



# **STATISTICS OF INDIA'S SHIP BUILDING AND SHIP REPAIRING INDUSTRY**

**2009-10**



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

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सत्यमेव जयते

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## P R E F A C E

Transport Research Wing (TRW) is the nodal agency of both Ministry of Shipping and Ministry of Road Transport & Highways 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 2009-10" 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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# CONTENTS

Tables		Page No.
<b>AN OVERVIEW</b>		
		i-ix
<b>SECTION – 1: INDIA’S SHIP-BUILDING INDUSTRY</b>		
	INTRODUCTION	1-4
1.1	Ship Building Capacity of the Company–By Type and Size (As on 31 <sup>st</sup> March, 2010)	5-7
1.2	Ship Building Capacity–By Company Wise (2006-07 to 2009-10)	8
1.3	Ship Order Book Position–By Type of Vessel (As on 31 <sup>st</sup> March, 2010)	9-10
1.4	No. of Ships on Order, Company- wise (2007-10)	11
1.5	Size and Number of Ships Delivered, Company- wise (2006-07 to 2009-10)	12-14
1.6	No. of Ships on Order and Number of Ships Delivered, Company- wise (2006-07 to 2009-10)	15
1.7	No. of Ships-By Keel Laid, Launched and Ships Under Construction, Company- Wise (2006-07 to 2009-10)	16-17
<b>SECTION – 2: INDIA'S SHIP-REPAIRING INDUSTRY</b>		
	INTRODUCTION	18-22
2.1	Ship Repairing Capacity of the Company (As on 31 <sup>st</sup> March, 2010)	23-24
2.2	Ship Repairing Capacity-By Company and Maximum Size (2006- 2010)	25
2.3	Ship Repairing Facilities, Company- wise for Dry Docks &Wet Docks (As on 31 <sup>st</sup> March, 2010)	26
2.3a	Ship Repairing Facilities, Company- wise for Other Facilities (As on 31 <sup>st</sup> March, 2010)	27-28
2.4	No. of Ships Repaired and Earnings, Company-wise (2006-07 to 2009-10)	29-31
2.5	Dry Dock & Ship Repairing Facilities at Major Ports (2009-10)	32-33
2.6	Dry Dock Hire Charges Existing at Major Ports	34-36
2.7	Equipments Available at Major Ports	37-38
<b>SECTION – 3: EMPLOYMENT IN SHIP- BUILDING/SHIP - REPAIRING INDUSTRY</b>		
	INTRODUCTION	39-40
3.1	Employment in Ship-Building/Ship-Repairing Companies (As on 31 <sup>st</sup> March, 2010)	41
3.2	Employment Pattern in Ship-Building/Ship-Repairing Companies (2006-2010)	42
<b>SECTION – 4: FINANCIAL POSITION OF SHIP-BUILDING/ SHIP-REPAIRING COMPANIES</b>		
	INTRODUCTION	43
4.1	Financial Performance (Income Earned), Company wise (2006-2010)	44-45
4.2	Financial Performance (Expenditure), Company wise (2006-2010)	46-47
<b>SECTION – 5: INTERNATIONAL SCENARIO</b>		
	INTRODUCTION	48-49
5.1	Ships on Order and Completed (1998-2009)	50
5.2	Ships on Order by Major Types and Company of Build (As on 1 <sup>st</sup> July, 2010)	51
5.3	Ships on Order by Type (2007-10)	52
5.4	Merchant Ships Completed –By Country of Build (2006-09)	53
5.5	World Merchant Ships Completed- By Principal Types (1980-2009)	54-55
5.6	Total Order Book – By Country of Build (As on 1 <sup>st</sup> July, 2010)	56
<b>APPENDIX</b>		
	Terminology Used in Shipping	

## ACRONYMS

- - Nil

**Neg** - **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

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# 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 entrepreneurship 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 window of opportunities for Indian yards in which both public and private sectors are capitalizing on them.

2. India is peninsular in nature having a coastline of about 7,500 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 2009-10. As on 31<sup>st</sup> March 2010, Indian Shipping tonnage was 9.6 million Gross Registered Tonnage (GRT) with 998 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. 1<sup>st</sup> July 2006.)
- Goa Shipyard Limited, Goa

UNDER THE CONTROL OF STATE GOVERNMENTS:

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

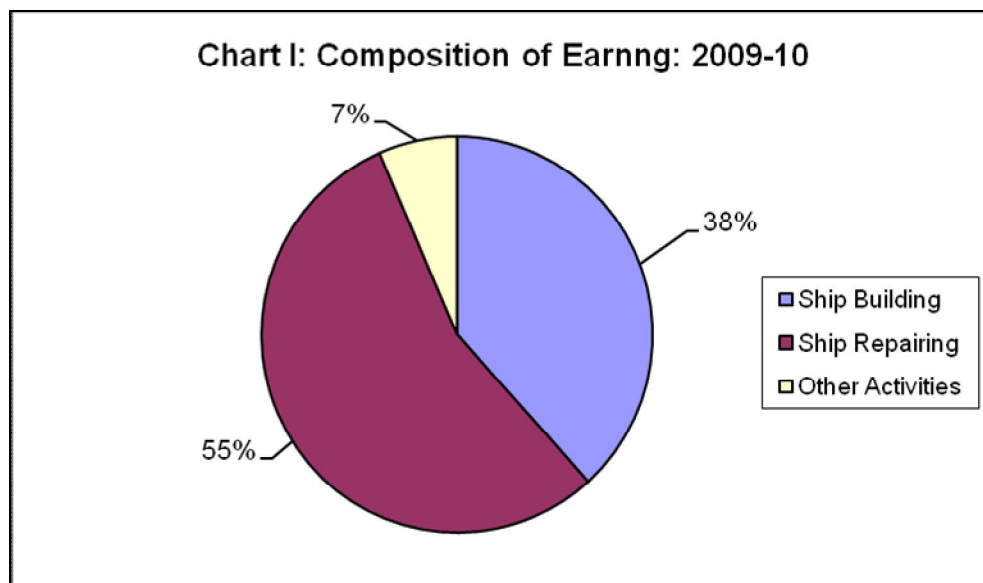


## 6.1. HINDUSTAN SHIPYARD LIMITED (HSL)

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.



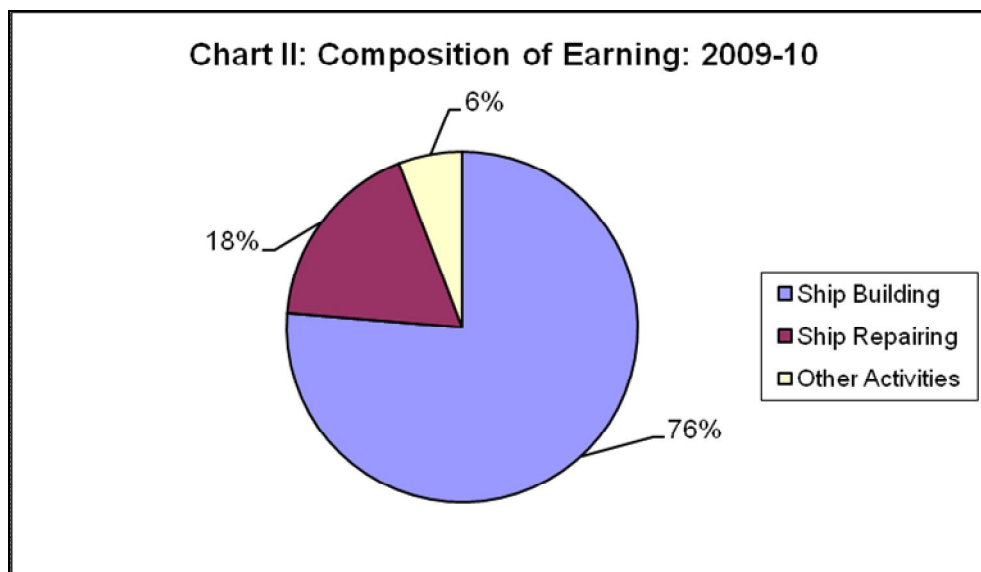
## 6.2. COCHIN SHIPYARD LIMITED (CSL)

Cochin Shipyard is 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.

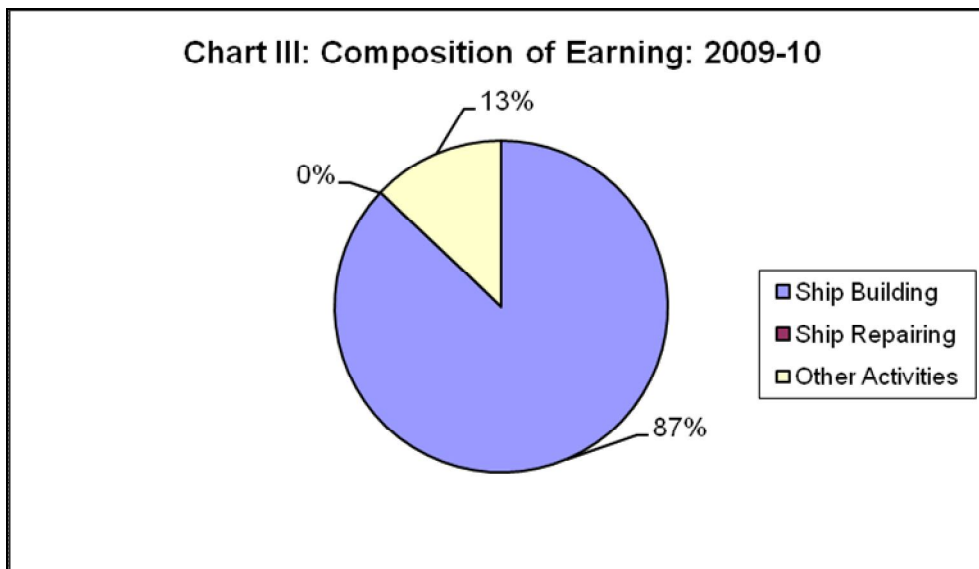


### 6.3. HOOGHLY DOCK & PORT ENGINEERS LIMITED, KOLKATA (HDPEL)

HDPEL, 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”

6.3.1. 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 then M/o Surface Transport now (Ministry of Shipping). The company has two production units at Saikia and Nazirgunze in Kolkata.

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



## 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 8<sup>th</sup> 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 14<sup>th</sup> August, 2007. Government of India has decided to liquidate the committed liability for payment of subsidy for ongoing shipbuilding contracts entered upto 14<sup>th</sup> August, 2007, the date of expiry of the subsidy scheme.

Department of Shipping has issued the modified guidelines dated 25<sup>th</sup> 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 25<sup>th</sup> October 2002 and thereafter by Non - Central Public Sector Shipyards and Private Sector Shipyards upto 14<sup>th</sup> 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. 179.20 crore in 2009-10 with a major share going to public shipyards (Table No-A) and on export orders (Table No-B).

<b>Year</b>	<b>Public Shipyards</b>	<b>Private Shipyards</b>	<b>Total</b>
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
2009-10	107.40	71.80	179.20

<b>Year</b>	<b>Domestic Orders</b>	<b>Export Orders</b>	<b>Total</b>
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
2009-10	18.96	160.24	179.20

## **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 30per 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 30per 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 parity 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 current status 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 31<sup>st</sup> March 2010. 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.

