177lakh) and. Sesa Goa Ltd (19 ships with 793.77 lakh)

Table No. 2 : Number of Ships Repaired and Earnings

Name of The Company	2007-08										2008-09			
	Indian Vessels					Foreign Vessels					Indian Vessels		Foreign Vessels	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)		
A. PUBLIC SECTOR (Total)	118	36747.59	8	952.00	126	37699.59	123	48446.41	20	4781.63	143	53228.04		
	1	Alcock Ashdown & Co. Ltd.*	-	-	-	-	-	-	-	-	-	-		
2. Cochin Shipyard Ltd.	58	25214.07	-	-	58	25214.07	67	27006.10	-	-	-	27006.10		
3. Garden Reach Ship-Builders & Engineers Ltd.	8	630.00	-	-	8	630.00	4	93.00	-	-	4	93.00		
4. Goa Shipyard Ltd.	13	778.72	-	-	13	778.72	11	7899.10	-	-	11	7899.10		
5. Hindustan Shipyard Ltd.	28	9641.00	8	952.00	36	10593.00	39	13163.11	20	4781.63	59	17944.74		
6. Hooghly Dock & Port Engineers Ltd.	3	182.67	-	-	3	182.67	1	23.40	-	-	1	23.40		
7. Mazagon Dock Ltd.**	-	-	-	-	-	-	-	-	-	-	-	-		
8. Shalimar Works Ltd.	8	301.13	-	-	8	301.13	1	461.70	-	-	1	261.70		
B. PRIVATE SECTOR (Total)	54	2313.14	11	232.34	65	2545.48	95	2684.59	-	-	95	2684.59		
9. Dempo Ship-Building & Engg. Ltd.	5	316.57	11	232.34	16	548.91	38	812.76	-	-	38	812.76		
10. ABC Shipyard Ltd.	...	651.83	-	-	...	651.83	...	86.13	-	-	...	86.13		
11. Bharati Shipyard Pvt. Ltd.	1	154.78	-	-	1	154.78	1	326.28	-	-	1	326.28		
12. Alang Marine Ltd.	6	386.87	-	-	6	386.87	2	379.00	-	-	2	379.00		
13. Sesa Goa Ltd.	21	576.09	-	-	21	576.09	19	793.77	-	-	19	793.77		
14. A.C. Roy & Co. Ltd.	21	177.00	-	-	21	177.00	32	177.00	-	-	32	177.00		
15. Wadia Boat Builders	...	...	...	...	...	...	2	43.00	-	-	2	43.00		
16. Bristol Boats	-	-	-	-	-	-	1	16.65	-	-	1	16.65		
17. N.N. Shipbuilders & Engg. Pvt. Ltd.	...	50.00	-	-	...	50.00	...	50.00	-	-	...	50.00		
Grand Total (A + B)	172	39060.73	19	1184.34	191	40245.07	218	51131.00	20	4781.63	238	55912.63		

Note S : No. of Ships ; E : Earnings in Rs. Lakh

* Data not available for the years 2007-08 and 2008-09

** MDL has not carried out any ship-repairing work during 2007-08 and 2008-09.

SHIP REPAIR FACILITIES AVAILABLE AT MAJOR PORTS

2.5 Apart from shipbuilding yards, ship repair facilities are also available at major ports.

2.6. Data provided by different major ports on dry docks, dry dock hire charges and equipments available for ship repairing have been compiled and presented in three different tables (2.5, 2.6 & 2.7) .

2.7. Available data on Ship repair facilities reveal that Kolkata Port has a maximum number of dry docks (5), followed by Mumbai & Visakhapatnam Ports (2 Dry Docks each) and Kandla, Mormugao, Cochin, Paradip and Tuticorin (1 Dry Dock each). The remaining major Ports do not have any ship repairing facilities. With regard to cranes availability and capacity, Kolkata port has six cranes followed by Mormugao and Mumbai ports each having three cranes and Cochin has two cranes.

DRY DOCK HIRE CHARGES

2.8. Dry dock hire charges vary from port to port depending upon a number of factors, which include the size and type of vessels and time spent at dock. The charges are different for different types of vessels (foreign going and coastal). The charges also vary for inner harbour and fishing harbour. At Kolkata port, the charges are different for different dry docks.

Ship Repairing Capacity Of The Company

(As on 31st March, 2009)

Table No. 2.1

Sl. No.	Name of the company	Type of Vessels/ Ships	Length (Mts.)	Width (Mts.)	Draft (Mts.)	DWT ('000)
1	2	3	4	5	6	7

A. PUBLIC SECTOR

1 Alcock Ashdown (Gujarat) Ltd.

2 Cochin Shipyard Ltd.

3 Garden Reach Shipbuilders & Engineers Ltd.

Frigates, corvettes, ASW Corvettes, Landing ship tankers, tankers, bulk carriers, petrol/survey vessels, dredgers, offshore platform support cum standing vessels, Hovercraft.

4 Goa Shipyard Ltd.

Advanced Offshore Patrol Vessels, Dhps, Missile Crafts, Landing Crafts, Carfts, Survey Vessels, Tugs, Dredgers, launching, Fishing Vessels, Boats, SDBs, FPVs, Survey Vessels, OPVs, OPSSVs, Landing Ships.

5 Hindustan Shipyard Ltd.

Cargo/Vessels/Passenger Vessel/ Tugs/OPV/Dredgers/Naval Ships/ Oil Tankers/Fishing Trawlers, Floating docks, Submarine Retrofit.

6 Hooghly Dock & Port Engineer Ltd.

Indian Coast Guard Inland Vessel Tanker/Cargo

7 Mazagon Dock Ltd.

All types/4 vessels at a time. Passenger, Barges, Tugs/ Dredgers

8 Shalimar Works Ltd.

B. PRIVATE SECTOR

9 Elite Shipyard Ltd.

10 Dempo Shipbuilding and Engineering Ltd.

11 ABG Shipyard Ltd.

a)MBC b) Barges c)Tugs d) Pilot Launches Anchor Handling Tugs, Supply Vessels Offshore Support Vessels, Bulk Carriers, Tankers, Floating Cranes, Special Purpose Vessels.

Ship Repairing Capacity Of The Company

(As on 31st March, 2009)

No.	Company	Type of Vessels/ Ships	Ship repair capacity/Maximum size capacity			
			Length (Mts.)	Width (Mts.)	Draft (Mts)	DWT ('000)
1	2	3	4	5	6	7

B. PRIVATE SECTOR (Contd.)

12	Bharati Shipyard Ltd.	Cargo vessels, Tankers,	155.0	25.0	5.5	20.0
Passengers vessels, Ferries, AHT, Dredgers, Ro-Ro vessels, Offshore support/ supply vessels, Tugs, Tankers, Dredgers.						

13	Chowgule & Company Ltd. ⁵	MBCs	110.0	15.0	4.0	4.0
14	Alang Marine Ltd.	Tugs	70.0	15.0	4.0	4.0
		Barges	80.0	22.0	3.5	4.0
15	Empreiteiros Gerais Pvt. Ltd.	Bulk Carrier	83.0	15.0	5.0	3.0
16	A.C. Roy & Co. Ltd.	a) Launch	25.0	7.0	2.0	2.1
		b) Barge	60.0	16.0	3.5	...
		c) Tug	20.0	6.0	2.5	...
17	Bristol Boats	Various FRP crafts, life Boats and Rescue Boats	20.0	5.0	4.0	0.1
18	Wadia Boat Builders	Hachi	50.0	9.5	2.8	...
		Work Boat	35.0	9.0	3.5	...
		Fishing Boat	25.0	6.5	2.0	...
19	N.N. Shipbuilders & Engg.	Tugs, Launches, Barges, Floating caisson Dock Gate	60.0	12.0	6.0	3.0
20	Larsen & Toubro Limited ⁶	All types of vessels.	80.0	15.0	9.1	...
21	Sesa Goa Ltd.					

a. No ship-repairing work is undertaken.

* Closed down their activities due to local conditions of the area w.e.f. 2006-07.

\$ Chowgule & Co. Ltd. do not undertake repairs.

Repair facilities for ships & submarines is planned at Greenfield shipyard (at Kattapalli, near Chennai) @ After dredging.

Ship Repairing Capacity-By Company and Maximum Size (2005-2009)

Table No. 2.2

Name of The Company	As on 31st March			
	2005	2006	2007	2008
1	2	3	4	5
6	2009			

A. PUBLIC SECTOR

1. Alcock Ashdown (Gujarat) Ltd.	...	15.0	-	-	*
2. Rajabagan Dockyard of CIWTC Ltd.	68.0	68.0	68.0	*	*
3. Cochin Shipyard Ltd.	125.0	125.0	125.0	125.0	125.0
4. Garden Reach Shipbuilders & Engineers Ltd.	26.0	26.0	26.0	26.0	26.0
5. Goa Shipyard Ltd.	2.2	2.2	2.2	2.2	0.4
6. Hindustan Shipyard Ltd.	57.0	80.0	80.0	80.0	80.0
7. Hooghly Dock & Port Engineers Ltd.	1.0	1.0	-	-	-
8. Mazagon Dock Ltd.	27.0	27.0	-	-	27.0
9. Shalimar Works Ltd.	...	...	-	-	-

B. PRIVATE SECTOR

10. Elite Shipyard Ltd.	1.2	1.2	...	...	...
11. Dempo Shipbuilding & Engineering Ltd.	2.8	2.8	2.8	3.0	5.5
12. ABG Shipyard Ltd.	15.0	20.0	20.0	20.0	20.0
13. Bharati Shipyard Ltd.	10.0	10.0	10.0	20.0	20.0
14. Chowgule & Co. Ltd.	...	7.6	**	**	...
15. Alang Marine Ltd.	12.0	4.0	4.0	4.0	4.0
16. Empreiteiros Geraie Pvt. Ltd.	...	3.0	3.0	3.0	3.0
17. Sesa Goa Ltd.	3.5	...	...	...	...
18. A.C Roy & Comp. Ltd.	2.0	2.0	3.0	3.0	2.1
19. Bristol Boats	0.1	0.1	0.1	0.1	0.1
20. Wadia Boat Builders	...	...	...	51.7	...
21. N.N. Shipbuilders & Engineers Pvt. Ltd.	...	3.0	3.0	...	3.0
22. Larsen & Toubro Limited	...	...	...	...	-

* Merged with Garden Reach Shipbuilders & Engineers Ltd. w.e.f. 1.7.2006.