**Section-1**

**INDIA'S SHIP-BUILDING INDUSTRY**

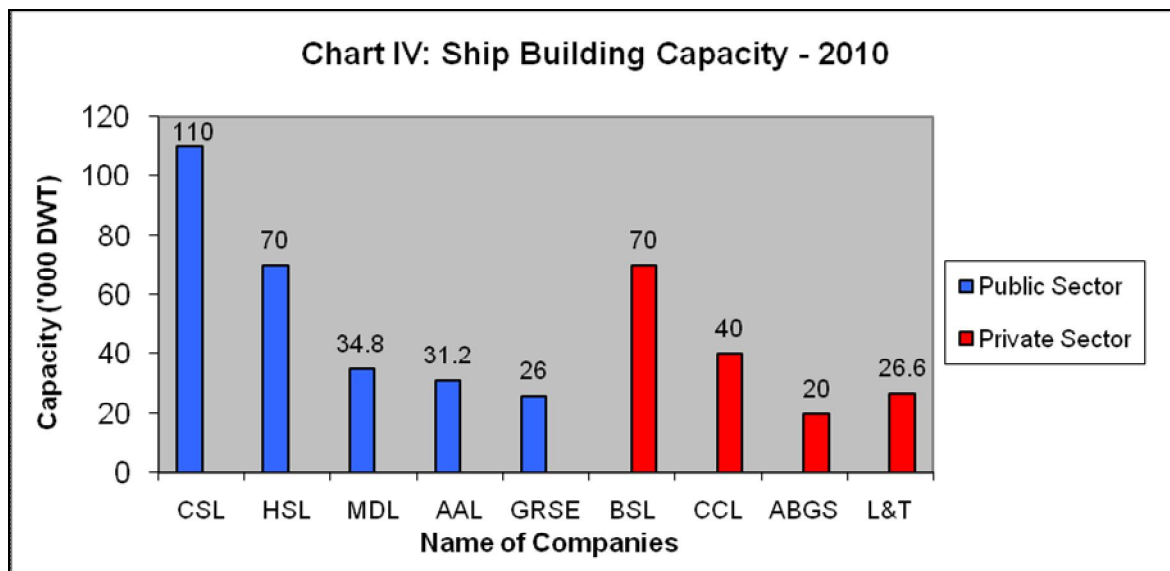


# India's Shipbuilding industry

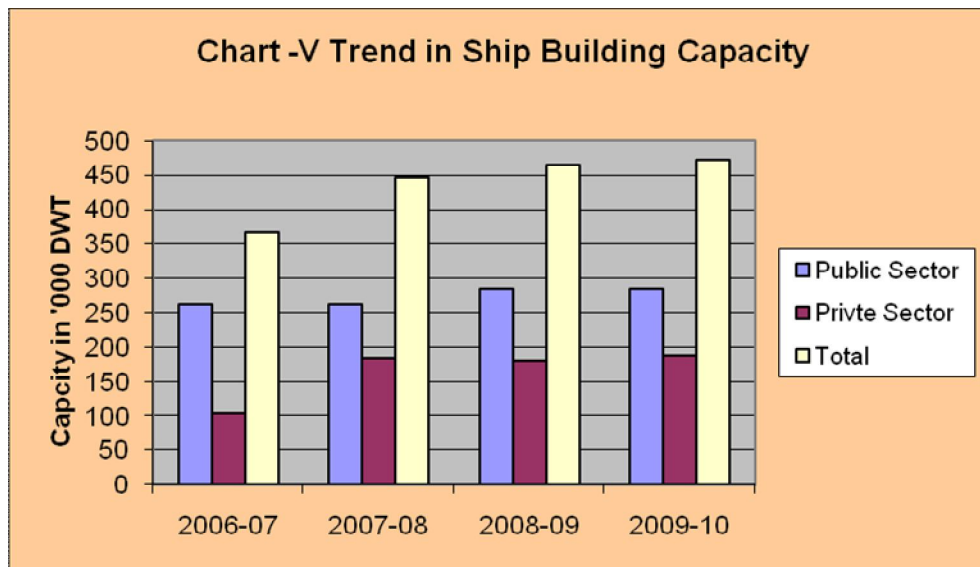
## SHIPBUILDING CAPACITY:

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 tonnes (one tonne = 2240 pounds) of stores, fuel and cargo that a ship can carry.

1.2. In 2009-10, the total shipbuilding capacity was estimated at 471.8 thousand DWT comprising of 284.6 thousand DWT in the public sector and 187.2 thousand DWT in the private sector. 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 31<sup>st</sup> March 2010.



1.3. India's ship building capacity at 471.8 thousand DWT in 2009-10 rose by 1.4 % over the level of 465.2 thousand DWT in 2008-09. Larsen & Toubro Limited (L & T Ltd) was the only company which expanded its ship building capacity in 2009-10 to 26.6 thousand DWT from 20 thousand DWT in 2008-09. Chart -V given on next page depicts the comparative picture of ship building capacity (in terms of their DWT) of domestic shipbuilding companies both in the public and private sector in India over the period of 2006-07 to 2009-10.



### SHIPS ON ORDER

1.4. In the public sector category, in terms of numbers, Goa Shipyard Ltd. had the highest number of ships on order (62) in public sector category followed by Garden Reach Ship Builders & Engineers Ltd. (58), Cochin Shipyard (17) and Mazagon dock Ltd (16). In terms of DWT, Hindustan Shipyard Ltd. stood first as it had 318.7 thousand DWT followed by Cochin Shipyard Ltd. with 23.4 thousand DWT and Mazagon dock Ltd with 18.8 thousand DWT.

1.5. Amongst the reporting ship building companies in the private sector, ABG Shipyard Ltd. has the highest number of ships on order (84) with a total capacity of 1728.1 thousand DWT followed by Bharati Shipyard Ltd. (56) number of ships on order with a total capacity of 252.5 thousand DWT, Larsen &Toubro Ltd (7) with 75.1 thousand DWT, Chowgule & Co.Ltd (18 ) with 73.1 thousand DWT respectively in 2009-10.

### COMPOSITION OF ORDER BOOK POSITION:

1.6. In the current order book, out of total 420 ships, 199 are in public sector yards and 221 are in private sector yards amounting to 385.9 thousand DWT and 2182.8 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.

<b>Table- 3: Current Order Book By Types of Vessels</b>							
<b>(As on 31<sup>st</sup> March, 2010)</b>							
('000 DWT)							
<b>Yards</b>	<b>Vessel Type</b>	<b>Tankers</b>	<b>Dry Cargo</b>	<b>Bulk Cargo</b>	<b>Passengers</b>	<b>Others</b>	<b>Total</b>
<b>Public Sector</b>	<b>No.</b>	6	-	6	4	183	<b>199</b>
	<b>DWT</b>	6.7	-	318	1.5	59.7	<b>385.9</b>
<b>Private Sector</b>	<b>No.</b>	-	6	49	1	165	<b>221</b>
	<b>DWT</b>	-	30.9	1772.8	1.1	378	<b>2182.8</b>
<b>Total</b>	<b>No.</b>	<b>6</b>	<b>6</b>	<b>55</b>	<b>5</b>	<b>348</b>	<b>420</b>
	<b>DWT</b>	<b>6.7</b>	<b>30.9</b>	<b>2090.8</b>	<b>2.6</b>	<b>437.7</b>	<b>2568.7</b>

### **SHIPS DELIVERED**

1.7. During the year 2009-10, among public sector companies, Garden Reach Ship-Builders & Engineers delivered highest tonnage consisting of 2 ships with 120 thousand DWT followed by Hindustan Shipyard Ltd of 30.5 thousand DWT of 3 ships, and Cochin Shipyard Ltd of 16.3 thousand DWT of 5 ships. In the private sector, the highest tonnage was delivered by Chowgule & Co Ltd (5 ships comprising of 22.3 Thousand DWT) followed by ABG Shipyard Ltd with 13 ships of 19.9 thousand DWT and Dempo Shipbuilding & Engineering Ltd with 23 ships of 14.3 thousand DWT. In terms of tonnage delivered, the public sector and private sector accounted for the share of 70.1 % (172.3 thousand DWT) and 29.9 % (73.2 thousand DWT) respectively in the total tonnage (245.5 thousand DWT) delivered during 2009-10.

1.8. Table number -4 given in the next page depicts the size and number of ships delivered by both public and private ship yards in India during 2008-09 and 2009-10

<b>Table No. 4 : Size and Number of Ships Delivered</b>				
<b>Name of the Company</b>	<b>Ship Delivered</b>			
	<b>2008-09</b>		<b>2009-10</b>	
	<b>No.</b>	<b>DWT('000)</b>	<b>No.</b>	<b>DWT('000)</b>
(1)	(2)	(3)	(4)	(5)
<b>A. PUBLIC SECTOR (Total)</b>	<b>19</b>	<b>49.4</b>	<b>23</b>	<b>172.3</b>
1. Alcock Ashdown & Co. Ltd.	1	...	2	4.3
2. Cochin Shipyard Ltd.	4	13.0	5	16.3
3. Garden Reach Ship- Builders & Engineers	7	2.9	2	120.0
4. Goa Shipyard Ltd.	2	0.5	6	0.5
5. Hindustan Shipyard Ltd.	4	32.6	3	30.5
6. Hooghly Dock & Port Engineers Ltd.	-	-	1	0.3
7. Mazagon Dock Ltd.	-	-	3	-
8. Shalimar Works Ltd.	1	0.4	1	0.4
<b>B. PRIVATE SECTOR (Total)</b>	<b>48</b>	<b>58.7</b>	<b>58</b>	<b>73.2</b>
9. Dempo Shipbuilding & Engineering Ltd.	7	8.0	23	14.3
10. ABG Shipyard Ltd.	6	7.9	13	19.9
11. Bharati Shipyard Ltd.	9	10.8	5	4.1
12. Chowgule & Co. Ltd.	4	17.8	5	22.3
13. Sesa Goa Ltd.	-	-	-	-
14. A.C.Roy & Comp. Ltd.	15	1.1	5	0.6
15. Bristol Boats	-	-	-	-
16. Tebma Shipyard Ltd.	3	4.8	5	3.1
17. Wadia Boat Builders	3	...	-	-
18. Larsen & Toubro Limited	1	8.3	1	6.9
19. Ferromar Shipping Pvt. Ltd.	-	-	1	2.0
<b>Grand Total (A + B)</b>	<b>67</b>	<b>108.1</b>	<b>81</b>	<b>245.5</b>

1.9. Information in respect of different types of ships built by the shipyards during 2009-10 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 to both the sectors.

Table No. 1.1		Ship Building Capacity of the Company By Types & Size (As on 31st March, 2010)					
Sl. No.	Name of the company	Type of vessel/ship	Ship Building Capacity (Annual)				
			No. of Vessels	Max. Size/Capacity			
				Length (Mts.)	Width (Mts.)	Draft (Mts.)	DWT ('000)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
<b>A.</b>	<b><u>PUBLIC SECTOR</u></b>	<b>Total</b>	<b>38</b>				<b>284.6</b>
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	150.0	250.0	38.0	110.0
3	Garden Reach Ship-Builders & Engineers Ltd. *	Frigates, Corvettes, Landing Ship Tank (Large), ASW Corvettes, Tankers, Bulk Carrier, Petrol Vessel (FAC/SDB/FPV), WJFA, IPV, Survey Vessels, Hovercraft, Dredgers, Offshore Platform Support cum Standby Vessel.	...	185.0	13.0	3.3	26.0
4	Goa Shipyard Ltd.	Advanced Offshore Petrol Vessels, Fast Patrol Vessels. Fast Attack Crafts, Survey Vessels, Sail Training Ships, Missile Crafts, Landing Crafts, Tugs Dredgers, Launches, Passenger Ferries, Fishing Vessels, GRP boats, medium sized sophisticated vessels	-	105.0	12.0	6.0	0.4
5	Hindustan Shipyard Ltd.	All Types of Ocean going vessels.	4 <sup>\$</sup>	195.0	38.0	17.0	70.0
6	Hooghly Dock & Port Engineers Ltd.	a) Tanker	4	67.0	12.5	4.0	4.8
		b) Dredger/Passengers/Light Ship	2	90.0	16.0	4.5	6.0
		c) Work accomodation Boat	6	24.0	8.0	1.5	0.4
		d) Cargo/Tug/Traveler	2	30.0	12.0	4.5	-
7	Mazagaon Dock Ltd.	(a) Warships & Patrol Vessels, Merchant Ship, Port Crafts & Misc. (Tugs, Dredges, OSV, DSV, PCV), Submarines	6 <sup>#</sup>	190.0	29.0	4.9	34.8
8	Shalimar Works Ltd.	Self Propelled Barge, Ferry Crafts including Catanaran type, tugs up to 35 ton bollarg pull.	5	65.0	11.0	5.0	1.0

**Table No. 1.1  
(Contd...)**

**Ship Building Capacity of the Company By Types & Size  
(As on 31st March, 2010)**

Sl. No.	Name of the company	Type of vessel/ship	Ship Building Capacity (Annual)				
			No. of Vessels	Max.Size/Capacity			
				Length (Mts.)	Width (Mts.)	Draft (Mts.)	DWT ('000)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
<b>B. PRIVATE SECTOR</b>	<b>Total</b>		<b>148</b>				<b>187.2</b>
9	Dempo Shipbuilding & Engineering Pvt Ltd.	(a) Barges (b) Tugs (c) Supply Vessels	5 1 1	80.0 45.0 50.0	16.0 10.0 11.0	1.8 1.8 1.8	2.8 - -
10	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.	32	150.0	22.0	8.5	20.0
11	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.	...	250.0	45.0	5.5	70.0
12	Chowgule & Co. Ltd.	Multipurpose Cargo Vessels	9	89.9	14.4	5.8	40.0
13	Ferromar Shipping Pvt. Ltd.®	Bulk Carrier	2	83.0	15.0	5.0	3.0
14	Sesa Goa Ltd.	All types of vessels	...	80.0	15.0	9.1	...
15	A.C.Roy & Co. Ltd.	(a) Launch (b) Tug (c) Barge	4 2 4	26.0 20.0 65.0	7.0 6.0 12.0	2.5 2.5 3.0	0.04 0.03 1.5
16	Bristol Boats	(a) FRP Petrol Crafts (b) Others	5 5	20.0 12.0	5.0 4.0	4.0 3.5	0.1 0.1
17	Tebma Shipyard Ltd.	Platform Supply Vessels Tugs	6 4	90.0 90.0	20.0 20.0	5.5 5.5	5.0 ...

**Table No. 1.1**  
(Contd...)

**Ship Building Capacity of the Company By Types & Size**  
(As on 31st March, 2010)

Sl. No.	Name of the company	Type of vessel/ship	Ship Building Capacity (Annual)				
			No. of Vessels	Max.Size/Capacity			
				Length (Mts.)	Width (Mts.)	Draft (Mts.)	DWT ('000)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
<b>B. PRIVATE SECTOR (Contd.)</b>							
18	Wadia Boat Builders	a) Wooden	10	60.0	12.0	5.0	6.0
		b) Steel	12	60.0	12.0	5.0	6.0
		c) Fibreglass	40	60.0	12.0	5.0	6.0
19	Larsen & Toubro Limited	Submarines	1	100.0	7.0	-	1.6
		Commercial Ships including Ro Ro Lo Lo Vessels, Dry Bulk Carrier etc.	3	160.0	32.0	4.0	20.0
		Warship - Frigates, Corvettes, OPVs etc.	2	150.0	18.0	4.0	5.0
<b>C. Grand Total (A + B)</b>			<b>186</b>				<b>471.8</b>

\* 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.

# 6 at a time in different phases of construction.

@ Empreiteiros Gerais Pvt. Ltd. Merged with Ferromar Shipping Pvt. Ltd. w.e.f. 16.4.2010.

Table No. 1.2

## Ship Building Capacity - By Company-wise (2006-07 to 2009-10)

("000 DWT)				
Name of The Company	2006-07	2007-08	2008-09	2009-10
(1)	(2)	(3)	(4)	(5)
<b><u>A. PUBLIC SECTOR (Total)</u></b>	<b>262.0</b>	<b>262.0</b>	<b>284.6</b>	<b>284.6</b>
1. Alcock Ashdown (Gujarat) Ltd.	15.0	15.0	31.2	31.2
2. Cochin Shipyard Ltd.	110.0	110.0	110.0	110.0
3. Garden Reach Ship-Builders & Engineers	26.0	26.0	26.0	26.0
4. Goa Shipyard Ltd.	2.2	2.2	0.4	0.4
5. Hindustan Shipyard Ltd.	70.0	70.0	70.0	70.0
6. Hooghly Dock & Port Engineers Ltd.	3.0	3.0	11.2	11.2
7. Mazagon Dock Ltd.	34.8	34.8	34.8	34.8
8. Shalimar Works Ltd.	1.0	1.0	1.0	1.0
<b><u>B. PRIVATE SECTOR (Total)</u></b>	<b>104.6</b>	<b>183.9</b>	<b>180.6</b>	<b>187.2</b>
9. Dempo Shipbuilding and Engineering Ltd.	3.5	2.8	2.8	2.8
10. ABG Shipyard Ltd.	20.0	20.0	20.0	20.0
11. Bharati Shipyard Ltd.	10.0	70.0	70.0	70.0
12. Chowgule & Co. Ltd.	4.5	4.5	40.0	40.0
13. Ferromar Shipping Pvt. Ltd. @	3.0	3.0	3.0	3.0
14. Sesa Goa Ltd.	...	-	-	...
15. A.C.Roy & Co. Ltd.	1.6	1.6	1.6	1.6
16. Bristol Boats	50.0	50.0	0.2	0.2
17. Tebma Shipyard Ltd.	12.0	12.0	5.0	5.0
18. Wadia Boat Builders	...	...	18.0	18.0
19. Larsen & Toubro Ltd.	...	20.0	20.0	26.6
<b><u>C. GRAND TOTAL (A + B)</u></b>	<b>366.6</b>	<b>445.9</b>	<b>465.2</b>	<b>471.8</b>

@ Empreiteiros Gerais Pvt. Ltd. merged with Ferromar Shipping Pvt. Ltd. w.e.f. 16.4.2010.



Table No. 1.3

**Ship Order Book Position by Type of Vessels  
(As on 31st March, 2010)**

('000 DWT)

Name of the Company	Unit	Tankers	Dry Cargo	Bulk Cargo/ Carrier	Passenger- cum-Cargo	Tugs	Ore Carrying Barges/ SDB
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
<b><u>A. PUBLIC SECTOR (Total)</u></b>	<b>No.</b>	<b>6</b>	<b>-</b>	<b>6</b>	<b>4</b>	<b>-</b>	<b>-</b>
	<b>DWT</b>	<b>6.7</b>	<b>-</b>	<b>318.0</b>	<b>1.5</b>	<b>-</b>	<b>-</b>
1. Alcock Ashdown (Gujarat) Ltd.	No.	-	-	-	1	-	-
	DWT	-	-	-	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.	-	-	6	-	-	-
	DWT	-	-	318.0	-	-	-
6. Hooghly Dock & Port Engineers Ltd.	No.	6	-	-	-	-	-
	DWT	6.7	-	-	-	-	-
7. Mazagaon Dock Ltd.	No.	-	...	...	...	...	...
	DWT	-	-	-	-	-	-
8. Shalimar Works Ltd.	No.	-	-	-	3	-	-
	DWT	-	-	-	1.1	-	-
<b><u>B. PRIVATE SECTOR (Total)</u></b>	<b>No.</b>	<b>-</b>	<b>6</b>	<b>49</b>	<b>1</b>	<b>18</b>	<b>-</b>
	<b>DWT</b>	<b>-</b>	<b>30.9</b>	<b>1772.8</b>	<b>1.1</b>	<b>0.9</b>	<b>-</b>
9. Dempo Shipbuilding and Engineering Pvt. Ltd.	No.	-	-	-	-	-	-
	DWT	-	-	-	-	-	-
10. ABG Shipyard Ltd.	No.	-	-	41	1	-	-
	DWT	-	-	1651.6	1.1	-	-
11. Bharati Shipyard Ltd.	No.	-	6	6	-	16	-
	DWT	-	30.9	120.0	-	0.9	-
12. Chowgule & Co. Ltd.	No.	-	-	-	-	-	-
	DWT	-	-	-	-	-	-
13. Ferromar Shipping Pvt. Ltd. @	No.	-	-	2	-	-	-
	DWT	-	-	1.2	-	-	-
14. Sesa Goa Ltd.	No.	-	-	-	-	-	-
	DWT	-	-	-	-	-	-
15. A.C. Roy & Co. Ltd.	No.	-	-	-	-	2	-
	DWT	-	-	-	-	-	-
16. Bristol Boats	No.	-	-	-	-	-	-
	DWT	-	-	-	-	-	-
17. Tebma Shipyard Ltd.	No.	-	-	-	-	-	-
	DWT	-	-	-	-	-	-
18 Wadia Boats Builder	No.	...	...	...	...	...	...
	DWT	...	...	...	...	...	...
19. Larsen & Toubro Limited	No.	-	-	-	-	-	-
	DWT	-	-	-	-	-	-
<b><u>C. GRAND TOTAL (A + B)</u></b>	<b>No.</b>	<b>6</b>	<b>6</b>	<b>55</b>	<b>5</b>	<b>18</b>	<b>-</b>
	<b>DWT</b>	<b>6.7</b>	<b>30.9</b>	<b>2090.8</b>	<b>2.6</b>	<b>0.9</b>	<b>-</b>

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

**Ship Order Book Position by Type of Vessels  
(As on 31st March, 2010)**

('000 DWT)

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)
<b>A. PUBLIC SECTOR (Total)</b>	<b>No.</b>	-	-	-	<b>3</b>	<b>180</b>	<b>199</b>
	<b>DWT</b>	-	-	-	-	<b>59.7</b>	<b>385.9</b>
1. Alcock Ashdown (Gujarat) Ltd.	No.	-	-	-	3	7	11
	DWT	-	-	-	-	1.8	2.2
2. Cochin Shipyard Ltd.	No.	-	-	-	-	17	17
	DWT	-	-	-	-	23.4	23.4
3. Garden Reach Ship- Builders & Engineers Ltd.	No.	-	-	-	-	58	58
	DWT	-	-	-	-	8.0	8.0
4. Goa Shipyard Ltd.	No.	-	-	-	-	62	62
	DWT	-	-	-	-	2.7	2.7
5. Hindustan Shipyard Ltd.	No.	-	-	-	-	7	13
	DWT	-	-	-	-	0.7	318.7
6. Hooghly Dock & Port Engineers Ltd.	No.	...	...	...	...	8	14
	DWT	...	...	...	...	0.7	7.4
7. Mazagon Dock Ltd.	No.	-	-	-	-	16	16
	DWT	-	-	-	-	18.8	18.8
8. Shalimar Works Ltd.	No.	-	-	-	-	5	8
	DWT	-	-	-	-	3.6	4.7
<b>B. PRIVATE SECTOR (Total)</b>	<b>No.</b>	-	<b>2</b>	-	<b>1</b>	<b>144</b>	<b>221</b>
	<b>DWT</b>	-	-	-	-	<b>377.1</b>	<b>2182.8</b>
9. Dempo Shipbuilding and Engineering Pvt. Ltd.	No.	-	-	-	-	16	16
	DWT	-	-	-	-	15.0	15.0
10. ABG Shipyard Ltd.	No.	-	-	-	-	42	84
	DWT	-	-	-	-	75.4	1728.1
11. Bharati Shipyard Ltd.	No.	-	-	-	-	28	56
	DWT	-	-	-	-	100.7	252.5
12. Chowgule & Co. Ltd.	No.	-	-	-	-	18	18
	DWT	-	-	-	-	73.1	73.1
13. Ferromar Shipping Pvt. Ltd. @	No.	-	-	-	-	-	2
	DWT	-	-	-	-	-	1.2
14. Sesa Goa Ltd.	No.	-	-	-	-	-	-
	DWT	-	-	-	-	-	-
15. A.C.Roy & Co. Ltd.	No.	-	-	-	-	-	2
	DWT	-	-	-	-	-	-
16. Bristol Boats	No.	-	-	-	-	10	10
	DWT	-	-	-	-	6.7	6.7
17. Tebma Shipyard Ltd.	No.	-	-	-	-	20	20
	DWT	-	-	-	-	31.1	31.1
18. Wadia Boat Builders	No.	-	2	-	1	3	6
	DWT	-	-	-	-	-	-
19. Larsen & Toubro Limited	No.	-	-	-	-	7	7
	DWT	-	-	-	-	75.1	75.1
<b>C. Grand Total (A+B)</b>	<b>No.</b>	-	<b>2</b>	-	<b>4</b>	<b>324</b>	<b>420</b>
	<b>DWT</b>	-	-	-	-	<b>436.8</b>	<b>2568.7</b>

@ Empreiteiros Gerais Pvt. Ltd. Merged with Ferromar Shipping Pvt. Ltd. W.e.f. 16.4.2010.

Table No. 1.4

**No. of Ships on Order - Company-wise  
(2007-2010)**

Name of the Company (1)	As on 31st March			
	2007 (2)	2008 (3)	2009 (4)	2010 (5)
<b><u>A. PUBLIC SECTOR (Total)</u></b>	<b>102</b>	<b>117</b>	<b>309</b>	<b>199</b>
1. Alcock Ashdown (Gujarat) Ltd.	16	15	14	11
2. Cochin Shipyard Ltd.	17	20	18	17
3. Garden Reach Ship-Building & Engineers Ltd.	20	19	98	58
4. Goa Shipyard Ltd.	8	10	127	62
5. Hindustan Shipyard Ltd.	18	18	15	13
6. Hooghly Dock & Port Engineers Ltd.	4	14	14	14
7. Mazagaon Dock Ltd.	15	17	17	16
8. Shalimar Works Ltd.	4	4	6	8
<b><u>B. PRIVATE SECTOR (Total)</u></b>	<b>162</b>	<b>221</b>	<b>252</b>	<b>221</b>
9. Dempo Shipbuilding and Engg. Ltd.	3	3	6	16
10. ABG Shipyard Ltd.	76	94	108	84
11. Bharati Shipyard Ltd.	39	56	61	56
12. Chowgule & Co. Ltd.	14	22	18	18
13. Ferromar Shipping Pvt. Ltd.@	3	1	1	2
14. Sesa Goa Ltd.	1	...	-	-
15. A.C.Roy & Co. Ltd.	9	10	19	2
16. Bristol Boats	-	...	-	10
17. Tebma Shipyard Ltd.	14	22	20	20
18. Wadia Boat Builders	3	3	9	6
19. Larsen & Toubro Limited	...	10	10	7
<b><u>C. Total (A + B)</u></b>	<b>264</b>	<b>338</b>	<b>561</b>	<b>420</b>

@ Empreiteiros Gerais Pvt. Ltd. Merged with Ferromar Shipping Pvt. Ltd. W.e.f. 16.4.2010.