** Repairs not undertaken.

Ship Repairing Facilities-Company-Wise for Dry Docks and Wet

Docks (As on 31st March 2009)

Table No. 2.3

Sl. No.	Name of Company	(2)										(1)
		Dry Dock Owned					Wet Docks/Basins Owned					
No.	Length (M)	Width (M)	Depth (M)	DWT ('000)	No.	Length (M)	Width (M)	Depth (M)	DWT ('000)	(11)	(12)	(1)
(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)			

A. PUBLIC SECTOR

1	Alcock Ashdown (Gujarat) Ltd. ^a	1	270.0	45.0	12.0	125.0	-	-	-	-	-	-
2	Cochin Shipyard Ltd.	1	255.0	43.0	9.0	110.0	-	-	-	-	-	-
3	Garden Reach Ship-builders & Engineers Ltd. ^b	2	185.0	13.0	4.8	-	1	140.0	18.0	-	-	-
		2	160.0	18.0	8.0	-	1	117.8	25.0	-	-	-
		1	107.0	14.0	4.0	-	-	-	-	-	-	-
		1	180.0	27.0	8.0	-	-	-	-	-	-	-
4	Goa Shipyard Ltd.	1	60.0	11.0	6.0	0.6	-	-	-	-	-	-
		1	105.0	12.0	8.5	1.0	-	-	-	-	-	-
5	Hindustan Shipyard Ltd.	1	244.0	38.0	11.5	80.0	1	226.0	73.0	10.0	50.0	30.0
		1	168.0	73.0	10.0	-	-	-	-	-	-	-
6	Hooghly Dock & Port Engineers Ltd.	1	94.0	13.4	8.6	1.0	-	-	-	-	-	-
7	Mazagon Dock Ltd. ^c	-	-	-	-	-	2	-	-	-	-	-
8	Shalimar Works Ltd.	-	-	-	-	-	-	-	-	-	-	-

B. PRIVATE SECTOR

9	Dempo Shipbuilding and Engineering Ltd.	2	90.0	18.0	2.5	4.0	2	100.0	20.0	3.5	4.0	-
10	ABG Shipyard Ltd.	1	155.0	30.0	7.5	20.0	-	-	-	-	-	-
		1	125.0	22.5	5.6	15.0	-	-	-	-	-	-
11	Bharati Shipyard Ltd.	1	120.0	18.0	6.0	15.0	1	125.0	20.0	5.5	10.0	-
12	Alang Marine Ltd.	-	-	-	-	-	-	-	-	-	-	-
13	Empreiteiros Gerais Pvt. Ltd.	-	-	-	-	-	1	100.0	29.0	2.0	3.0	-
14	Sesa Goa Ltd.	-	-	-	-	-	-	-	-	-	-	-
15	A.C. Roy & Co. Ltd.	-	-	-	-	-	2	50.0	18.0	3.0	2.0	-
16	Bristol Boats	1	25.0	8.0	1.5	0.1	-	-	-	-	-	-
17	Tebma Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	-
18	Wadia Boat Builders	-	50	10	3	-	-	-	-	-	-	-
19	N.N. Shipbuilders & Engg. Pvt Ltd.	-	-	-	-	-	-	-	-	-	-	-
20	Larsen & Toubro Limited	-	-	-	-	-	-	-	-	-	-	-

a. Not carrying out any repairing work.

b. Rajabagan Dockyard of CIWTC Ltd. merged with Garden Reach Ship-builders & Engineers Ltd. w.e.f.

1.7.2006.

c. Not carried out any ship-repairing work

Table No. 2.3a

Ship Repairing Facilities-Company-Wise
(As On 31st March, 2009)

Sl. No.	Name of Company	Item	No.	Length (M)	Width (M)	Depth (M)	DWT ('000)

Other repairing facilities

A. PUBLIC SECTOR

1	Alcock Ashdown (Gujarat) Ltd. ^a	Slave Dock	1	86.0	18.0	27.0	3.0
2	Cochin Shipyard Ltd.	West Slipway	1	208.0	24.0	-	-
3	Garden Reach Ship-Building and Engineers Ltd. ^b	East Slipway	1	167.0	17.0	-	-
4	Goa Shipyard Ltd.	Slip Way	1	98.0	77.0	-	-
		Slipway 1*	1	98.0	77.0	-	-
		Slipway 2*	1	60.0	11.0	6.0	0.6
		Slipway 3	1	105.0	12.0	8.5	1.0
		Slipway 4	1	150.0	-	8.0	-
5	Hindustan Shipyard Ltd.	Dolphin Jetty	1	45.0	-	-	-
6	Hooghly Dock & Port Engineers Ltd.	Jetty	1	36.0	-	-	-
7	Mazagaon Dock Ltd. ^c	Jetty	2	-	-	-	-
8	Shalimar Works Ltd.	KOPT	-	538 ft.	67.0 ft.	25.0 ft.	-

B. PRIVATE SECTOR

9	Dempo Shipbuilding and Engineering Ltd.	Slipway	1	110.0	35.0	...	...
10	ABG Shipyard Ltd.	a) Slipway	1	125.0	20.0	5.5	10.0
11	Bharati Shipyard Ltd.	b) Berth	1	125.0	20.0	5.5	10.0
		c) Submersible ship/platform	1	112.0	32.0	5.0	15.0
		d) Floating Dock	1	180.0	30.0	6.0	50.0
12	Alang Marine Ltd.	Slipway	1	135.0	18.0	5.0	4.0
		Slip Launching/	4	60.0	-	3.5	5.0

13 Empreiteiros Gerais Pvt. Ltd.
14 Sesa Goa Ltd.

Covered fabrication

Sheds	1	56.0-65.0	15.0	-	-	-	-
Slipways	1	150.0	70.0	-	-	-	-
Quay side	1	200.0	3.0	-	-	-	-

15 A.C. Roy & Company Ltd.

16 Bristol Boats

17 Wadia Boat Builders

18 N.N. Shipbuilders & Engg.

Pvt. Ltd.

19 Tebma Shipyard Ltd.

Ship Repairing Facilities-Company-Wise

(As On 31st March, 2009)

Table No. 2.3a

Sl. No.	Name of Company	Item	No.	Other repairing facilities			
				Length (M)	Width (M)	Depth (M)	DWT ('000)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)

B. PRIVATE SECTOR (Contd.)

20 Larsen Toubro Limited

Water front	-	1200	...	...	...	...	...
Main Jetty	1	144	17	4	...	...	...
L- Shaped Jetty	1	80	40	4	...	...	...
Railon-Rail off Jetty	1	100	40	4	...	...	...
Slipwas	1	200	24	...	...	...	...
Outfitting Jetty	1	150	...	...	...	...	...

a. Alcock Ashdown (Gujarat) Ltd. do not undertake repair work.

b. Rajabagan Dockyard of CUIWTC Ltd. merged with Garden Reach Ship-builders & Engineers Ltd.

w.e.f. 1.7.2006.

c. Not carried out any ship-repairing work

* Demolition under modernisation.

Table No. 2.4

No. Of Ships Repaired And Earnings, Company-wise -

(2005-06 to 2008-09)

(Rs.in Lakhs)

Name of The Company	Year	Indian Vessels		Foreign Vessels		Total	
		No.	Earnings	No.	Earnings	No.	Earnings
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)

A. PUBLIC SECTOR (Total)

2008-09	123	48446.41	20	4781.63	143	53228.04
2007-08	118	36747.59	8	952.00	126	37699.59
2006-07	113	37247.38	8	952.00	121	38199.38
2005-06	96	26144.24	-	-	96	26144.24

1. Alcock Ashdown (Gujarat) Ltd. ^a

2008-09	-	-	-	-	-	-
2007-08	-	-	-	-	-	-
2006-07	-	-	-	-	-	-
2005-06	-	-	-	-	-	-

2. Rajabagan Dockyard of CIWTC Ltd ^b

2008-09	67	27006.10	-	-	67	27006.10
2007-08	58	25214.07	-	-	58	25214.07
2006-07	50	24152.81	-	-	50	24152.81
2005-06	35	15126.94	-	-	35	15126.94

4. Garden Reach Ship-builders and Engineers Ltd.

2008-09	4	93.00	-	-	4	93.00
2007-08	8	630.00	-	-	8	630.00
2006-07	8	484.00	-	-	8	484.00
2005-06	5	56.79	-	-	5	56.79

5. Goa Shipyard Ltd.

2008-09	11	7899.10	-	-	11	7899.10
2007-08	13	778.72	-	-	13	778.72
2006-07	12	2278.08	-	-	12	2278.08
2005-06	19	1520.00	-	-	19	1520.00

6. Hindustan Shipyard Ltd.

2008-09	39	13163.11	20	4781.63	59	17944.74
2007-08	28	9641.00	8	952.00	36	10593.00
2006-07	28	9641.00	8	952.00	36	10593.00
2005-06	32	8789.51	-	-	32	8789.51

7. Hooghly Dock & Port Engineers Ltd.

2008-09	1	23.40	-	-	1	23.40
2007-08	3	182.67	-	-	3	182.67
2006-07	3	240.00	-	-	3	240.00
2005-06	-	-	-	-	-	-

8. Mazagon Dock Ltd.

2008-09 ^a	-	-	-	-	-	-
2007-08 ^a	-	-	-	-	-	-
2006-07 ^a	-	-	-	-	-	-
2005-06	5	651.00	-	-	5	651.00

Table No. 2.4
(Contd...)

No. Of Ships Repaired And Earnings, Company-wise -

(Rs.in Lakhs)

Name of The Company	Year	Indian Vessels		Foreign Vessels		Total
		No.	Earnings	No.	Earnings	
(1)	(2)	(3)	(4)	(5)	(6)	(7)
						(8)

9. Shallimar Works Ltd.	2008-09	1	261.70	-	-	1	261.70
	2007-08	8	301.13	-	-	8	301.13
	2006-07	12	451.49	-	-	12	451.49
	2005-06	...	...	...	...	...	...
B. PRIVATE SECTOR (Total)							
	2008-09	95	2684.59	-	-	95	2684.59
	2007-08	54	2313.14	11	232.34	65	2545.48
	2006-07	83	7993.37	-	-	83	7993.37
	2005-06	311	1563.75	-	73.00	91	1636.75

10. Dempo Shipbuilding & Engg. Ltd.	2008-09	38	812.76	-	-	38	812.76
	2007-08	5	316.57	11	232.34	16	548.91
	2006-07	30	476.00	-	-	30	476.00
	2005-06	53	292.10	-	-	53	292.10

11. ABG Shipyard Ltd.	2008-09	...	86.13	-	-	...	86.13
	2007-08	-	651.83	-	-	-	651.83
	2006-07	...	1166.77	-	-	...	1166.77
	2004-05	...	...	...	...	...	...
12. Bharati Shipyard Ltd.	2008-09	1	326.28	-	-	1	326.28
	2007-08	1	154.78	-	-	1	154.78
	2006-07	-	-	-	-	-	-
	2005-06	-	-	-	-	-	-

13. Alang Marine Ltd.	2008-09	2	379.00	-	-	2	379.00
	2007-08	6	386.87	-	-	6	386.87
	2006-07	8	1270.00	-	-	8	1270.00
	2005-06	8	1069.62	-	-	8	1069.62

14. Sesa Goa Ltd.	2008-09	19	793.77	-	-	19	793.77
	2007-08	21	576.09	-	-	21	576.09
	2006-07	16	502.17	-	-	16	502.17
	2005-06	18	492.75	-	-	18	492.75

15. A.C.Roy & Co. Ltd.	2008-09	32	177.00	-	-	32	177.00
	2007-08	21	177.00	-	-	21	177.00
	2006-07	26	168.00	-	-	26	168.00
	2005-06	14	116.00	-	-	14	116.00

Table No. 2.4
(Contd..)