Table No. 1.5

**Size And Number Of Ships Delivered, Company-wise  
(2006-07 to 2009-10)**

Name of the Company	Year	Ship Delivered		Size ('000 DWT)	
		No.	DWT('000)	Maximum	Minimum
(1)	(2)	(3)	(4)	(5)	(6)
<b><u>A. PUBLIC SECTOR (Total)</u></b>	<b>2009-10</b>	<b>23</b>	<b>172.3</b>		
	<b>2008-09</b>	<b>19</b>	<b>49.4</b>		
	<b>2007-08</b>	<b>14</b>	<b>168.6</b>		
	<b>2006-07</b>	<b>20</b>	<b>164.6</b>		
1. Alcock Ashdown (Gujarat) Ltd.	2009-10	2	4.3	3.0	1.3
	2008-09	1	...	...	...
	2007-08	2	3.0	-	-
	2006-07	4	2.6	15.0	1.2
2. Cochin Shipyard Ltd.	2009-10	5	16.3	3.3	3.3
	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
3. Garden Reach Ship-Builders and Engineers Ltd.	2009-10	2	120.0	60.0	60.0
	2008-09	7	2.9	2.6	0.5
	2007-08	1	2.6	2.6	-
	2006-07	3	2.7	2.7	-
4. Goa Shipyard Ltd.	2009-10	6	0.5	0.3	-
	2008-09	2	0.5	0.3	-
	2007-08	-	-	-	-
	2006-07	3	2.0	2.2	0.1
5. Hindustan Shipyard Ltd.	2009-10	3	30.5	30.2	0.1
	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
6. Hooghly Dock & Port Engineers Ltd.	2009-10	1	0.3	0.3	0.3
	2008-09	-	-	-	-
	2007-08	-	-	-	-
	2006-07	2	0.7	3.0	0.6
7. Mazagon Dock Ltd.	2009-10	3	-	-	-
	2008-09	-	-	-	-
	2007-08	-	-	-	-
	2006-07	-	-	-	-
8. Shalimar Works Ltd.	2009-10	1	0.4	0.4	0.4
	2008-09	1	0.4	0.4	0.4
	2007-08	2	...	...	...
	2006-07	1	0.1	0.1	0.1

**Table No. 1.5  
(Contd...)**

**Size And Number Of Ships Delivered, Company-wise  
(2006-07 to 2009-10)**

Name of the Company	Year	Ship Delivered		Size ('000 DWT)	
		No.	DWT('000)	Maximum	Minimum
(1)	(2)	(3)	(4)	(5)	(6)
<b><u>B. PRIVATE SECTOR (Total)</u></b>	<b>2009-10</b>	<b>58</b>	<b>73.2</b>		
	<b>2008-09</b>	<b>49</b>	<b>60.7</b>		
	<b>2007-08</b>	<b>29</b>	<b>33.9</b>		
	<b>2006-07</b>	<b>21</b>	<b>58.3</b>		
9. Dempo Shipbuilding & Engineering Ltd.	2009-10	23	14.3	2.2	1.8
	2008-09	7	8.0	2.0	2.0
	2007-08	-	-	-	-
	2006-07	5	9.9	3.5	1.7
10. ABG Shipyard Ltd.	2009-10	13	19.9	2.9	0.9
	2008-09	6	7.9	1.6	1.0
	2007-08	6	10.5	...	...
	2006-07	5	5.0	20.0	1.0
11. Bharati Shipyard Ltd.	2009-10	5	4.1	2.1	0.1
	2008-09	9	10.8	5.3	0.1
	2007-08	4	6.5	7.0	1.8
	2006-07	4	6.8	10.0	2.3
12. Chowgule & Co. Ltd.	2009-10	5	22.3	4.5	4.5
	2008-09	4	17.8	4.5	4.5
	2007-08	2	4.4	-	-
	2006-07	-	-	4.5	-
13. Ferronar Shipping Pvt. Ltd. @	2009-10	1	2.0	2.0	2.0
	2008-09	1	2.0	2.0	2.0
	2007-08	1	...	...	...
	2006-07	1	2.0	4.0	2.0
14. Sesa Goa Ltd.	2009-10	-	-	-	-
	2008-09	-	-	-	-
	2007-08	2	2.0	-	-
	2006-07	1	2.0	...	...

**Table No. 1.5  
(Contd...)**

**Size And Number Of Ships Delivered, Company-wise  
(2006-07 to 2009-10)**

Name of the Company	Year	Ship Delivered		Size ('000 DWT)	
		No.	DWT('000)	Maximum	Minimum
(1)	(2)	(3)	(4)	(5)	(6)
15. A.C.Roy & Comp. Ltd.	2009-10	5	0.6	0.1	0.1
	2008-09	15	1.1	0.1	0.1
	2007-08	9	1.8	-	-
	2006-07	-	-	-	-
16. Bristol Boats	2009-10	-	-	-	-
	2008-09	-	-	-	-
	2007-08	-	-	-	-
	2006-07	3	31.6	50.0	neg
17. Tebma Shipyard Ltd.	2009-10	5	3.1	3.1	3.1
	2008-09	3	4.8	2.4	Neg.
	2007-08	1	0.4	-	-
	2006-07	2	1.0	1.2	0.5
18. Wadia Boat Builders	2009-10	-	-	-	-
	2008-09	3	...	...	...
	2007-08	3	...	...	...
	2006-07	...	...	...	...
19. Larsen & Toubro Limited	2009-10	1	6.9	6.9	6.9
	2008-09	1	8.3	...	...
	2007-08	1	8.3	...	...
	2006-07	...	...	...	...
<b>C. Grand Total (A + B)</b>	<b>2009-10</b>	<b>81</b>	<b>245.5</b>		
	<b>2008-09</b>	<b>68</b>	<b>110.1</b>		
	<b>2007-08</b>	<b>43</b>	<b>202.5</b>		
	<b>2006-07</b>	<b>41</b>	<b>222.9</b>		

@ Empreiterios Gerais Pvt. Ltd. Merged with Ferromal Shipping Pvt. Ltd. W.e.f. 16.4.2010.

Table No. 1.6

**No. Of Ships On Order And Number Of Ships Delivered  
Company-wise (2006-07 to 2009-2010)**

Name of The Company	No. of Ships On Order During the year				Ships Delivered During the year			
	2006-07	2007-08	2008-09	2009-10	2006-07	2007-08	2008-09	2009-10
1	2	3	4	5	6	7	8	9
<b><u>A. PUBLIC SECTOR</u></b>								
1. Alcock Ashdown (Gujarat) Ltd.	16	15	14	11	4	2	1	2
2. Cochin Shipyard Ltd.	17	20	18	17	5	7	4	5
3. Garden Reach Shipbuilders & Eng. Ltd.	20	19	98	58	3	1	7	4
4. Goa Shipyard Ltd.	8	10	127	62	3	-	2	6
5. Hindustan Shipyard Ltd.	18	18	15	13	2	2	4	3
6. Hooghly Dock & Port Engineers Ltd.	4	14	14	14	2	-	-	1
7. Mazagon Dock Ltd.	15	17	17	16	-	-	-	3
8. Shalimar Works Ltd.	4	4	6	8	1	2	1	1
<b><u>B. PRIVATE SECTOR</u></b>								
9. Dempo Shipbuilding & Engg. Ltd.	3	3	6	16	5	-	7	23
10. ABG Shipyard Ltd.	76	94	108	84	5	6	6	13
11. Bharati Shipyard Ltd.	39	56	61	56	4	4	9	5
12. Chowgule & Co. Ltd.	14	22	18	18	-	2	4	5
13. Ferromar Shipping Pvt. Ltd. @	3	1	1	2	1	1	1	1
14. Sesa Goa Ltd.	1	-	-	-	1	2	-	-
15. A.C.Roy & Comp. Ltd.	9	10	19	2	-	9	15	5
16. Bristol Boats	-	-	-	10	3	-	-	-
17. Tebma Shipyard Ltd.	14	22	18	20	2	1	3	5
18. Wadia Boat Builders	3	3	9	6	-	3	3	-
19. Larsen & Toubro Limited	...	10	10	7	...	1	1	1

@ Empreiteirso Gerais Pvt. Ltd. Merged with Ferromar Shipping Pvt. Ltd. W.e.f. 16.4.2010.

Table No. 1.7

**No. Of Ships - By Keel Laid, Launched And Ships Under Construction, Company-wise (2006-07 to 2009-10)**

Name of The Company	Year	No. of Ships			
		Keel-laid	Launched	Under Construction at Berth	Under Fitting at Jetty Quay
(1)	(2)	(3)	(4)	(5)	(6)
<b>A. PUBLIC SECTOR</b>					
1. Alcock Ashdown (Gujarat) Ltd.	2009-10	11	3	9	-
	2008-09	6	2	8	-
	2007-08	8	-	8	1
	2006-07	10	-	10	-
2. Cochin Shipyard Ltd.	2009-10	6	3	-	2
	2008-09	4	5	4	-
	2007-08	2	4	-	-
	2006-07	5	5	-	-
3. Garden Reach Ship-building & Engineers	2009-10	10	6	6	50
	2008-09	7	9	17	9
	2007-08	4	6	10	8
	2006-07	7	-	7	4
4. Goa Shipyard Ltd.	2009-10	-	-	3	25
	2008-09	-	-	6	5
	2007-08	3	1	4	2
	2006-07	2	2	3	2
5. Hindustan Shipyard Ltd.	2009-10	6	1	-	3
	2008-09	5	1	1	4
	2007-08	2	5	-	3
	2006-07	2	5	-	5
6. Hooghly Dock & Port Engineers Ltd.	2009-10	12	2	10	2
	2008-09	12	2	10	2
	2007-08	8	2	6	2
	2006-07	...	1	2	1
7. Mazagon Dock Ltd.	2009-10	7	7	-	7
	2008-09	1	2	1	4
	2007-08	1	2	1	4
	2006-07	1	1	-	6
8. Shalimar Works Ltd.	2009-10	8	-	8	-
	2008-09	5	...	5	1
	2007-08	-	-	-	3
	2006-07	1	-	4	1



Table No. 1.7(Contd...)

**No. Of Ships - By Keel Laid, Launched And Ships Under Construction, Company-wise (2006-07 to 2009-10)**

Name of The Company	Year	No. of Ships			
		Keel-laid	Launched	Under Construc-tion at Berth	Under Fitting at Jetty Quay
(1)	(2)	(3)	(4)	(5)	(6)
<b>B. PRIVATE SECTOR</b>					
9. Dempo Shipbuilding & Engineering Ltd.	2009-10	4	-	-	7
	2008-09	1	5	-	-
	2007-08	-	-	3	1
	2006-07	-	-	1	1
10. ABG Shipyard Ltd.	2009-10	-	-	-	-
	2008-09	-	-	-	-
	2007-08	...	...	...	...
	2006-07	-	-	-	-
11. Bharati Shipyard Ltd.	2009-10	10	6	26	15
	2008-09	17	8	13	6
	2007-08	10	5	5	10
	2006-07	10	5	5	5
12. Chowgule & Co. Ltd.	2009-10	4	3	4	2
	2008-09	14	5	4	2
	2007-08	4	4	2	2
	2006-07	6	1	1	1
13. Ferromar Shipping Pvt. Ltd.®	2009-10	2	-	-	-
	2008-09	1	-	-	-
	2007-08	-	-	-	-
	2006-07	1	1	1	-
14. Sesa Goa Ltd.	2009-10	-	-	-	-
	2008-09	-	-	-	-
	2007-08	-	-	-	2
	2006-07	1	-	1	-
15. A. C. Roy & Comp. Ltd.	2009-10	2	-	2	-
	2008-09	5	10	2	-
	2007-08	10	9	10	-
	2006-07	-	-	-	-
16. Bristol Boats	2009-10	-	-	-	-
	2008-09	-	-	-	-
	2007-08	-	-	-	-
	2006-07	-	-	-	-
17. Tebma Shipyard Ltd.	2009-10	8	5	6	5
	2008-09	11	2	10	...
	2007-08	10	-	10	-
	2006-07	6	-	5	-
18. Wadia Boat Builders	2009-10	21	-	-	-
	2008-09	6	-	-	-
	2007-08	2	1	-	3
	2006-07	-	2	2	-
19. Larsen & Toubro Limited	2009-10	4	1	3	1
	2008-09	3	1	1	1
	2007-08	3	...	...	...
	2006-07	...	...	...	...

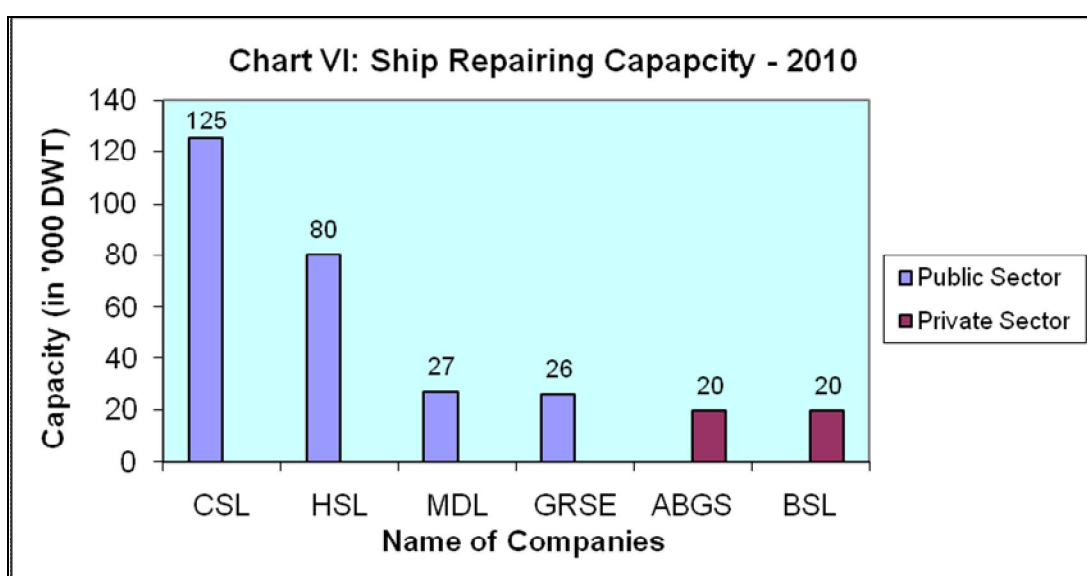
® Empreiteiros Pvt. Ltd. merged with Ferromar Shipping Pvt. Ltd. w.e.f. 16.4.2010.