No. Of Ships Repaired And Earnings, Company-wise -

(2005-06 to 2008-09)

(Rs. in Lakhs)

Name of The Company	Year	Indian Vessels		Foreign Vessels		Total	
		No.	Earnings	No.	Earnings	No.	Earnings
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)

16 Bristol Boats	2008-09	1	16.65	-	-	1	16.65
	2007-08	-	-	-	-	-	-
	2006-07	3	93.63	-	-	3	93.63
	2005-06	-	-	-	-	-	-

17. Wadia Boat Builders	2008-09	2	43.00	...	...	2	43.00
	2007-08	...	...	...	...	...	...
	2006-07	...	...	...	...	...	...
	2005-06	...	...	...	...	...	...

18. N.N. Shipbuilders & Engg. Pvt. Ltd.	2008-09	...	50.00	...	...	...	50.00
	2007-08	...	50.00	...	...	...	50.00
	2006-07	...	32.80	-	-	...	32.80
	2005-06	...	...	...	73.00	...	73.00

19. Larsen & Toubro Limited	2008-09	...	...	...	...	...	...
	2007-08	...	...	...	...	...	...

C. Grand Total (A + B)

2008-09	218	51131.00	20	4781.63	238	55912.63
2007-08	172	39060.73	19	1184.34	191	40245.07
2006-07	196	45240.75	8	952.00	204	46192.75
2005-06	407	27707.99	...	73.00	187	27780.99

Note:- M/s. Elite Shipyard Ltd. has closed down their activities due to local conditions of the area.

a. Alcock Ashdown (Gujarat) Ltd. has no data from 2005-06 to 2008-09.

b. Rajabagan Dockyard or CIWTC Ltd. merged with Garden Reach Ship-builders Engineers Ltd. w.e.f. 1.7.2006.

Mazagon Dockyard Ltd. is not carrying out any ship-repairing work.

Table No. 2.5

Dry Dock & Ship Repairing Facilities at Major Ports
2008 - 09

Name of Ports	No. of Dry Docks and their Size	No. of Work-shops	No. of Cranes & Vessels Repaired during 2008-09	No. of days at Dry Dock Occupancy during 2008 - 09	1	2	3	4	5	6
Kandla	<u>One</u> Length : 95 mtrs. Width : 20 mtrs. Draft : 5.5 mtrs.	1	<u>One</u> 5 metric tones	31	364					
Mumbai	<u>Two</u> (i) Length : 304.8 mtrs. Width : 30.5 mtrs. (ii) Length : 152.5 mtrs. Width : 20.0 mtrs.	1	<u>Three</u> 1-20 T 1-3 T 1-5 T	...	...					
JNPT	Do not have any dry dock facilities									
Mormugao	<u>One</u> Length : 210 mtrs. Width : 34.2 mtrs. Draft : 5 mtrs.	1	<u>Three</u> 1-50 T 1-15 T 3-10 T (each) 1-26 T	424	340					
Cochin	<u>One</u> Length : 66 mtrs. Width : 12.5 mtrs. Draft : 4.0 mtrs.	2	<u>Two</u> 5 T each	5	321					
New Mangalore	Do not have any ship repair facility									
Tuticorin	<u>One</u> Length : 42.70 metres Width : 9.67 metres Draft : 3.35 metres. Maximum draft of vessels that can be docked 1.8 metres	1	...	-	-					
Chennai	Do not have any ship repair facility									
Ennore	Do not have any ship repair facility									

Dry Dock and Ship Repairing Facilities at Major Ports

Table No. 2.5
(Contd..)

Name of Ports	No. of Dry Docks and their size	No. of Work-shops	No. of Cranes & Vessels repaired during 2007-08	No. of Days at Dry Dock Occupancy during 2007-08
1	2	3	4	5
Visakhapatnam	(i) Length : 140.2 mtrs. Width : 18.25 mtrs. Draft : 5.6 mtrs. Length : 65 mtrs. Width : 21 mtrs. Draft : 6 mtrs. (ii)	1	One 1-10 T	26
Paradip	One Length : 75 mtrs. Width : 15 mtrs. Draft : 6 mtrs.	1	One 3/10 MT	12
301				
There is no dry dock.				
1542	Five Length : 172.21 mtrs. Width : 22.86 mtrs. Length : 172.21 mtrs. Width : 22.86 mtrs. Length : 160.02 mtrs. Width : 22.86 mtrs. Length : 142.95 mtrs. Width : 19.50 mtrs. Length : 102.10 mtrs. Width : 14.63 mtrs.	3	Six 1 No. 25T 2 Nos. of 3T/6T 1 No. 3 T 1 No. 5 T 1 No. 7 T	21
Kolkata	(i) Length : 172.21 mtrs. Width : 22.86 mtrs. (ii) Length : 172.21 mtrs. Width : 22.86 mtrs. (iii) Length : 160.02 mtrs. Width : 22.86 mtrs. (iv) Length : 142.95 mtrs. Width : 19.50 mtrs. (v) Length : 102.10 mtrs. Width : 14.63 mtrs.			

Source: All Major Ports.

Dry Dock Hire Charges Existing at Major Ports

31

Dry Dock Hire Charges Existing at Major Ports

Table No. 2.6
(Contd..)

Name of Ports		1		2		Dry Dock Hire Charges for different sizes of vessels	
Mumbai	Dry/Wet Dock Licence application form Annual Dry Dock Licence & Wet Dock Permission Annual Specialised job for category I Annual Specialised job for category II	Rs. 12000/- per year Rs. 6000/- per job per year Rs. 1200/- per job per year.	Do not have any ship repair facility	JNPT	Mormugao	Up to 10,000 GRT Rs. 2,50,000/- Rs. 4,00,000/- Local INR	Foreign – U.S. \$ 5,300 8,500
Ennore	Chennai	Tuticorin	New Mangalore	Cochin	Dock Hire Charges as per the scale of rates w.e.f. 12.3.2007 to 6-5-2010. For the first day – Rs. 26,600 per day For subsequent days – Rs. 13,300 per day	Do not have any ship repair facility	Do not have any ship repair facility

Dry Dock Hire Charges Existing at Major Ports

Table No. 2.6
(Contd...)

Name of Ports		1	
Visakhapatnam*		At Inner Harbour For first day Rs. 27,009.25 per day From 2nd to 14th day – Rs. 22,022.95 per day From 15th day on wards – Rs. 33,034.45 per day At Fishing Harbour - Fishing Vessel Per Day For first day – Rs. 16,000 From 2nd to 10th day – Rs. 13,000 From 11th to 20th day – Rs. 16,000 From 21st day to 30th day – Rs. 26,000 From 31st day to 37th day – Rs. 46,000 From 38th day to 44th day – Rs. 56,000 From 45th day to 51st day – Rs. 66,000 From 52nd day to 58th day – Rs. 76,000 From 59th day onwards – Rs. 86,000 At Fishing Harbour - Non-Fishing Vessel Per Day Docking and undocking charges(for both operation) – Rs. 44,000 For first day – Rs. 32,000 From 2nd to 10th day – Rs. 26,000 From 11th to 20th day – Rs. 32,000 From 21st day to 30th day – Rs. 52,000 From 31st day to 37th day – Rs. 92,000 From 38th day to 44th day – Rs. 1,12,000 From 45th day to 51st day – Rs. 1,32,000 From 52nd day to 58th day – Rs. 1,52,000 From 59th day onwards – Rs. 1,72,000 In addition to that, the Fishing Harbour Dry Dock is charging double the Tariff of Non Fishing vessels in case of Emergency docking of vessel. Service charges and Electrical Charges extra.	
Paradip		Rs. 45,000/- per day for first 10 days. Rs. 67,500/- per day for next 10 days. Rs. 90,000/- per day thereafter. No charges applicable during normal working hours. Watch & Ward & Fire Service Charges Rs. 2,000/- per day.	
Haldia		Do not have any ship repair facility	
Dry Dock Hire Charges for different sizes of vessels		2	

* Information relates for the year 2006-07.

Dry Dock Hire Charges Existing at Major Ports

Table No. 2.6
(Contd..)

Name of Ports	1	Dry Dock Hire Charges for different sizes of vessels					
		2					
Kolkata							
Size of Vessel	1 & 2 N.S. Dry Dock Foreign Vessel (US Dollar)	1 & 2 N.S. Dry Dock Coastal Vessel (Rupees)	1 & 2 K.P. Dry Dock Foreign Vessel (US Dollar)	1 & 2 K.P. Dry Dock Coastal Vessel (Rupees)	3 K.P. Dry Dry Dock Foreign Vessel (US Dollar)	3 K.P. Dry Dry Dock Coastal Vessel (Rupees)	
	Up to 1000 GRT	1000	22000	900	21000	900	20000
	1001 to 2000 GRT	1100	24000	1000	23000	900	21500
	2001 to 3000 GRT	1200	26000	1100	25000	900	22000
	3001 to 4000 GRT	1300	30000	1200	28000	900	22500
	4001 to 5000 GRT	1400	34000	1300	31000	900	23000
	5001 to 10000 GRT	1600	38000	1400	35000	900	24000
	10001 and above GRT	1800	42000	1500	39000	900	25000

Source: All major ports.