**Section-2**  
**INDIA'S SHIP-REPAIRING INDUSTRY**

## 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.

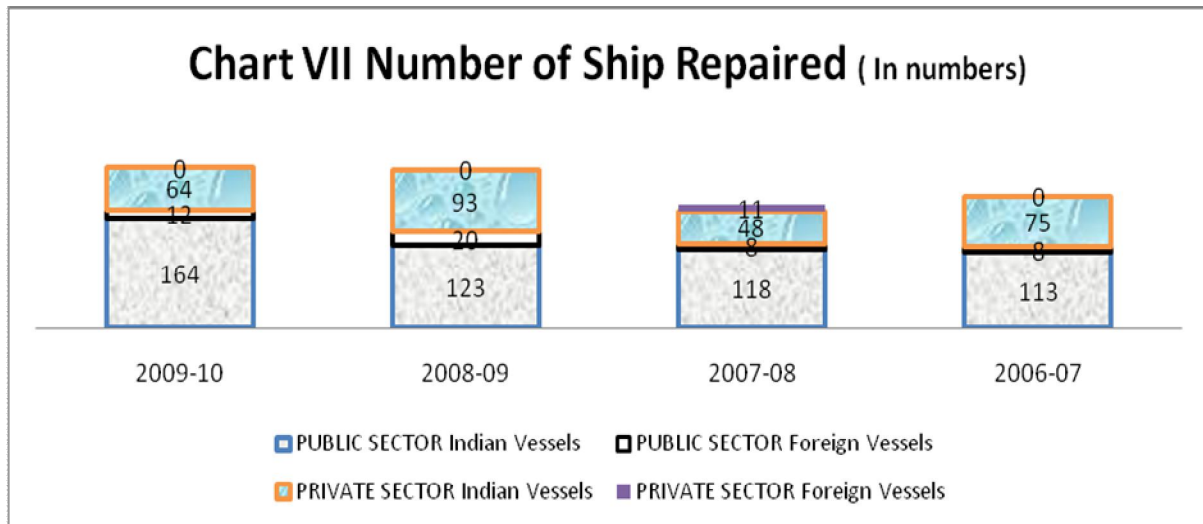
2.2. Amongst public sector companies, Cochin Shipyard Ltd has the highest capacity for ship repairing (125 thousand DWT) followed by Hindustan Shipyard Ltd. (80 thousand DWT), Mazagon Dock Ltd( 27 thousand DWT) and Garden Reach Ship Building and Engineering Ltd (26 thousand DWT) in 2009-10. In private sector category, both ABG shipyard & Bharati Shipyard Ltd each have 20 thousand DWT ship-repairing capacities. Chart VI depicts the ship repairing capacity of major public and private sector shipbuilding yards as on 31<sup>st</sup> March 2010.



### NUMBER OF SHIPS REPAIRED

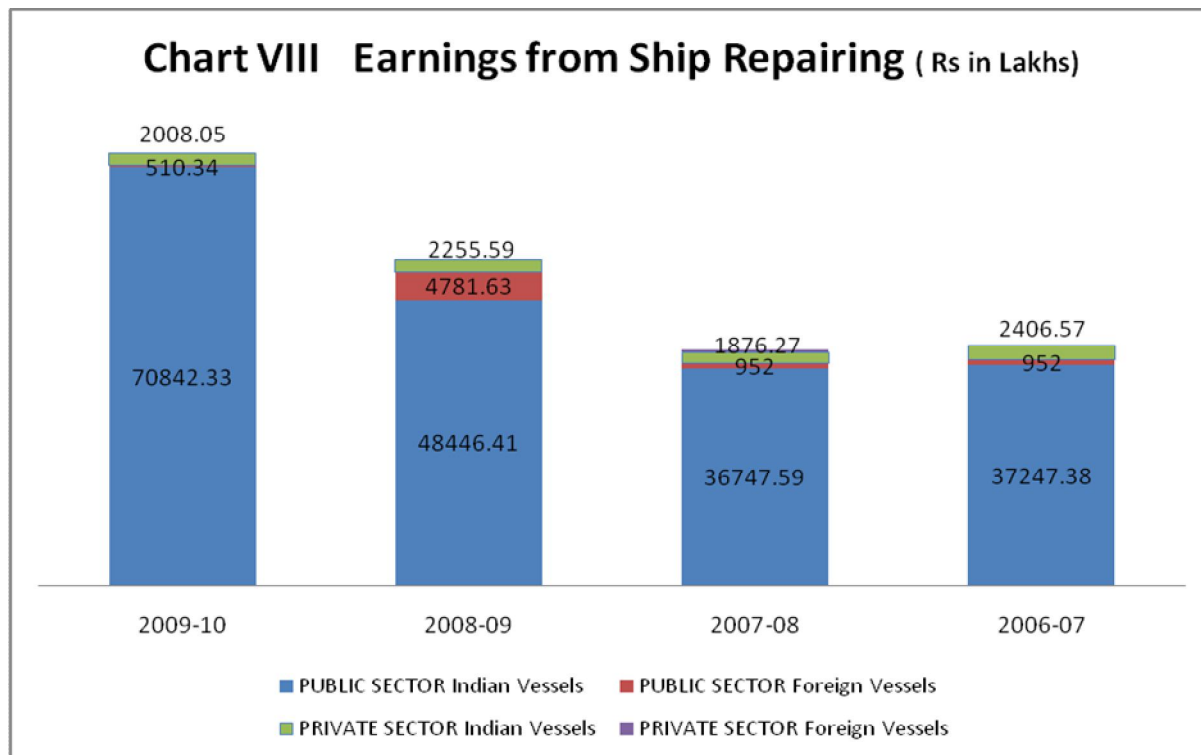
2.3. In the Public sector, Goa Shipyard Ltd. had repaired the highest number of ships (73 ships with earning of Rs.21585.18 lakhs) in 2009-10 followed by Cochin Shipyard Ltd (64 ships with earning of Rs. 23635.72 lakhs) and Hindustan Shipyard Ltd. (29 ships with earning Rs 25410.34 lakhs). In the private sector, A C Roy & Co Ltd had the highest number of ship repaired (28 ships with earning Rs 134.00 lakh) followed by Sesa Goa Ltd (19 ships repaired with an earning of Rs 808.19 lakh) and Dempo Shipyard & Engineering Ltd (14 ships with 1008.34 lakh)

2.4. In 2009-10, 240 ships were repaired by private (64 ships) and public (176 ships) sector companies against 236 in 2008-09 which was 1.7 % increase over the last year. The compound annual growth rate for the number of ship repaired by both public sector and private sector yards was 5.6% over three period time from 2006-07 to 2009-10. . Chart –VII given below depicts comparative picture of the number of ship repaired by all public and private sector shipbuilding yards during 2006-07 to 2009-10.



2.5. Total earnings from ship repairing at Rs 733.6 crores posted an increase of 44.6% in 2009-10 from Rs 507.0 crore in 2008-09. In 2009-10, Out of eight Public sector companies, Garden Reach Ship Building and Engineering Ltd registered highest growth of 296.8% in terms earnings from ship repairing followed by Goa shipyard 173.26%. The Cochin Shipyard Ltd suffered a decline of 12.5% in earnings from ship repairing during 2009-10. While earning of public sector companies from ship repairing activity had increased from Rs 532.2 crores in 2008-09 to Rs 713.5 crores in 2009-10, the earning of private sector companies had declined from Rs 26.8 crores in 2008-09 to Rs 20.0 crores in 2009-10.

2.6. Chart VIII given below depicts comparative picture of the earning from ship repairing by public and private sector shipbuilding yards during 2006-07 to 2009-10.



2.7. Table Number -5 given below depicts the number of ships repaired and earnings by both public and private ship yards in India during 2008-09 and 2009-10

**Table No. 5 : Number of Ships Repaired and Earnings**

Name of The Company	2008-09						2009-10					
	Indian Vessels		Foreign Vessels		Total Vessels		Indian Vessels		Foreign Vessels		Total Vessels	
	S	E	S	E	S	E	S	E	S	E	S	E
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
<b>A. PUBLIC SECTOR (Total)</b>	<b>123</b>	<b>48446.41</b>	<b>20</b>	<b>4781.63</b>	<b>143</b>	<b>53228.04</b>	<b>164</b>	<b>70842.33</b>	<b>12</b>	<b>510.34</b>	<b>176</b>	<b>71352.67</b>
1. Alcock Ashdown & Co. Ltd.*	-	-	-	-	-	-	-	-	-	-	-	-
2. Cochin Shipyard Ltd.	67	27006.10	-	-	67	27006.10	64	23635.72	-	-	64	23635.72
3. Garden Reach Ship-Builders & Engineers Ltd.	4	93.00	-	-	4	93.00	4	369.00	-	-	4	369.00
4. Goa Shipyard Ltd.	11	7899.10	-	-	11	7899.10	73	21585.18	-	-	73	21585.18
5. Hindustan Shipyard Ltd.	39	13163.11	20	4781.63	59	17944.74	17	24900.00	12	510.34	29	25410.34
6. Hooghly Dock & Port Engineers Ltd.	1	23.40	-	-	1	23.40	-	-	-	-	-	-
7. Mazagon Dock Ltd.**	-	-	-	-	-	-	-	-	-	-	-	-
8. Shalimar Works Ltd.	1	461.70	-	-	1	261.70	6	352.43	-	-	6	352.43
<b>B. PRIVATE SECTOR (Total)</b>	<b>93</b>	<b>2255.59</b>	<b>-</b>	<b>-</b>	<b>93</b>	<b>2255.59</b>	<b>64</b>	<b>2008.05</b>	<b>-</b>	<b>-</b>	<b>64</b>	<b>2008.05</b>
9. Dempo Ship – building & Engg. Ltd.	38	812.76	-	-	38	812.76	14	1008.34	-	-	14	1008.34
10. ABG Shipyard Ltd.	...	86.13	-	-	...	86.13	-	37.00	-	-	-	37.00
11. Bharati Shipyard Pvt. Ltd.	1	326.28	-	-	1	326.28	1	20.52	-	-	1	20.52
12. Sesa Goa Ltd.	19	793.77	-	-	19	793.77	19	808.19	-	-	19	808.19
13. A.C.Roy & Co. Ltd.	32	177.00	-	-	32	177.00	28	134.00	-	-	28	134.00
14. Wadia Boat Builders	2	43.00	-	-	2	43.00	-	-	-	-	-	-
15. Bristol Boats	1	16.65	-	-	1	16.65	-	-	-	-	-	-
16. Ferromar Shipping Pvt. Ltd.	-	-	-	-	-	-	<b>2</b>	-	-	-	<b>2</b>	-
17. Larsen & Toubro Limited	-	-	-	-	-	-	-	-	-	-	-	-
<b>Grand Total (A + B)</b>	<b>216</b>	<b>50702.00</b>	<b>20</b>	<b>4781.63</b>	<b>236</b>	<b>55483.63</b>	<b>228</b>	<b>72850.38</b>	<b>12</b>	<b>510.34</b>	<b>240</b>	<b>73360.72</b>

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

\* Data not available for the years 2008-09 and 2009-10

\*\* MDL has not carried out any ship-repairing work during 2008-09 and 2009-10

## **SHIP REPAIR FACILITIES AVAILABLE AT MAJOR PORTS**

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

2.9. 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) .

2.10. 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**

2.11. 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.