Table No. 2.7
Equipment available at Major Ports

Name of Ports	Equipment available in the Workshops	
	1	2
Kandla	Lathe Machine Addial drilling machine Vertical drilling machine Milling Machine Shapping machine Welding machine Saw cutting machine Hardness testing machine Gas cutting machine Flexible grinding machine Flexible grinding/welding machines	
JNPT	Do not have any ship repair facility	
Mormugao	Plate shop with Hydraulic Press Shearing Machine All Steel Welding Machinery Equipments Pipe Shop Machine Shop with Lathes Milling Machine Boring Machine Electric Shop Mechanical Workshop Maintenance workshop	
Tuticorin	Lathe Pillar drilling machine Arc welding transformer Power hacksaw Wood turning lathe 6" Surface-cum-thickness planner 18" Blade grinder 18" Pedestal grinder Blower Air compressor Power hammer Diesel welding Generator Plate bending machine Portable abrasive blaster High power water jet equipment Toyo dredge pump Milling machine	Do not have dry dock facilities.
New Mangalore		

Equipments available at Major Ports

Table No. 2.7
(Contd..)

Name of Ports		Equipments available in the Workshops	
1		2	
Visakhapatnam*			
Cochin			
Chennai			
Ennore			

Equipments available at Major Ports

Table No. 2.7
(Contd..)

Equipments available in the Workshops		1	Name of Ports
2		NA	Paradip
		NA	Kolkata
Motor Generator frequency-converter 5 Nos. Captans Fire-fighting system One Salt-water pump 3 Nos. Air Compressor 850 CFM 7 Lighting Masts Chipping & Painting (movable) equipments 4 Nos. Water Jet Pumps 4 Nos. Grit Blasting Machine 6 Nos. Spray Painting Machine 8 Scaffolding Sets 1 No. Calisson 13 Nos. of Sluices with associated power packs			Mumbai

Source : All Major Ports.
* Information relates for the year 2006-07.

**EMPLOYMENT IN SHIP-BUILDING/SHIP-REPAIRING
INDUSTRY**

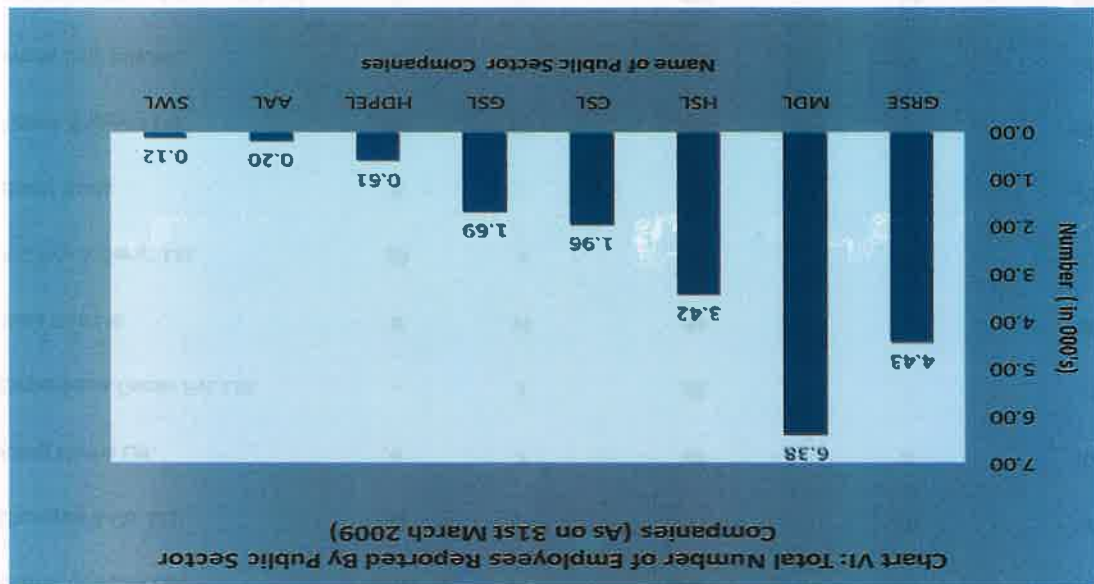
Section- 3

3. EMPLOYMENT IN SHIP-BUILDING/SHIP-REPAIRING INDUSTRY

3.1. The total number of employees under the eight Public Sector Shipyards during 2008-09 was 18807 which included 2,263 officers (12.03 % of the total number of employees). The maximum number of employees in the public sector Shipyards as on 31st March 2009 was 6375 in Mazagon Dock Ltd followed by 4434 of Garden Reach Ship Builders and Engineers Ltd and 3424 employees in Hindustan Shipyard Ltd

3.2. In private sector, the employment has increased from 2005 to 2009. The total number of employees under all 13 private sector companies for which data have been reported was 13591 as on 31st March 2009 of which total number of officers were 2437 (17.93 % of the total number of employees). Larsen & Toubro Ltd had the highest number of employees (4800) followed by Bharati Shipyard Ltd (4150) and ABG Shipyard Ltd (2630).

3.3. The total number of employees among the eight public sectors undertakings has been shown in chart VI.



Employment in Ship-Building/Ship-Repairing Companies
(As On 31st March, 2009)

Table No. 3.1

Name of The Company	Officers	Supervisors	Workforce in Operation		Total
			Directly involved in	Indirectly involved in	
(1)	(2)	(3)	(4)	(5)	(6)

A. PUBLIC SECTOR (Total)	2263	1878	9331	5335	18807
---------------------------------	-------------	-------------	-------------	-------------	--------------

1. Alcock Ashdown (Gujarat) Ltd.	62	33	92	10	197
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2. Cochin Shipyard Ltd.	263	191	1372	136	1962
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3. Garden Reach Ship-Builders and Engineers Ltd. ^a	470	592	@	3372	4434
---	-----	-----	---	------	------

4. Goa Shipyard Ltd.	209	131	1037	313	1690
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5. Hindustan Shipyard Ltd.	239	808	1939	438	3424
----------------------------	-----	-----	------	-----	------

6. Hooghly Dock & Port Engineers Ltd.	51	121	437	-	609
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7. Mazagon Dock Ltd.	961	-	4366	1048	6375
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8. Shalimar Works Ltd.	8	2	88	18	116
------------------------	---	---	----	----	-----

B. PRIVATE SECTOR (Total)	2437	391	9247	1516	13591
----------------------------------	-------------	------------	-------------	-------------	--------------

9. Elite Shipyard	-	-	-	-	-
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10. Dempo Shipbuilding & Engg. Ltd.	10	15	210	4	239
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11. ABG Shipyard Ltd.	265	125	1650	590	2630
-----------------------	-----	-----	------	-----	------

12. Bharati Shipyard Ltd.	545	65	2850	690	4150
---------------------------	-----	----	------	-----	------

13. Chowgule & Co. Ltd.	29	94	-	25	148
-------------------------	----	----	---	----	-----

14. Alang Marine Ltd.	6	7	87	5	105
-----------------------	---	---	----	---	-----

15. Empreiteiros Gerais Pvt. Ltd.	-	1	22	-	23
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16. Sesa Goa Ltd.	5	11	48	2	66
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17. A.C.Roy & Comp. Ltd.	23	4	3	13	43
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18. Bristol Boats	8	-	10	2	20
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19. Tebma Shipyard Ltd.	237	60	670	125	1092
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20. Wadia Boat Builders	4	3	67	6	80
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21. N.N.Shipbuilders & Engg. Pvt. Ltd.	5	6	130	54	195
--	---	---	-----	----	-----

22. Larsen & Toubro Limited	1300	-	3500	-	4800
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C. Grand Total (A + B)	4700	2269	18578	6851	32398
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a It includes information of Rajabagan Dockyard of CIWTC Ltd. which was merged with Garden Reach Shipbuilders & Engineers Ltd. w.e.f. 1.7.2006.
@ Includes in indirect workforce in operation.

Table No. 3.2

Employment Pattern in Ship-Building/
Ship-Repairing Companies - (2005-2009)

Name of The Company		As on 31st March				
Item	(2)	2005	2006	2007	2008	2009
		(3)	(4)	(5)	(6)	(7)
A. PUBLIC SECTOR						
1. Alcock Ashdown (Gujarat) Ltd.	Total	2358	2300	2119	2176	2263
	Officers	...	243	231	231	197
2. Rajabagan Dockyard of CIWTC Ltd.	Total	369	365	354	*	62
	Officers	...	53	48	48	*
3. Cochin Shipyard Ltd.	Total	2021	2075	2084	2061	1962
	Officers	230	248	262	289	263
4. Garden Reach Ship-Builders & Engineers Ltd	Total	5524	5065	4996	4971	4434
	Officers	628	564	522	528	470
5. Goa Shipyard Ltd.	Total	1544	1651	1641	1683	1690
	Officers	158	164	180	107	209
6. Hindustan Shipyard Ltd.	Total	3552	3523	2829	2315	3424
	Officers	383	390	232	232	239
7. Hooghly Dock & Port Engineers Ltd.	Total	740	718	671	637	609
	Officers	70	65	62	98	51
8. Mazagon Dock Ltd.	Total	7792	6909	7230	3649	6375
	Officers	853	792	791	866	961
9. Shalimar Works Ltd.	Total	...	116	116	116	116
	Officers	...	10	8	8	8
B. PRIVATE SECTOR (Total)						
10. Elite Shipyard	Total	600	916	799	2424	2437
	Officers	3	77	-	-	-
11. Dempo Shipbuilding & Engg. Ltd.	Total	135	138	148	163	239
	Officers	21	21	8	11	10
12. ABG Shipyard Ltd.	Total	2200	2200	2630	2630	2630
	Officers	305	305	300	265	265
13. Bharati Shipyard Ltd.	Total	1440	2015	2800	3540	4150
	Officers	225	410	410	475	545
14. Chowgule & Co. Ltd.	Total	...	...	101	137	148
	Officers	...	...	15	45	29
15. Sesa Goa Ltd.	Total	66	65	62	61	66
	Officers	13	12	1	1	5
18. Wadia Boat Builder	Total	...	57	57	57	80
	Officers	...	5	2	2	4
17. A.C. Roy & Comp. Ltd.	Total	43	43	43	43	43
	Officers	26	26	23	23	23
18. Bristol Boats	Total	22	72	32	21	20
	Officers	7	8	5	8	8
19. Tebma Shipyard Ltd.	Total	...	764	764	958	1092
	Officers	...	104	24	284	237
20. N.M.N. Shipbuilders & Engg. Pvt. Ltd.	Total	...	195	195	195	195
	Officers	...	9	5	5	5
21. Alang Marine Ltd.	Total	...	105	110	97	105
	Officers	...	13	6	5	6

Table No. 3.2

Employment Pattern in Ship-Building/
Ship-Repairing Companies - (2005-2009)

Name of The Company	Item	As on 31st March				
		2005	2006	2007	2008	2009
(1)	(2)	(3)	(4)	(5)	(6)	(7)

B. PRIVATE SECTOR (Total)

(Contd.)

22. Empreiteiros Gerais Pvt. Ltd.

Total

...

...

...

22

23

Total

...

...

...

4800

1300

23.Larsen & Toubro Limited

Total

25525

26396

27094

28390

32398

Officers

2958

3216

2918

4600

4700

C. Grand Total (A + B)

* Merged with Garden Reach Ship-builders and Engineers Ltd. w.e.f. 1.7.2006.

**FINANCIAL POSITION OF SHIPBUILDING
AND SHIP REPAIRING COMPANIES**

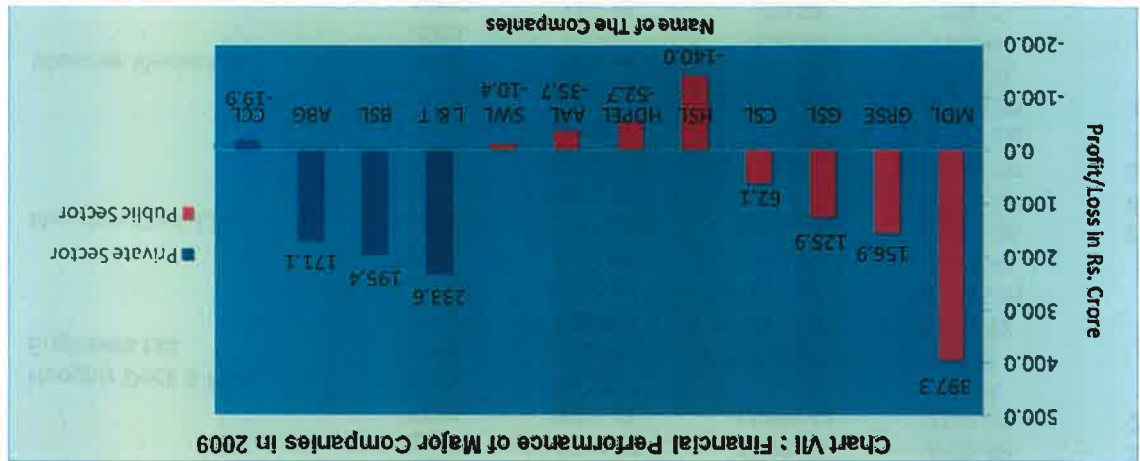
Section-4

4. FINANCIAL POSITION OF SHIP BUILDING AND SHIP REPAIRING COMPANIES

4.1. The financial performance of the shipbuilding/ship repair companies in terms of gross income indicates that amongst public sector companies, the highest income earned during 2008-09 was Rs. 2892.13 crores by Mazagon Dock Ltd followed by Rs. 1285.26 crore by Cochin Shipyard Ltd. and Rs. 834.21 crore by Garden Reach Ship-builders & Engineers Ltd. In terms of net profit, the highest profit was earned by Mazagon Dock Ltd with net profit of Rs 397.28 crore followed by Garden Reach Shipbuilders & Engineers Ltd. (Rs. 156.91 crore) and Goa Shipyard Ltd (Rs 125.92 crore). Loss was incurred by Hindustan Shipyard Ltd (Rs 140 crore) followed by Hooghly Dock & Port Engineers Ltd. (Rs. 52.73 crore) and Shalimar Work Limited (Rs 10.42 crore).

4.2. In private sector, the highest income earned during 2008-09 was Rs 1424.33 crore by ABG Shipyard Ltd followed by Bharati Shipyard Pvt Ltd (Rs 1019.45 crore) and Tebma Shipyard Ltd (Rs 321.37 crore). In terms of net profit, the highest profit was earned by Larsen & Toubro Ltd with Rs. 233.56 crore followed by Bharati Shipyard Pvt Ltd (Rs 195.39 crore) and ABG shipyard Ltd with Rs 171.10 crore. Loss was incurred by Chowgule & Co Ltd (Rs 19.89 crore) followed by Bristol Boat (Rs 0.57 crore).

Chart VII shows the financial performance in terms of profit/ loss of the major public and private sector companies engaged in ship building/ repair as on 31st March 2009.



Financial Performance (Income Earned) : Company - wise

Table No. 4.1

(2005 to 2009)

(Rs. in lakhs)

Sl. No.	Name of the Company	As on 31st March	Ship Building	Ship Repairing	Other resources	Total Income
(1)	(2)	(3)	(4)	(5)	(6)	(7)

A. PUBLIC SECTOR

1. Alcock Ashdown (Gujarat) Ltd.

2009	6629.83	12.65	731.64	7374.12
2008	6550.00	-	575.06	7125.06
2007	5734.80	-	4370.21	10105.01
2006	2208.00	-	173.19	2381.19
2005	567.46	-	138.05	705.51

2. Rajabagan Dockyard of CIWTC Ltd.

2009*	-	961.48 #	6145.82	7107.30
2008*	-	907.58	47.35	954.93
2006	-	364.46	43.23	407.69

3. Cochin Shipyard Ltd.

2009	98612.61	27006.10	2907.47	128526.18
2008	58164.00	25214.00	2339.00	85717.00
2007	47818.00	24153.00	12593.00	84564.00
2006	22220.00	15127.00	7942.00	45289.00
2005	12472.00	14802.00	5057.00	32331.00

4. Garden Reach Ship-Builders & Engineers Ltd.

2009	69035.00	93.00	14293.00	83421.00
2008	49721.00	630.00	14938.00	65289.00
2007	61163.00	484.00	20258.00	81905.00
2006	93173.00	57.00	10079.00	103309.00
2005	80298.00	685.00	10776.00	91759.00

5. Goa Shipyard Ltd.

2009	40158.00	7899.00	10655.00	58712.00
2008	31174.00	779.00	8141.00	40094.00
2007	24429.00	2278.00	2967.00	29674.00
2006	23459.00	1519.00	1898.00	26876.00
2005	13099.00	1084.00	1326.00	23722.00

6. Hindustan Shipyard Ltd.

2009	19416.73	20164.65	10246.77	49828.15
2008	28478.00	22297.00	239.00	51014.00
2007	21666.93	18218.93	90.78	39976.64
2006	17264.29	9922.52	4700.99	31887.80
2005	7036.17	14486.48	2174.96	23697.61

7. Hooghly Dock & Port Engineers Ltd.

2009	342.57	23.40	74.89	440.86
2008	78.11	182.67	95.32	356.10
2007	569.00	240.00	2394.82	3203.82
2006	1394.23	137.56	(-) 755.81	775.98
2005	539.50	596.82	1045.19	2181.51

8. Mazagan Dock Ltd.

2009	235174.00	21654.00	32385.00	289213.00
2008	232169.00	-	28812.00	260981.00
2007	187210.00	14.00	20464.00	207688.00
2006	45487.00	651.00	18217.00	64355.00
2005	51545.00	1720.00	13653.00	66918.00

9. Shallimar Works Ltd.

2009	698.02	261.70	661.00	1620.72
2008	54.82	444.17	90.94	589.93
2007	749.10	215.08	109.81	1073.99
2006	-	102.77	131.00	233.77
2005	-	80.34	126.20	206.54

*Merged with Garden Shipbuilders & Engineers Ltd. w.e.f. 1.1.2006

**Upto June, 2006. From 1st July, 2006 merged with Garden Reach Shipbuilders & Engineers Ltd. # Including incomes from shipbuilding also.

Financial Performance (Income Earned) Company - wise (2005 to 2009)

Table No. 4.1
(Contd...)

Sl. No.	Name of the Company	As on 31st March	Ship Building	Ship Repairing	Other resources	Total Income
(1)	(2)	(3)	(4)	(5)	(6)	(7)

B. PRIVATE SECTOR

10 Elite Shipyard Ltd.

2009**
2008**
2007**

11 Dempo Shipbuilding and Engineering Ltd.

12 ABG Shipyard Ltd.

13 Bharati Shipyard Pvt. Ltd.

14 Chowgule & Co. Ltd.

15 Alang Marine Ltd.

16 Empreiteiros Gerais Pvt. Ltd.

17 A.C. Roy & Comp. Ltd.

*Income including WIP.

** Closed down activities due to local conditions of the area.

Financial Performance (Income Earned) Company - wise (2005 to 2009)

Table No. 4.1
(Contd...)

(Rs. in lakhs)

Sl. No.	Name of the Company	As on March 31st	Income from			Total Income
			Ship Building	Ship Repairing	Other resources	
(1)	(2)	(3)	(4)	(5)	(6)	(7)

18 Bristol Boats

2009	-	16.65	14.62	31.27
2008	-	2.71	8.43	11.14
2007	220.43	93.64	6.00	320.06
2006	229.79	0.00	123.37	353.26
2005	53.07	6.13	10.01	69.21
2009	31148.46	-	988.49	32136.95
2008	43897.41	-	469.57	44366.98
2007	13903.72	-	-	13903.72
2006	8763.72	-	165.92	8929.64
2005	4266.67	-	164.17	4430.84

20 N. Shipbuilders & Engg. Pvt. Ltd.

2009	730.00	100.00	30.00	860.00
2008	-	40.01	124.00	164.01
2007	-	32.80	149.05	181.85
2006	-	72.91	85.34	158.25
2005	-	92.42	63.80	156.22

21 Larsen & Toubro Limited

2009	33646.57	1019.58	34666.15
2008	24854.70	675.10	25529.80
2007	...	...	...
2006	...	...	...
2005	...	...	...