**Table No. 2.1****Ship Repairing Capacity Of The Company  
(As on 31st March, 2010)**

Sl. No.	Name of the 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>A. PUBLIC SECTOR</b>						
1	Alcock Ashdown (Gujarat) Ltd. <sup>a</sup>	-	-	-	-	-
2	Cochin Shipyard Ltd.	All Type of Vessels	270.0	40.0	7.0	125.0
3	Garden Reach Shipbuilders and Engineers Ltd.	Frigates, corvettes. ASW Corvettes, Landing ship tankers, tankers, bulk carriers, petrol/survey vessels, dredgers, offshore platform support cum standing vessels, Hovercraft.	185.0	13.0	3.3	26.0
4	Goa Shipyard Ltd.	Tugs, Dredgers, Boats, Launches, Fishing vessels, SDBs, Survey vessels, FPVs, Landing Crafts, Oilers, Missile crafts, AOPV, Survey Vessles, Pollution control vessels, OPVs, OPSSVs, Landing ships etc.	105.0	12.0	6.0	0.4
5	Hindustan Shipyard Ltd.	Cargo Vessels/Passenger Vessel/ Tugs/OPV/Dredgers/Naval Ships/ Oil Tankers/Fishing Trawlers, Floating Docks, Submarine Retrofit.	220.0	32.2	18.0	80.0
6	Hooghly Dock & Port Engineer Ltd.	Indian Coast Guard Inland Vessel Tanker/Cargo	45.0 65.0 65.0	12.0 12.5 12.3	4.0 4.0 4.0	- - -
7	Mazagon Dock Ltd.	4 vessels at a time.	165.0	18.5	4.9	27.0 <sup>@</sup>
8	Shalimar Works Ltd. <sup>b</sup>	Passenger, Barges, Tugs/ Dredgers	35.0	10.0	3.5-4.0	1.0
<b>B. PRIVATE SECTOR</b>						
9	Dempo Shipbuilding and Engineering Ltd.	a)MBC b)Barges c)Tugs	80.0 80.0 ...	16.0 16.0 ...	2.2 2.2 2.2	3.0 2.5 ...
10	ABG Shipyard Ltd.	Anchor Handling Tugs, Supply Vessels Offshore Support Vessels, Bulk Carriers, Tankers, Floating Cranes, Special Purpose Vessels, Tugs	150.0	22.0	8.5	20.0



**Table No. 2.1 (Contd.)**

**Ship Repairing Capacity Of The Company  
(As on 31st March, 2010)**

Sl. No.	Name of the 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>B. PRIVATE SECTOR (Contd.)</b>						
11	Bharati Shipyard Ltd.	Cargo vessels, Tankers, Passengers vessels, Ferries, AHT, Dredgers, Ro-Ro vessels, Offshore support/ supply vessels, Tugs, Tankers, Dredgers.	155.0	25.0	5.5	20.0
12	Chowgule & Company Ltd. \$					
13	Ferromar Shipping Pvt. Ltd. *	Bulk Carrier	83.0	15.0	5.0	3.0
14	A.C. Roy & Co. Ltd.	a) Launch b) Barge c) Tug	25.0 60.0 20.0	7.0 16.0 6.0	2.0 3.5 2.5	2.5 2.0 3.0
15	Bristol Boats	Various FRP crafts, life Boats and Rescue Boats	20.0	5.0	4.0	0.1
16	Wadia Boat Builders	Yacht Work Boat Fishing Boat	50.0 50.0 50.0	10.0 10.0 10.0	5.0 5.0 5.0	5.0 5.0 5.0
17	Larsen & Toubro Limited #	All types of specialised commercial vessels Submarines Aircraft carriers, destroyers, frigates, corvettes, LPDs. OPVs etc.	250.0 125.0 250.0	46.0 10.0 46.0	16.0 - 16.0	0.3 - 0.3
18	Sesa Goa Ltd.	All types of vessels.	80.0	15.0	9.1	...
19	Tebma Shipyard Ltd.	Platform supply vessels, Tugs	90.0	20.0	5.5	5.5

a. No ship-repairing work is undertaken.

b. Use Kolkata Port Trust facility.

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

@ After dredging.

\* Empreiteiros Gerais Pvt. Ltd. was merged with Ferromar Shipping Pvt. Ltd. w.e.f. 16.4.2010.

# Repair facilities for ships & submarines is planned at Greenfield shipyard at Kattupalli, near Chennai (will be operational by June, 2011).

**Table No.  
2.2**

**Ship Repairing Capacity-By Company and Maximum Size (2006-2010)**

(‘000 DWT)

Name of The Company	As on end 31st March				
	2006	2007	2008	2009	2010
1	2	3	4	5	6
<b><u>A. PUBLIC SECTOR</u></b>					
1. Alcock Ashdown (Gujarat) Ltd.	15.0	-	-	-	-
2. Cochin Shipyard Ltd.	125.0	125.0	125.0	125.0	125.0
3. Garden Reach Shipbuilders & Engineers Ltd	26.0	26.0	26.0	26.0	26.0
4. Goa Shipyard Ltd.	2.2	2.2	2.2	0.4	0.4
5. Hindustan Shipyard Ltd.	80.0	80.0	80.0	80.0	80.0
6. Hooghly Dock & Port Enginers Ltd.	1.0	-	-	-	-
7. Mazagon Dock Ltd.	27.0	-	-	27.0	27.0
8. Shalimar Works Ltd.	...	-	-	-	1.0
<b><u>B. PRIVATE SECTOR</u></b>					
9. Dempo Shipbuilding & Engineering Ltd.	2.8	2.8	3.0	5.5	3.0
10. ABG Shipyard Ltd.	20.0	20.0	20.0	20.0	20.0
11. Bharati Shipyard Ltd.	10.0	10.0	20.0	20.0	20.0
12. Chowgule & Co. Ltd.	7.6	*	*	*	*
13. Ferromar Shipping Pvt. Ltd. @	3.0	3.0	3.0	3.0	3.0
14. Sesa Goa Ltd.	...	...	...	...	...
15. A.C Roy & Comp. Ltd.	2.0	3.0	3.0	2.1	3.0
16 Bristol Boats	0.1	0.1	0.1	0.1	0.1
17. Wadia Boat Builders	...	...	51.7	...	5.0
18. Tebma Shipyards Ltd.	...	...	...	...	5.5
19. Larsen & Toubro Limited	...	...	...	-	0.3

\* Repairs not undertaken.

@ Empreiteiros Gerais Pvt. Ltd. Merged with Ferromar Shipping Pvt. Ltd. W.e.f. 16.4.2010.

Table No. 2.3

**Ship Repairing Facilities-Company-Wise for Dry Docks and Wet Docks (As on 31st March 2010)**

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

**A. PUBLIC SECTOR**

1	Alcock Ashdown (Gujarat) Ltd. <sup>a</sup>										
2	Cochin Shipyard Ltd.	1	270.0	45.0	12.0	125.0	-	-	-	-	-
		1	255.0	43.0	9.0	110.0	-	-	-	-	-
3	Garden Reach Ship-builders & Engineers Ltd. <sup>b</sup>	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	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
							1	168.0	73.0	10.0	30.0
6	Hooghly Dock & Port Engineers Ltd.	1	94.0	13.4	8.6	1.0	-	-	-	-	-
7	Mazagon Dock Ltd. <sup>c</sup>	-	-	-	-	-	-	-	-	-	-
8	Shalimar Works Ltd.	2	35.0	10.0	3.5 to 4.0	1	3	-	-	-	-

**B. PRIVATE SECTOR**

9	Dempo Shipbuilding and Engineering Ltd.	2	90.0	18.0	2.2	3.0	-	-	-	-	-
		1	100.0	20.0	1.8	3.0	-	-	-	-	-
		1	120.0	20.0	1.8	4.0	-	-	-	-	-
		1	80.0	16.0	1.8	4.0	-	-	-	-	-
10	ABG Shipyard Ltd.	1	155.0	30.0	7.5	20.0	1	110.0	30.0	7.5	20.0
		1	125.0	22.5	5.6	15.0	...	...	...	...	...
		1	231.0	47	13	120.0	...	...	...	...	...
			125.0	22.5	5.6	...	...	...	...	...	...
		1	450.0	40	...	...	...	...	...	...	...
11	Bharati Shipyard Ltd.	1	120.0	18.0	6.0	15.0	1	125.0	20.0	5.5	10.0
12	Ferromar Shipping Pvt. Ltd. <sup>@</sup>	-	-	-	-	-	1	100.0	29.0	2.0	3.0
13	Sesa Goa Ltd.	-	-	-	-	-	-	-	-	-	-
14	A.C. Roy & Co. Ltd.	-	-	-	-	-	2	50.0	18.0	3.0	2.0
15	Bristol Boats	1	25.0	8.0	1.5	0.1	-	-	-	-	-
16	Tebma Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-
17	Wadia Boat Builders	-	-	-	-	-	-	-	-	-	-
18	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 due to non-availability of space.

The capacity of MDL is completely occupied by new construction of warship and sub-marine projects.

Hence, ship-repair facilities in MDL at present is "NIL"

@ Empreiteiros Gerais Pvt. Ltd. Merged with Ferromar Shipping Pvt. Ltd. W.e.f. 16.4.2010.

Table No. 2.3a

**Ship Repairing Facilities-Company-Wise  
(As On 31st March, 2010)**

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

**A. PUBLIC SECTOR**

1	Alcock Ashdown (Gujarat) Ltd. <sup>a</sup>						
2	Cochin Shipyard Ltd.	Slave Dock	1	86.0	18.0	27.0	8.0
3	Garden Reach Ship-Building and Engineers Ltd. <sup>b</sup>	West Slipway	1	208.0	24.0	-	-
		East Slipway	1	167.0	17.0	-	-
		Slip Way	1	98.0	77.0	-	-
		Naval Jetty	1	241.8	10.0	7.0	-
		Finger Jetty	1	190.8	11.4	7.0	-
		Canteen Jetty	1	26.0	11.0	8.0	-
		Saw Mill Jetty	1	25.0	11.0	8.0	-
4	Goa Shipyard Ltd.	-	-	-	-	-	-
5	Hindustan Shipyard Ltd.	Dolphin Jetty	1	150.0	-	8.0	-
6	Hooghly Dock & Port Engineers Ltd.	Jetty	3	45.0-36.0	-	-	-
7	Mazagaon Dock Ltd. <sup>c</sup>	-	-	-	-	-	-
8	Shalimar Works Ltd.	-	-	-	-	-	-

**B. PRIVATE SECTOR**

9	Dempo Shipbuilding and Engineering Ltd.	Jetty	2	70.0	-	-	-
			1	70.0	-	-	-
10	ABG Shipyard Ltd.	Slipway	1	110.0	35.0	...	...
		Slipway	1	220.0	25.0	...	...
11	Bharati Shipyard Ltd.	a) Slipway	1	125.0	20.0	5.5	10.0
		b) Berth	1	120.0	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	40.0	6.0	50.0
12	Ferromar Shipping Pvt. Ltd. @	-	-	-	-	-	-
13	Sesa Goa Ltd.	Covered fabrication	-	-	-	-	-
		Sheds	2	56.0-65.0	15.0	-	-
		Slipwas	1	150.0	70.0	-	-
		Quay side	1	200.0	3.0	-	-
14	A.C. Roy & Company Ltd.	-	-	-	-	-	-
15	Bristol Boats	-	-	-	-	-	-
16	Wadia Boat Builders	-	-	-	-	-	-
17	Tebma Shipyard Ltd.	-	-	-	-	-	-

Table No. 2.3a

**Ship Repairing Facilities-Company-Wise  
(As On 31st March, 2010)**

Sl. No.	Name of Company	Other repairing facilities					
		Item	No.	Capacity			
				Length (M)	Width (M)	Depth (M)	DWT ('000)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
<b>B. PRIVATE SECTOR (Contd.)</b>							
18	Larsen & Toubro Limited	Water front	-	1200.0	-	4.0	...
		Main Jetty	1	144.0	17.4	4.0	...
		L- Shaped Jetty	1	80.0	40.0	4.0	...
		Rallon-Rall off Jetty	1	100.0	40.0	4.0	...
		Slipway	1	160.0	28.0	4.0	...
		Outfitting Jetty-2	1	260.0	-	4.0	...
		Outfitting Jertty-1	1	150.0	-	4.0	...

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 due to non-availability of space. The capacity of MDL is completely occupied by new construction of warship and sub-marine projects. Hence, ship-repairing facilities in MDL at present is "NIL".

@ Empreiteiros Gerais Pvt. Ltd. Merged with Ferromar Shipping Pvt. Ltd. W.e.f. 16.4.2010.

Table No. 2.4

**No. Of Ships Repaired And Earnings, Company-wise -  
(2006-07 to 2009-10)**

(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)
<b>A. PUBLIC SECTOR (Total)</b>	<b>2009-10</b>	<b>164</b>	<b>70842.33</b>	<b>12</b>	<b>510.34</b>	<b>176</b>	<b>71352.67</b>
	<b>2008-09</b>	<b>123</b>	<b>48446.41</b>	<b>20</b>	<b>4781.63</b>	<b>143</b>	<b>53228.04</b>
	<b>2007-08</b>	<b>118</b>	<b>36747.59</b>	<b>8</b>	<b>952.00</b>	<b>126</b>	<b>37699.59</b>
	<b>2006-07</b>	<b>113</b>	<b>37247.38</b>	<b>8</b>	<b>952.00</b>	<b>121</b>	<b>38199.38</b>
1. Alcock Ashdown (Gujarat) Ltd. <sup>a</sup>							
2. Cochin Shipyard Ltd.	2009-10	64	23635.72	-	-	64	23635.72
	2008-09	67	27006.10	-	-	67	27006.10
	2007-08	58	25214.07	-	-	58	25214.07
	2006-07	50	24152.81	-	-	50	24152.81
3. Garden Reach Ship-builders and Engineers Ltd. <sup>b</sup>	2009-10	4	369.00	-	-	4	369.00
	2008-09	4	93.00	-	-	4	93.00
	2007-08	8	630.00	-	-	8	630.00
	2006-07	8	484.00	-	-	8	484.00
4. Goa Shipyard Ltd.	2009-10	73	21585.18	-	-	73	21585.18
	2008-09	11	7899.10	-	-	11	7899.10
	2007-08	13	778.72	-	-	13	778.72
	2006-07	12	2278.08	-	-	12	2278.08
5. Hindustan Shipyard Ltd.	2009-10	17	24900.00	12	510.34	29	25410.34
	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
6. Hooghly Dock & Port Engineers Lt	2009-10	-	-	-	-	-	-
	2008-09	1	23.40	...	...	1	23.40
	2007-08	3	182.67	...	...	3	182.67
	2006-07	3	240.00	-	-	3	240.00
7. Mazagon Dock Ltd.	2009-10*						
	2008-09*						
	2007-08 *						
	2006-07 *						

Table No. 2.4  
(Contd...)

**No. Of Ships Repaired And Earnings, Company-wise -  
(2006-07 to 2009-10)**

(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)
8. Shalimar Works Ltd.	2009-10	6	352.43	-	-	6	352.43
	2008-09	1	261.70	-	-	1	261.70
	2007-08	8	301.13	-	-	8	301.13
	2006-07	12	451.49	-	-	12	451.49
<b>B. PRIVATE SECTOR (Total)</b>	<b>2009-10</b>	<b>64</b>	<b>2008.05</b>	<b>-</b>	<b>-</b>	<b>64</b>	<b>2008.05</b>
	<b>2008-09</b>	<b>93</b>	<b>2255.59</b>	<b>-</b>	<b>-</b>	<b>93</b>	<b>2255.59</b>
	<b>2007-08</b>	<b>48</b>	<b>1876.27</b>	<b>11</b>	<b>232.34</b>	<b>65</b>	<b>2108.61</b>
	<b>2006-07</b>	<b>75</b>	<b>2406.57</b>	<b>-</b>	<b>-</b>	<b>83</b>	<b>2406.57</b>
9. Dempo Shipbuilding & Engg. Ltd.	2009-10	14	1008.34	-	-	14	1008.34
	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
10. ABG Shipyard Ltd.	2009-10	...	37.00	-	-	...	37.00
	2008-09	...	86.13	-	-	...	86.13
	2007-08	-	651.83	-	-	-	651.83
	2006-07	...	1166.77	-	-	...	1166.77
11. Bharati Shipyard Ltd.	2009-10	1	20.52	-	-	1	20.52
	2008-09	1	326.28	-	-	1	326.28
	2007-08	1	154.78	-	-	1	154.78
	2006-07	-	-	-	-	-	-
12. Ferromar Shipping Pvt. Ltd. @	2009-10	2	...	...	...	2	...
	2008-09	...	...	...	...	...	...
	2007-08	...	...	...	...	...	...
	2006-07	...	...	...	...	...	...
13. Sesa Goa Ltd.	2009-10	19	808.19	-	-	19	808.19
	2008-09	19	793.77	-	-	19	793.77
	2007-08	21	576.09	-	-	21	576.09
	2006-07	16	502.17	-	-	16	502.17
14. A.C.Roy & Co. Ltd.	2009-10	28	134.00	-	-	28	134.00
	2008-09	32	177.00	-	-	32	177.00
	2007-08	21	177.00	-	-	21	177.00
	2006-07	26	168.00	-	-	26	168.00

Table No. 2.4  
(Contd...)

**No. Of Ships Repaired And Earnings, Company-wise -  
(2006-07 to 2009-10)**

(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)
15. Bristol Boats	2009-10	-	-	-	-	-	-
	2008-09	1	16.65	-	-	1	16.65
	2007-08	-	-	-	-	-	-
	2006-07	3	93.63	-	-	3	93.63
16. Wadia Boat Builders	2009-10	-	-	-	-	-	-
	2008-09	2	43.00	...	...	2	43.00
	2007-08	...	...	...	...	...	...
	2006-07	...	...	...	...	...	...
17. Larsen & Toubro Limited	2009-10	-	-	-	-	-	-
	2008-09	...	...	...	...	...	...
	2007-08	...	...	...	...	...	...
<b>C. Grand Total (A + B)</b>	<b>2009-10</b>	<b>228</b>	<b>72850.38</b>	<b>12</b>	<b>510.34</b>	<b>240</b>	<b>73360.72</b>
	<b>2008-09</b>	<b>216</b>	<b>50702.00</b>	<b>20</b>	<b>4781.63</b>	<b>236</b>	<b>55483.63</b>
	<b>2007-08</b>	<b>166</b>	<b>38623.86</b>	<b>19</b>	<b>1184.34</b>	<b>191</b>	<b>39808.20</b>
	<b>2006-07</b>	<b>188</b>	<b>39653.95</b>	<b>8</b>	<b>952.00</b>	<b>204</b>	<b>40605.95</b>

a. Alcock Ashdown (Gujarat) Ltd. has no data from 2006-07 to 2009-10

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

\* Not carried out any ship-repairing work due to non-availability of space. The capacity of MDL is occupied by new construction of warship and sub-marine projects. Hence, ship repair facilities in MDL at present is nil.

@ Empreiteiros Gerais Pvt. Ltd merged with Ferromal Shipping Pvt. Ltd w.e.f. 16.4.2010.



**Table No. 2.5**

Dock &amp; Ship Repairing Facilities at Major Ports: 2009-10

Name of Ports	No. of Dry Docks and their Size	No. of Work-shops	No. of Cranes & Capacity	No. of Vessels Repaired during 2009-10	No. of days at Dry Dock Occupancy during 2009 - 10
1	2	3	4	5	6
Kandla	<b>One</b> Length : 95 mtrs. Width : 20 mtrs. Draft : 5.5 mtrs.	1	<b>One</b> 5 metric tones	42	343
Mumbai	<b>Two</b> (I) Length : 304.8 mtrs. Width : 30.5 mtrs. (II) Length : 152.5 mtrs. Width : 20.0 mtrs.	1	<b>Three</b> 1-20 T 1-3 T 1-5 T	103	327
Mormugao	<b>One</b> Length : 210 mtrs. Width : 34.2 mtrs. Draft : 5 mtrs.	2	<b>Three</b> 1-50 T 1-15 T 3-10 T (each) 1-26 T	424	340
Cochin	<b>One</b> Length : 66.0 mtrs. Width : 12.0 mtrs. Draft : 4.0 mtrs.	2	<b>Two</b> 5 T each	10	280
Tuticorin *	<b>One</b> Length : 150 feet Width : 32 feet Draft : 6.5 feet	1	...	-	-
Visakhapatnam (i)	<b>Two</b> Length : 140.24 mtrs. Width : 18.28 mtrs. Draft : 5.6 mtrs.	-	<b>One</b> 5 T	27	307
(ii)	Length : 65 mtrs. Width : 21 mtrs. <b>Draft : 6 mtrs.</b>	-			
Paradip	<b>One</b> Length : 75 mtrs. Width : 15 mts. Draft : 6 mts.	1	<b>One</b> 3/10 MT	12	301

**Table No. 2.5**  
(Contd...)

**Dry Dock and Ship Repairing Facilities at Major Ports**

<b>Name of Ports</b>	<b>No. of Dry Docks and their size</b>	<b>No. of Work-shops</b>	<b>No. of Cranes &amp; Capacity</b>	<b>No. of Vessels Repaired during 2009-10</b>	<b>No. of Days at Dry Dock Occupancy during 2009-10</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
Kolkata	<b>Five</b> i) Length : 172.21 mtrs. Width : 22.86 mtrs. ii) Length : 172.21 mtrs. Width : 22.86 mtrs. iii) Length : 160.02 mtrs. Width : 19.50 mtrs. iv) Length : 142.95 mtrs. Width : 19.50 mtrs. v) Length : 102.10 mtrs. Width : 14.63 mtrs.	3	<b>Six</b> 1 No. 25T 2 Nos. of 3T/6T 1 No. 3 T 1 No. 5 T 1 No. 7 T	30	1412
JNPT	Do not have any dry dock facilities				
Haldia	There is no dry dock.				
New Mangalore	Do not have any ship repair facility				
Chennai	Do not have any ship repair facility				
Ennore	Do not have any ship repair facility				

\* At present dry dock is not in usage because of major structural damages which are beyond economical repair. Action is being taken to construct a new dry dock facility with suitable modifications. A detailed study has been undertaken by the Port by engaging Cochin Shipyard as consultant.  
Source: All Major Ports.

Table No. 2.6

## Dry Dock Hire Charges Existing at Major Ports

Name of Ports	Dry Dock Hire Charges for different sizes of vessels					
1	2					
Kandla	<u>Rate per vessel</u>					
	<u>Craft up to 30 mtrs.</u>		<u>Craft between 30 to 60 mtrs.</u>		<u>Craft above 60 mtrs.</u>	
<u>Particulars</u>	<u>Coastal vessel (in Rs.)</u>	<u>Foreign-going vessel (in US \$)</u>	<u>Coastal vessel (in Rs.)</u>	<u>Foreign-going vessel (in US \$)</u>	<u>Coastal vessel (in Rs.)</u>	<u>Foreign-going vessel (in US \$)</u>
Docking & undocking the vessel in include-ing 1 <sup>st</sup> day hire and cleaning of dry dock	41459.39	1677.00	49700.67	2010.55	57984.59	2345.66
Dry dock hire from 2 <sup>nd</sup> day to 8 day (both days inclusive) per day or part thereof	14657.47	592.94	17589.82	711.56	20522.17	830.19
Dry dock hire from 9 <sup>th</sup> day to 20 <sup>th</sup> day (both days inclusive) per day or part thereof	21987.35	889.45	26384.03	1067.32	30781.83	1245.22
Dry dock hire from 21 <sup>st</sup> day or part thereof	35423.50	1432.99	42508.39	1719.60	49592.64	2006.18

**Table No. 2.6  
(Contd...)**

**Dry Dock Hire Charges Existing at Major Ports**

Name of Ports	Dry Dock Hire Charges for different sizes of vessels																														
1	2																														
<b>Mumbai</b>	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. 600 per application form Rs. 12000/- per year Rs. 6000/-per job per year Rs. 1200/- per job per year.																												
<b>Mormugao</b>	Up to 10,000 GRT 1,00,000 and above	<u>Local INR</u> Rs. 2,50,000/- Rs. 4,00,000/-	<u>Foreign – U.S. \$</u> 5,300 8,500																												
<b>Cochin</b>	For the first day – Rs. 26,600 per day For every subsequent days – Rs. 13,300 per day																														
<b>Visakhapatnam</b>	<table border="1" data-bbox="459 965 1437 1140"> <thead> <tr> <th data-bbox="459 965 820 1032">Nature of service</th> <th data-bbox="823 965 1011 1032">1<sup>st</sup> day to 14<sup>th</sup> day</th> <th data-bbox="1015 965 1230 1032">15<sup>th</sup> day to 30<sup>th</sup> day</th> <th data-bbox="1233 965 1437 1032">31<sup>st</sup> day onwards</th> </tr> </thead> <tbody> <tr> <td data-bbox="459 1037 820 1104">Rental/stayal charges per day for vessel dock in ORS</td> <td data-bbox="823 1037 1011 1104">Rs. 27,967/-</td> <td data-bbox="1015 1037 1230 1104">Rs. 41,937/-</td> <td data-bbox="1233 1037 1437 1104">Rs. 55,934/-</td> </tr> <tr> <td data-bbox="459 1108 820 1140">Foreign Vessels</td> <td data-bbox="823 1108 1011 1140">US \$ 995.13</td> <td data-bbox="1015 1108 1230 1140">US \$ 1492.21</td> <td data-bbox="1233 1108 1437 1140">US \$1990.25</td> </tr> </tbody> </table> <table border="1" data-bbox="459 1211 1437 1453"> <thead> <tr> <th data-bbox="459 1211 703 1245">Type of vessel</th> <th colspan="3" data-bbox="707 1211 1437 1245">Length of vessel</th> </tr> <tr> <td data-bbox="459 1249 703 1283"></td> <td data-bbox="707 1249 951 1283">50 mtrs. Or less</td> <td data-bbox="954 1249 1193 1283">50 to 100 mtrs.</td> <td data-bbox="1197 1249 1437 1283">Above 100 mts.</td> </tr> </thead> <tbody> <tr> <td data-bbox="459 1288 703 1355">Flat bottom vessel</td> <td data-bbox="707 1288 951 1355">Rs. 70,000/-</td> <td data-bbox="954 1288 1193 1355">Rs. 87,500/-</td> <td data-bbox="1197 1288 1437 1355">Rs. 1,05,000/-</td> </tr> <tr> <td data-bbox="459 1359 703 1453">Shaped vessels such as coast guard/navy</td> <td data-bbox="707 1359 951 1453">Rs. 1,20,000/-</td> <td data-bbox="954 1359 1193 1453">Rs. 1,60,000/-</td> <td data-bbox="1197 1359 1437 1453">Rs. 2,00,000/-</td> </tr> </tbody> </table> <p data-bbox="459 1554 1358 1621">(a) The composition docking and un-docking charges will be levied at US \$ 2117.95 per foreign going vessel and Rs. 59,523/- per coastal vessel.</p> <p data-bbox="459 1659 1417 1727">(b) In case of 2<sup>nd</sup> docking, a rate of US \$ 767.22 per foreign going vessel and Rs. 21,562/- per coastal vessel will be levied.</p> <p data-bbox="459 1765 1027 1798">Block shifting charges will be levied on actuals.</p>			Nature of service	1 <sup>st</sup> day to 14 <sup>th</sup> day	15 <sup>th</sup> day to 30 <sup>th</sup> day	31 <sup>st</sup> day onwards	Rental/stayal charges per day for vessel dock in ORS	Rs. 27,967/-	Rs. 41,937/-	Rs. 55,934/-	Foreign Vessels	US \$ 995.13	US \$ 1492.21	US \$1990.25	Type of vessel	Length of vessel				50 mtrs. Or less	50 to 100 mtrs.	Above 100 mts.	Flat bottom vessel	Rs. 70,000/-	Rs. 87,500/-	Rs. 1,05,000/-	Shaped vessels such as coast guard/navy	Rs. 1,20,000/-	Rs. 1,60,000/-	Rs. 2,00,000/-
Nature of service	1 <sup>st</sup> day to 14 <sup>th</sup> day	15 <sup>th</sup> day to 30 <sup>th</sup> day	31 <sup>st</sup> day onwards																												
Rental/stayal charges per day for vessel dock in ORS	Rs. 27,967/-	Rs. 41,937/-	Rs. 55,934/-																												
Foreign Vessels	US \$ 995.13	US \$ 1492.21	US \$1990.25																												
Type of vessel	Length of vessel																														
	50 mtrs. Or less	50 to 100 mtrs.	Above 100 mts.																												
Flat bottom vessel	Rs. 70,000/-	Rs. 87,500/-	Rs. 1,05,000/-																												
Shaped vessels such as coast guard/navy	Rs. 1,20,000/-	Rs. 1,60,000/-	Rs. 2,00,000/-																												