Financial Performance (Expenditure) : Company-wise (2005 to 2009)

Table No. 4.2

Sl. No.	Name of the Company	As on 31st March	Operating expenses and other	Provision for Depreciation	Interest	Total Expenditure	Profit (+)/ Loss (-)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)

A. PUBLIC SECTOR

1	Alcock Ashdown (Gujarat) Ltd.	2009	7891.07	122.94	2933.13	10947.14	(-)3573.02
		2008	5964.62	117.43	790.95	6873.00	(+) 252.06
		2007	8295.91	78.21	108.96	8283.08	(+)1621.93
		2006	1817.21	66.20	328.69	2212.10	(+) 169.09
		2005	591.23	54.05	21.49	666.77	(+) 38.74
2	Rajabagan Dockyard of CIWTC Ltd.	2009*					
		2008*	1403.78	-	-	1403.78	(+)5703.52
		2007	995.84	50.37	1310.09	2356.30	(-)1401.37
		2006	816.23	51.03	1001.42	1868.68	(-)1460.99
		2009	119440.85	979.98	1898.64	122319.47	(+)6206.71
		2008	75006.00	969.00	357.00	76332.00	(+) 9385.00
		2007	76913.00	789.00	1051.00	78753.00	(+) 5811.00
		2006	41631.00	1062.00	773.00	43466.00	(+)1823.00
		2005	30004.00	724.00	393.00	31121.00	(+)1210.00
4	Garden Reach Ship-Builders & Engineers Ltd.	2009	66957.00	755.00	18.00	67730.00	(+)15691.00
		2008	53476.00	768.00	5.00	54249.00	(+)11040.00
		2007	56111.00	875.00	-	56986.00	(+)17504.00
		2006	60090.00	733.00	16.00	60839.00	(+)10131.00
		2005	45129.00	661.00	...	45790.00	(+)4856.00
5	Goa Shipyard Ltd.	2009	44626.00	429.00	1065.00	46120.00	(+)12592.00
		2008	28308.00	406.00	642.00	29356.00	(+) 10738.00
		2007	22448.00	389.00	31.00	22868.00	(+)6806.00
		2006	23626.00	381.00	21.00	24028.00	(+)2848.00
		2004	18249.00	295.00	128.00	18672.00	(+)5050.00
		2009	58087.20	692.67	5049.13	63829.00	(-)14000.85
		2008	43632.00	582.00	4454.00	44668.00	(+)1134.00
		2007	9082.00	406.00	3470.00	12958.00	(+) 27018.64
		2006	30368.38	407.15	492.78	31268.31	(+)619.49
		2005	23511.45	414.76	561.04	24487.25	(-)789.64
		2009	1654.51	60.25	3999.28	5714.04	(-)5273.18
		2008	1682.03	67.18	3795.59	5544.80	(-)5188.70
		2007	1522.90	70.48	8907.51	10500.89	(-) 7297.07
		2006	1914.84	78.74	2585.01	4578.59	(-)3802.81
		2005	3418.80	86.57	2868.32	6373.69	(-)4192.50
8	Mazagon Dock Ltd.	2009	248659.00	822.00	4.00	249485.00	(+)39728.00
		2008	222033.00	737.00	141.00	222911.00	(+)38070.00
		2007	180975.00	632.00	79.00	181686.00	(+) 26002.00
		2006	52509.00	679.00	197.00	53385.00	(+)10970.00
		2005	52191.00	745.00	606.00	53542.00	(+)13376.00
		2009	1614.71	35.89	1012.12	2663.62	(-)1042.90
		2008	605.01	28.73	985.81	1619.50	(-)1029.62
		2007	1118.24	22.07	893.22	2033.53	(+)959.54
		2006	516.25	25.10	781.67	1323.02	(+)1089.25
		2005	643.77	25.05	726.72	1395.54	(+)1189.00
9	Shalimar Works Ltd.	2009	1614.71	35.89	1012.12	2663.62	(-)1042.90

Financial Performance (Expenditure) : Company-wise (2005 to 2009)

(Rs. in lakhs)

Sl. No.	Name of the Company	As on 31st March	Operating and other expenses	Expenditure incurred on		
				Provision for Depreciation	Interest	Total Expenditure
(1)	(2)	(3)	(4)	(5)	(6)	(7)
						(8)
						Profit (+)/ Loss (-)

B. PRIVATE SECTOR

10	Elite Shipyard Ltd.	2009**	185.25	0.90	14.76	200.91	(-4.09
		2006	156.23	1.16	11.51	168.90	...
		2005	156.23	1.16	11.51	168.90	...
11	Dempo Shipbuilding and Engineering Ltd.	2009	4886.00	186.21	106.26	5178.42	(+246.42
		2008	1600.99	151.64	84.81	1839.68	(-257.15
		2007	2016.15	47.18	29.78	2152.77	(+52.71
		2006	2440.00	43.43	...	2486.57	(+81.21
		2005	1695.67	15.98	20.33	1731.98	(+191.51
12	ABG Shipyard Ltd.	2009	108109.50	1447.67	7395.44	7884.06	(+17110.44
		2008	67841.76	739.84	4246.62	72828.22	(+24595.80
		2007	57817.94	592.98	837.48	59348.38	(+11629.16
		2006	59080.71	362.35	1673.51	46416.82	(+8367.82
		2005	40092.52	313.20	441.44	33204.17	(+4474.55
13	Bharati Shipyard Pvt. Ltd.	2009	76266.46	1008.69	5133.49	82408.62	(+19539.78
		2008	51339.33	813.72	2159.62	82408.64	(+16198.67
		2007	76266.46	1008.69	5133.49	82408.64	(+19536.76
		2006	20563.65	146.85	976.80	21687.30	(+7815.39
		2005	14682.72	43.97	821.00	15547.69	(+3750.11
14	Chowgule & Co. Ltd.	2009	14987.85	1237.50	793.81	17019.17	(-1989.57
		2008	6793.17	996.26	633.55	8422.98	(-1909.94
		2007	559.55	614.15	280.96	1454.66	(-1050.36
		2006	2306.75	69.16	71.17	2447.08	(-569.01
		2005	6191.13	43.49	40.46	6275.08	(-76.62
15	...g Marine Ltd.	2008	...	...	...	...	...
		2007	1199.00	81.40	-	1280.40	(+12.18
		2006	993.72	65.78	-	...	(+12.14
		2005	...	...	...	...	...
16	Empreiteiros Gerais Pvt. Ltd.	2009	10.74	2.28	...	13.02	(+31.34
		2008	11.65	2.82	-	14.47	(+20.49
		2007	12.67	4.39	-	17.06	(+15.08
		2006	...	...	...	...	...
		2005	...	...	...	...	...
17	A.C.Roy & Comp. Ltd.	2009	1782.00	43.00	36.00	1861.00	(+205.00
		2008	1690.00	37.00	41.00	1768.00	(+180.00
		2007	1112.00	8.00	28.00	1148.00	(+72.00
		2006	959.00	189.00	22.00	999.00	(+67.00
		2005	102.27	5.79	11.61	119.67	(+31.44

Financial Performance (Expenditure) : Company-wise (2005 to 2009)

(Rs. in lakhs)

Sl. No.	Name of the Company	As on 31st March	Operating expenses and other establishment	Expenditure incurred on			(8)
				Provision for Depreciation	Interest	Total Expenditure	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)

18 Bristol Boats

2009	72.82	15.49	0.03	88.34	(-57.07		
2008	61.81	15.47	8.64	85.92	(-74.78		
2007	221.58	14.12	18.33	254.03	(-) 54.95		
2006	284.90	13.63	18.84	317.37	(+)29.66		
2005	93.37	13.81	13.67	120.85	(-)51.64		

19 Tebma Shipyard Ltd.

2009	18049.14	941.24	3092.05	22082.43	(+)13733.83		
2008	35795.38	340.47	1339.55	37475.40	(+) 6891.58		
2007	13404.18	103.89	382.93	13294.51	(+) 609.21		
2006	8353.13	44.82	6.63	8404.58	(+)525.06		
2005	4217.39	8.87	7.49	4233.75	(+)197.09		

20 N.N. shipbuilders & Engg. Pvt. Ltd.

2009	710.00	2.00	12.00	724.00	(+)136.00		
2008	160.00	1.00	...	161.00	(+) 3.01		
2007	164.04	0.50	-	164.54	(+)17.31		
2006	143.00	0.03	1.50	144.53	(+)13.72		
2005	291.32	0.03	2.87	294.22	(-)138.00		

21 Larsen & Toubro Limited

2009	2173.42	3481.66	...	2173.42	(+)23356.38		
2008	...	...	...	3481.66	(+)31184.49		
2007	...	...	...	...	...		
2006	...	...	...	...	...		
2005	...	...	...	...	...		

* Merged with Garden Reach Shipbuilders & Engineers Ltd. w.e.f. 1.7.2006.
**Closed down activities due to local conditions of the area

INTERNATIONAL SCENARIO

Section -5

5. INTERNATIONAL SCENARIO

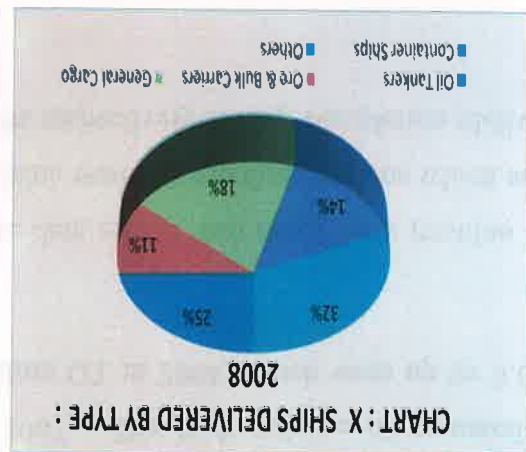
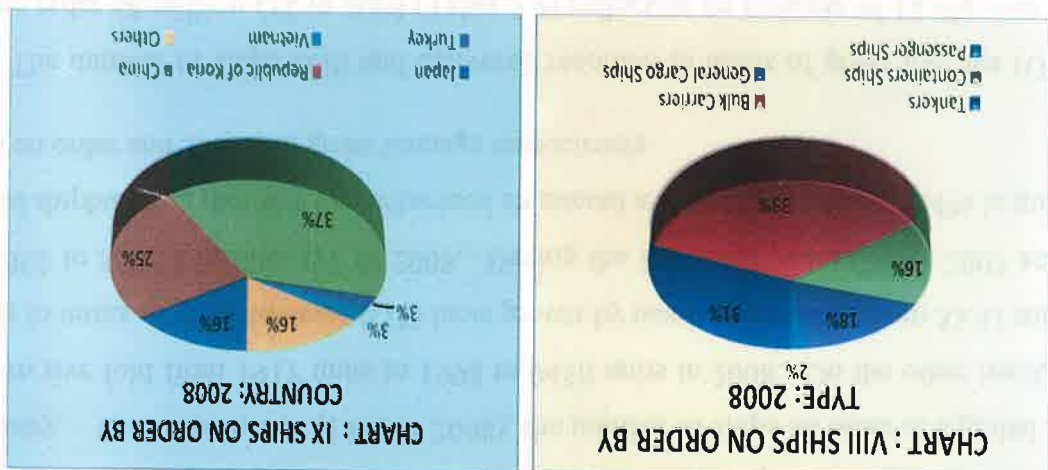
5.1. This section comprises comparative time series data on ship building activity in term of order and completion and by type and country (Table 5.1 to 5.6).

5.2. The number of ships on order reflects the demand side dynamics of the world shipping industry. Over the decade (1998 to 2008), the number of ships on order at a global level has grown five fold from 1917 units in 1998 to 9450 units in 2008. On the other hand, ships in order in terms of gross tonnage (GT) have grown by nearly seven-fold from 53.41 million GT in 1998 to 369.18 million GT in 2008. During the last three years (2006, 2007 and 2008), world shipbuilding industry has witnessed an annual average increase of 29.4% in numbers of ship on order and 33.6% in gross tonnage respectively.

5.3. The number of ships built and delivered recorded in terms of gross tonnage (GT), were of the order 68 million GT in 2008 (Table 5.4) reflecting an increase of 18.4% over 57.5 GT completed in 2007. In terms of number, the total number of ships completed increased to 3038 units in 2008 from 2561 units in 2007. The high volume of completions was contributed by tanker deliveries of 21.2 million GT in 2008, which were up by 3.6 million GT over the previous year (Table 5.5).

5.4. Tables 5.2 and 5.4 provide country-wise data on the ship order book position and ship completion. Republic of Korea, Japan and China were the top three nations which accounted for a global share of 38.5%, 27.5% and 20.9% respectively in ship completion (deliveries) in terms of gross tonnage in 2008.

5.5. The different types of ships on order and delivered in the world may be seen from the following charts.



**World Ship-building - Ships On Order And Completed
During The Years (1st July) 1998 - 2008**

Table No. 5.1

Year	Ships on Order *			Ships Completed @
	No	1000 gt	No	
(1)	(2)	(3)	(4)	(5)

1998	1917	53416	1729	25334
1999	1752	52933	1564	27649
2000	1905	65147	1650	31766
2001	2055	74141	1695	31342
2002	1851	66778	1709	33557
2003	2383	88663	1731	36786
2004	3338	127396	1931	40586
2005	4324	162852	2317	46904
2006 **	5645	206741	2447	52118
2007	7433	279510	2561	57459
2008	9450	369187	3038	68006

* Ships of 300gt and Over.

@ Merchant Ships of 100gt and Over.

** As on 1st October, 2006.

Source : Shipping statistics year book 2009

Ships on Order by Major Types and Country of Build
(As on 1st July, 2008)

Table No.5.2

Ships of 300 gt. And above

Country	Tankers		Bulk Carriers		Container Ships		General Cargo Ships		Passenger Ships		Total	
	No.	1000gt	No.	1000gt	No.	1000 TEU	No.	1000gt	No.	1000gt		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
of Build	No.	1000gt	No.	1000gt	No.	1000 TEU	No.	1000gt	No.	1000gt	No.	1000gt+TEU
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)

Japan	470	18633	716	34520	65	309	255	7654	2	22	1508	61138
Korea Rep. of	1175	61240	573	32312	539	4087	115	4488	2	69	2404	102196
Italy	6	133	-	-	-	-	-	-	41	2153	47	2286
China PR of	796	27792	1490	66603	524	1427	683	9334	19	357	3512	105513
Germany	16	152	3	62	102	178	57	772	16	1285	194	2449
Poland	6	115	-	-	26	69	32	593	7	43	71	820
Croatia	47	774	2	60	-	28	864	5	46	82	1744	1744
Spain	11	806	-	-	2	10	81	13	288	36	1177	1177
Romania	27	833	9	810	33	154	18	76	-	87	1873	1873
Denmark	-	-	8	720	4	31	8	231	-	20	982	982
US	52	584	-	-	-	5	222	-	-	57	806	806
Taiwan	-	-	-	-	70	323	-	-	-	70	323	323
Ukraine	9	269	11	918	-	31	134	215	-	51	1321	1321
Netherlands	-	-	-	-	1	40	135	-	-	41	135	135
Bangladesh	-	-	-	-	-	-	-	-	-	8	662	662
France	-	-	-	-	-	-	-	-	-	61	1846	1846
Russia	27	1705	-	-	-	34	141	-	-	245	1783	1783
Turkey	188	1169	11	469	25	31	21	114	-	0	0	0
Norway	-	-	-	-	-	-	-	-	-	0	0	0
Portugal	-	-	-	-	-	-	-	-	-	27	368	368
Bulgaria	-	-	10	280	-	17	88	-	-	121	4123	4123
Philippines	7	126	86	3814	28	183	-	-	-	0	0	0
Egypt	-	-	-	-	-	-	-	-	-	6	713	713
Finland	-	-	-	-	-	-	-	-	9	18	150	2639
India	-	-	79	2257	-	62	364	-	9	16	9	16
Lithuania	-	-	-	-	-	-	-	-	-	37	640	640
Iran	17	-	16	-	5	11	-	-	15	37	37	37
Australia	-	-	-	-	-	-	-	-	10	6	37	667
Brazil	20	581	2	66	5	14	-	-	-	-	667	667
Slovakia	-	-	-	-	-	-	34	82	-	34	82	82
Indonesia	6	180	10	289	1	0	15	88	-	32	557	557
Singapore	-	-	1	14	1	1	-	-	10	63	12	78
Vietnam	28	704	88	2283	20	23	140	1088	-	276	4098	4098
Argentina	6	92	1	16	-	-	-	-	-	7	108	108
UAE	7	111	-	-	-	-	-	-	-	7	111	111
Chile	-	-	-	-	-	-	-	-	-	0	0	0
Others	35	133	2	13	-	-	66	383	39	68	142	597
Total	2956	116211	3118	146056	1451	6843	1714	27147	211	5846	9450	369187*

* Total of all container and all type of Ships will not tally with grand total as unit of Container Ships is in TEUs.

Ship on order by Type

As on 1st July, 2005-2008

Ships of 300gt and over

Table No. 5.3

Ship Type	2005		2006 *		2007		2008	
	No of Ships	1000gt	No of Ships	1000gt	No of Ships	1000gt	No of Ships	1000gt
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)

Tankers	1525	64473	2248	94175	2766	109523	2956	116211
Bulk Carriers	802	34905	938	41624	1768	82067	3118	146043
Container Ships	1133	47777	1250	49495	1402	5569	1451	6843
General Cargo Ships	704	11479	1032	15695	1287	21307	1714	27147
Passenger Ships	160	4218	177	5752	210	6235	211	5846
Grand Total	4324	162852	5645	206741	7433	279510	9450	369187

The column wise total will not tally with grand total as the figures in respect of container ship are in TEUs

* Figures as on 1st October, 2006.

Source: Shipping Statistics Year Book 2009.

Merchant Ships Completed By Country Of Build

(2005-2008)

(Ships of 100 gt & Over)

Country of Build	2005		2006		2007		2008	
	No.	1000 gt	No.	1000 gt	No.	1000 gt	No.	1000 gt

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
-----	-----	-----	-----	-----	-----	-----	-----	-----

(1) Belgium	12	24.9	11	30.0	11	29.9	11	46.9
(2) Brazil	7	493.2	4	538.0	5	854.0	5	563.9
(3) Denmark (a)	1	6.9	4	226.0	4	288.2	5	307.6
(4) Finland	8	43.8	5	143.0	3	191.2	6	232.8
(5) France	437	6490.4	491	7695.0	644	10590.9	875	14241.4
(6) China	68	1236.5	46	883.0	73	1380.2	77	1407.1
(7) Germany FR of (b)	22	357.2	14	512.0	37	724.2	47	715.6
(8) Italy	322	17520	378	18843.0	427	20656.0	519	26231.4
(9) Korea, Rep. Of	507	16448.6	529	18103.0	530	17512.5	559	18747.6
(10) Japan	77	173.8	80	187.0	50	187.8	40	150.4
(11) Netherlands	10	9.7	16	24.0	9	58.1	13	70.2
(12) Norway	55	786.8	56	834.0	55	589.8	53	664.2
(13) Poland	79	93.6	41	97.0	53	228.6	50	207.4
(14) Spain	-	-	-	-	1	8.0	-	-
(15) Sweden	8	2.6	4	2.0	1	1.0	3	4.1
(16) United Kingdom	71	440.5	54	282.0	79	174.1	107	168.9
(17) United States	633	2775.7	714	3719.0	578	4835.7	668	4246.5
(18) Other Countries	2317	46904.2	2447	52118.0	2561	57459.0	3038	68006.0
World Total	36	49.8#	48	84.2#	41	222.9#	43	202.5#
India*								

(a) Includes Faeroes.

(b) Figures for the Federal Republic of Germany include the former German Democratic Republic.

* Data relates to vessels of all size of capacity completed during the financial year ended on 31st March.

Capacity is in term of DWT

Source : Shipping Statistics Year Book 2009 for countries other than India.

World Merchant Ships Completed By Principle Types

(1980-2008)

Table No. 5.5

Year	Oil Tankers		Bulk/Oil Carriers(a)		Ore & Bulk Carriers		General Cargo(b),(d)		General Cargo	
	No.	1000gt	No.	1000gt	No.	1000gt	No.	1000gt	No.	1000gt
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)

(Ships of 100gt and over)

1980	235	3943	5	318	120	2627	335	2485	284	210
1985	174	2739	11	442	325	8578	293	2366	201	172
1986	143	3778	10	659	198	6695	200	1612	148	122
1987	134	3052	6	499	105	3847	147	2133	129	83
1988	173	4131	2	207	50	2088	153	1790	166	105
1989	161	5013	2	42	103	3844	309	1180	...	...
1990	151	5079	-	-	123	5536	350	1598	...	...
1991	175	6782	9	619	78	3083	386	1556	...	...
1992	253	9275	14	854	64	2527	337	1698	...	...
1993	268	9592	5	242	89	3910	322	1418	...	...
1994	183	5459	2	91	192	6368	322	1594	...	...
1995	163	6104	-	-	258	8459	314	1511	...	...
1996	159	6281	3	195	272	9508	338	1661	...	...
1997	92	3866	4	305	309	9950	342	1926	...	...
1998	140	6599	-	-	206	6039	289	2929	...	...
1999	172	10045	4	252	187	6749	274	3453	...	...
2000	225	11611	-	-	183	6962	311	3565	...	...
2001	183	8137	2	78	309	11101	202	1589	...	...
2002	254	12771	-	-	225	7726	194	1828	...	...
2003	375	16874	2	142	163	6323	204	2299	...	...
2004	387	15662	-	-	256	10260	258	2792	...	...
2005	426	16615	-	-	311	12492	383	3311	...	...
2006	439	14195	-	-	315	13257	292	1498	...	...
2007	582	17619	-	-	323	13398	505	4948	...	...
2008	750	21204	-	-	352	13300	540	6294	...	...

World Merchant Ships Completed By Principle Types

(1980-2008)

(Ships of 100gt and over)

Year	Container Ships(c/d)		Liquefied Gas & Chemical Carriers		All Fishing Types		Miscellaneous		Total	
	No.	1000gt	No.	1000gt	No.	1000gt	No.	1000gt	No.	1000gt
(1)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)

1980	60	1375	113	868	715	408	545	867	2412	13101
1985	65	1532	94	593	380	205	421	1529	1964	18157
1986	61	1806	82	444	391	240	401	1487	1634	16845
1987	41	1125	60	202	526	260	380	1058	1528	12259
1988	38	1473	55	153	576	380	362	583	1575	10909
1989	46	1247	97	653	518	377	363	881	1593	13236
1990	68	1655	117	789	498	334	365	894	1672	15885
1991	78	1910	131	963	367	238	350	945	1574	16095
1992	88	2173	125	883	231	197	394	1026	1506	18633
1993	92	2083	131	1137	229	137	424	1196	1560	19714
1994	142	3128	106	1333	160	137	359	736	1466	18845
1995	166	3706	106	1243	157	86	401	1128	1565	22236
1996	201	4591	149	1746	175	99	435	1448	1732	25527
1997	247	5761	124	1627	186	94	546	1300	1850	24828
1998	256	6034	150	1759	164	74	524	1900	1729	25334
1999	124	2929	133	2186	144	104	526	1930	1564	27649
2000	155	2571	67	2028	247	163	462	2078	1650	31768
2001	188	6980	51	616	262	124	498	2717	1695	31342
2002	201	7217	64	1521	140	73	631	2420	1709	33556
2003	176	6282	107	2608	137	96	567	2162	1731	36786
2004	179	7105	90	2687	161	102	600	1978	1931	40586
2005	268	10307	86	2686	123	50	720	1443	2317	46904
2006	352	14640	124	3768	75	51	850	4685	2447	52118
2007	398	14563	133	4381	41	31	579	2519	2561	57459
2008	429	16259	171	7928	33	37	763	2983	3038	68006

(a) : Includes Ore/Oil Carriers.

(b) : Ships of 2000 gt. and over upto 1988.

(c) : Ships of 2000 gt. upto 1988.

(d) : Since 1998 all ships of 100 gt. and over are included.

Source : Shipping Statistics Year Book, 2009.

Table No. 5.6

Total Order Book - By Country of Build (As on 1st July, 2008)

(Ships of 300 gt and over)

Country	2007		2008	
	Total Order Book		Total Order Book	
	No	1000cgt	No	1000cgt

1

2

3

4

5

6

7

China, PR of

2355

40001

76513

3512

60635

119199

Croatia

64

1230

1878

62

1201

1803

Denmark

15

607

1256

20

598

1344

Finland

11

815

921

6

628

713

France

9

910

901

8

672

662

Germany, FR of

200

3963

4488

185

3710

4170

Italy

74

2762

2483

60

2521

2232

Japan

1381

30182

62419

1508

30990

64277

Korea, Republic of

1885

55998

103464

2404

70514

142361

Netherlands

117

740

582

52

324

245

Poland

80

1488

2083

72

1136

1546

Romania

86

1519

2480

107

2081

3406

Russia

70

745

798

87

749

732

Spain

55

791

760

32

526

492

Turkey

242

2436

2072

253

2490

2074

U.S

33

633

939

28

577

821

Other Countries

756

9585

15472

1054

13439

23110

Total

7433

154405

279509

9450

192791

369187

Source: Shipping Statistics Year Book 2009

TERMINOLOGY USED IN SHIPPING

A. Terms Relating To A Ship

Ballast - Any material intended to provide stability to the ship when it is otherwise empty.

Bunker - Ship-space for storing fuel (Coal, Oil etc.).

Cargo Tonnage/Freight Ton - It refers to the earnings cargo carried by a ship and is expressed as either a weight or measurement. In the British countries the long tons of 2240 pounds for 40 cubic feet and under the metric system as in India, the metric tonne of 1000 Kg. for a cubic metre.

Dead Weight Tonnage (DWT) - It is the number of tons (2240 pounds) of stores, fuel and cargo that a ship can transport. This presents the actual carrying capacity of a ship.

Displacement Light - The weight of a ship without stores, bunker fuel, cargo, passengers and crew.

Displacement Loaded - The weight of a ship plus stores, bunker fuel, cargo, passengers and crew.

Draft - The depth necessary to submerge a ship to her load line.

Gross Registered Tonnage (GRT) - It applies to the vessel and not to cargo. It is the weight of the volume occupied by the closed - in - space of a ship taking 100 cubic feet of such closed-in-spaces as equivalent to one vessel ton. It thus refers to the cubic capacity of the vessels.

Lighterage - Loading into and discharging out of lighters.

Load Line - The outer line on the body of a ship up to which she submerges in water with safety. It varies according to the seasons and waters in which she plies.

Net Registered Tonnage (NRT) - It refers to the earning space capacity of a ship, available for the storage of cargo and accommodation of passengers. It is obtained by deducting from GRT the cubic capacity space (taking 100 cu. feet. = 1 ton) occupied by stores, fuel, machinery crew etc. and which does not represent the earning capacity of the ship.

Port Side - Left side of a ship.

Shipping Order - Authority given to a shipper to deliver the goods for loading.

Starboard Side - Right side of a ship.

B. TERMS RELATING TO TYPE OF SHIPS

Barge - A term applied to a flag officer's boat in naval usage, or to an elegantly fitted boat, or craft of ceremony propelled by oars or mechanically and reserved for the use of high officials when transported in State. In a legal sense a barge is usually held to be a boat or vessel and hence it is within the letter of the laws relating to such craft.

Bollard - Single or double cast steel post secured to a wharf or pier and used for mooring vessels by means of lines extending from the vessel and fastened to the wharf or pier.

Bollard Pull - The amount of pull exerted on a bollard of a ship.

Breaking Bulk - The commencing of discharging of cargo from ship.

Cargo Ship - A ship which is not a passenger ship

Coaster - A vessel specially designed, equipped, manned and licensed to engage regularly in the coasting trade, whether plying coast-wise or making short sea passage within certain specified geographical limits.

Coasting Ship - A ship exclusively employed in trading between any port or place in India and any other port or place in the continent of India or between ports or places in India and port or places in Sri Lanka, Bangladesh or Myanmar.

Collier - Generally a coastal ship designed to carry coal.

Craft - A term in marine parlance applied to every kind of vessels but more especially to small vessels when referred to collectively. For marine insurance purposes, a craft is any barge, lighter, river trades or any other boat or vessel employed in carrying, shipping or discharging the goods insured.

Dumb Barge - A barge which has no means of self propulsion in the way of sails or engine power and which has to be towed or is allowed to drift under the influence of the tide or current.

Fishing Vessel - A ship fitted with mechanical means of propulsion which is exclusively engaged in sea fishing for profit.

Foreign-Going Ship - A ship not being a home trade ship employed in trading between any port or place in India and any other port or place or between ports or places outside India.

Freighter - A ship designed to carry general cargo (with a limited passenger accommodation) operating on fixed routes with fixed sailing schedules and serving a group of ports.

Home-Trade Ship - A ship not exceeding three thousand tons gross which is employed in trading between any port or place in India and any other port or place in the continent of India or between ports or places in India and ports or places in Sri Lanka, Maldives Islands, Federation of Malaysia, Singapore, Bangladesh or Myanmar.

Hopper Barge - A steel or wooden barge with hopper doors employed in harbours and used for the disposal of mud, gravel, sand etc., taken from a dredger and then conveyed to a dumping ground where the cargo is discharged through the bottom; also called 'dump scow'.

Inland Steam Vessel - A steam vessel which ordinarily plies on inland water.

Compensated Gross Tonnage (cgt) - Calculated by multiplying the tonnage of a ship by a coefficient, which is determined according to type and size of a particular ship. cgt is used as an indicator of volume of work that is necessary to build a gross ship.

Gross Tonnage (gt) - gt indicates that the ship has been measured in accordance with the requirements of the International Convention on Tonnage Measurement of Ships 1969 and is derived by formula in accordance with those requirements.

Lash - Lighter abroad ship.

Launch - A large, heavy and beamy ship's boat with flat floors and rather shallow draft, formerly used and designed for carrying stores and men.

Liner Ship - A ship that plies on a regular scheduled services between groups of ports. The ships of a liner company are common carriers, offering cargo space or passenger accommodation to all shippers and passengers who require them. A liner company is generally engaged on trade-routes where large volume of cargo or passenger traffic is available.

Mooring Vessel - A vessel which is secured by moorings.

Oil and Bulk Carriers - A bulk cargo ship designed to carry ore and oil enabling it thereby to be loaded in both directions.

Passenger Liner - A ship or vessel employed in carrying passengers, mail and goods at stated intervals between regular ports.

Passenger Ship - A ship carrying more than twelve passengers.

Pilgrim Ship - A ship which makes a voyage to or from the Hedjaz during the season of the pilgrimage and which carries pilgrims in a proportion of not less than one pilgrim for every one hundred tons of the gross tonnage of the ship.

Reefer - A vessel with refrigerating facilities

Rig - The Rig of a vessel is the distinctive manner in which her masts and sails are disposed.

Roll On/Roll Off vessel - It is frequently called a vehicle FEERY. It is designed for the conveyance of road vehicles and private cars. At each terminal port, a tramp or linkspan is provided enabling the vehicles to drive on or off the vessels, thereby eliminating crantage and cargo handling (and also pilferage) and permitting a quick turn round of the ship.

Sailing Vessel - Any description of vessel provided with sufficient sail area for navigation under sails alone - whether or not fitted with mechanical means of propulsion, and would include rowing boat or crane but does not include a pleasure craft.

Sea-going Vessel - A vessel proceeding to sea beyond inland water or beyond waters declared to be smooth or partially smooth by the Central Government by notification in the official Gazette.

Steam Vessel - Every description of vessel propelled wholly or in part by the agency of steam.

Survey Vessel - Mechanically propelled sea-going vessel specially built and equipped to carry out hydrographic and other nautical surveys in coastal waters and on the high seas. Surveying vessels are in most instances Government owned.

Tanker - A cargo ship constructed or adopted for carriage in bulk of liquid cargoes of an inflammable nature.

Tramp - A cargo ship operating in all ports of the world without a fixed route and sailing schedule in search of primarily bulk cargo carried generally in ship-loads.

Trawler - A sail or mechanically propelled vessel engaged in sea fisheries with a drag net, the most modern development of which is the otter trawl; also called dragger.

Tug Boat - A mechanically propelled vessel of small tonnage with little or no cargo capacity, used for towing or assisting vessels at sea, in or out of harbour, rivers, and docks, also for coastal or harbour towage of barges, lighters and other small craft; also called tow boat, tug.

Unberthed Passenger - A passenger of the age of twelve years or upwards for whom no separate accommodation in any cabin, state room or saloon is reserved. In the computation of passengers, two persons of the age of one year or upwards and under the age of twelve years shall be reckoned as one unberthed passenger.

Unberthed Passenger Ship - A ship carrying more than thirty unberthed passengers.