**Table No. 2.6  
(Contd...)**

**Dry Dock Hire Charges Existing at Major Ports**

<b>Name of Ports</b>	<b>Dry Dock Hire Charges for different sizes of vessels</b>					
<b>1</b>	<b>2</b>					
<b>Kolkata</b>						
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 Dock Foreign Vessel (US Dollar)	3 K. P. Dry Dock Coastal Vessel (Rupees)
Up to 500 GRT	350	7500	400	9500	380	8500
501 to 2000 GRT	600	13000	630	145600	570	13500
2001 to 3000 GRT	920	20000	840	19000	750	18000
3001 to 5000 GRT	930	22000	890	22000	790	21000
5001GRT and above	1100	24000	890	22000	790	21000
<b>Paradip</b>	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.					
<b>Tuticorin</b>	At present dry dock is not in usage because of major structural damages which are beyond economical repair. Action is being taken to construct a new dry dock facility with suitable modifications. A detailed study has been undertaken by the Port by engaging Cochin Shipyard as consultant.					
<b>Haldia</b>	Do not have any ship repair facility					
<b>JNPT</b>	Do not have any ship repair facility					
<b>New Mangalore</b>	Do not have any ship repair facility					
<b>Chennai</b>	Do not have any ship repair facility					
<b>Ennore</b>	Do not have any ship repair facility					

Source: All major ports.

Table No. 2.7

## Equipments available at Major Ports

Name of Ports	Equipments available in the Workshops
1	2
Kandla	Lathe Machine Radial 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
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 3 cranes of 10 T. one crane of 26 T cap. On floating dry dock Wharf cranes of 50 T and 15 T capacities.
Cochin	Lathe – Ordinary Lathe – Heavy Duty Lathe Long Bed Radial Drilling Machine Hand Drilling Machine Shaper Slotter Slotter/Plate Cutting Machine Grinder (For Tools) Surface Grinder Planer Milling Machine Power Hack Saw Power Hammer Spilicing Machine Hydraulic Press Pressure Testing Machine Air Compressor Oil Furnace Tilting Furnace Over Head Travelling Machine (5 T) Over Head Travelling Machine (3 T) Portable Hand Crane (2 T) Open Hearth Furnace Chain/Hook Testing Machine

**Table No. 2.7  
(Contd...)**

**Equipments available at Major Ports**

Name of Ports	Equipments available in the Workshops
1	2
Mumbai	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. Caisson 13 Nos. of Sluices with associated power packs
Visakhapatnam	N.A.
Chennai	Do not have any ship repair facility
Ennore	Do not have any ship repair facility
Haldia Dock Complex	Do not have any dry docking facilities
Kolkata	NA
JNPT	Do not have any ship repair facility
New Mangalore	Do not have any dry docking facilities
Paradip	Do not have any dry docking facilities

## **Section- 3**

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

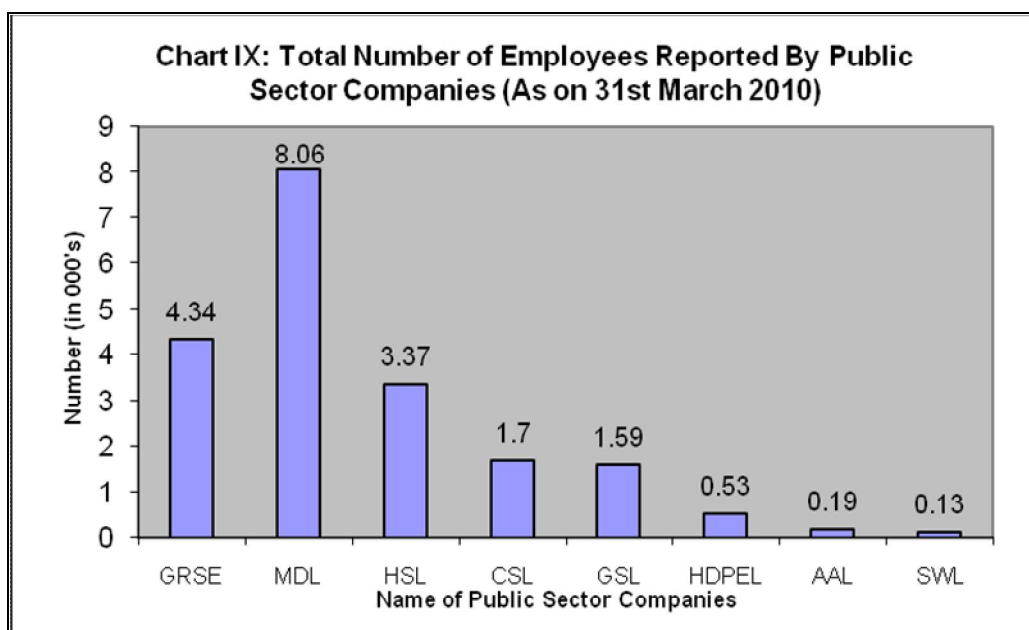


### 3. EMPLOYMENT IN SHIP-BUILDING/SHIP-REPAIRING INDUSTRY

3.1. The total number of employees under the eight Public Sector Shipyards during 2009-10 was 20,261 which included 2,064 officers (10.18 % of the total number of employees). The maximum number of employees in the public sector Shipyards as on end 31<sup>st</sup> March 2010 was 8066 in Mazagon Dock Ltd followed by 4345 of Garden Reach Ship Builders and Engineers Ltd and 3371 employees in Hindustan Shipyard Ltd

3.2. The total number of employees in 11 private sector companies was 11513 as on 31<sup>st</sup> March 2010 of which total number of officers were 1134 (9.84 % of the total number of employees). Bharati Shipyard had highest number of employees (5200) followed by ABG Shipyard (2890) and Larsen & Toubro (2500).

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



3.4. Compound Annual Growth Rate of employment in Ship Building & Ship repairing industries (Public and Private Sector combined) was 5.4% over a period of four years from 2006-07 to 2009-10. CAGR of employment in private sector and public sectors ship yards was 21.1% and 0.18% respectively. Chart X given below depicts the employment trend in Ship-building and Ship-repairing industries during the period 2006-07 to 2009-10

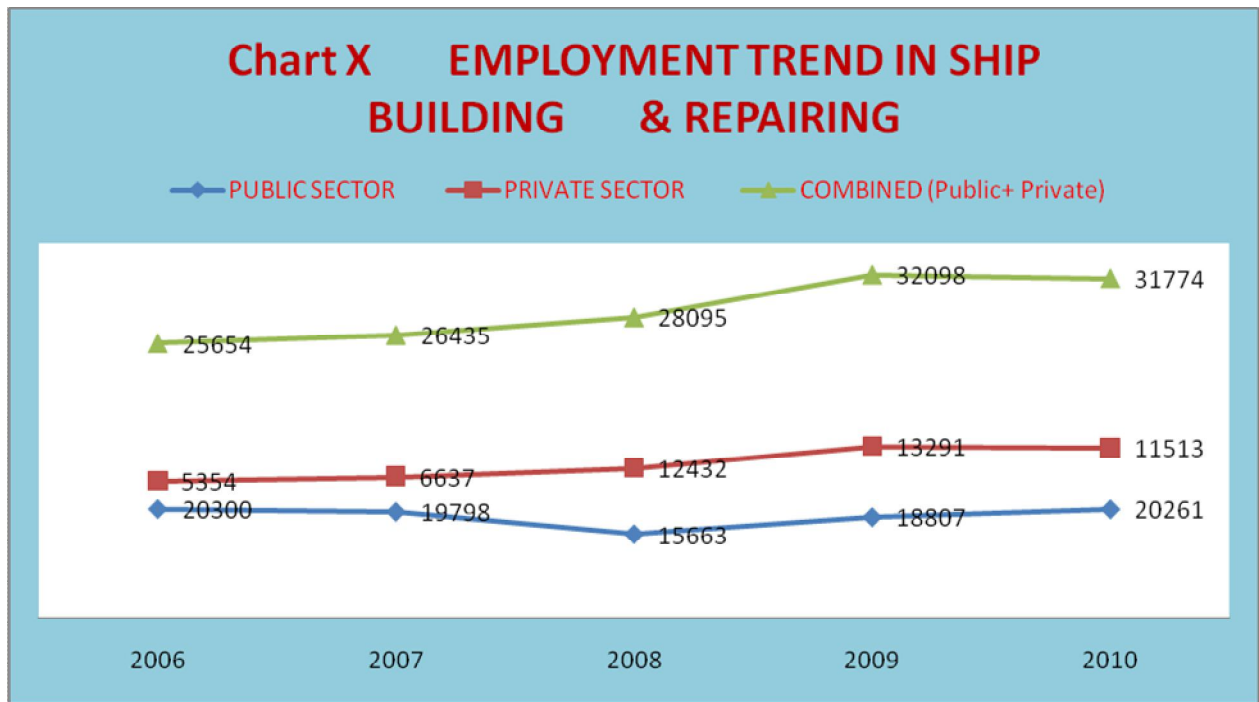


Table No. 3.1

**Employment In Ship-Building/Ship-Repairing Companies  
(As On end 31st March, 2010)**

Name of The Company	Officers	Supervisors	Workforce in Operation		Total
			Directly involved in	Indirectly involved in	
			(4)	(5)	
(1)	(2)	(3)	(4)	(5)	(6)
<b>A. PUBLIC SECTOR (Total)</b>	<b>2064</b>	<b>2027</b>	<b>10829</b>	<b>5341</b>	<b>20261</b>
1. Alcock Ashdown (Gujarat) Ltd.	35	30	122	11	198
2. Cochin Shipyard Ltd.	270	185	1304	148	1907
3. Garden Reach Ship-Builders and Engineers Ltd <sup>a</sup>	462	561	@	3322	4345
4. Goa Shipyard Ltd.	221	122	985	373	1701
5. Hindustan Shipyard Ltd.	232	844	1883	412	3371
6. Hooghly Dock & Port Engineers Ltd.	51	111	376	-	538
7. Mazagon Dock Ltd.	785	171	6053	1057	8066
8. Shalimar Works Ltd.	8	3	106	18	135
<b>B. PRIVATE SECTOR (Total)</b>	<b>1134</b>	<b>1093</b>	<b>8300</b>	<b>986</b>	<b>11513</b>
9. Dempo Shipbuilding & Engg. Ltd.	14	17	205	41	277
10. ABG Shipyard Ltd.	198	621	2055	16	2890
11. Bharati Shipyard Ltd.	585	65	3800	750	5200
12. Chowgule & Co. Ltd.	40	87	-	22	149
13. Ferromar Shipping Pvt. Ltd.*	-	2	22	-	24
14. Sesa Goa Ltd.	10	6	46	-	62
15. A.C.Roy & Comp. Ltd.	27	4	3	13	47
16. Bristol Boats	8	-	12	1	21
17. Tebma Shipyard Ltd.	98	38	99	32	267
18. Wadia Boat Builders	4	3	58	11	76
19. Larsen & Toubro Limited	150	250	2000	100	2500
<b>C. Grand Total (A + B)</b>	<b>3198</b>	<b>3120</b>	<b>19129</b>	<b>6327</b>	<b>31774</b>

<sup>a</sup> 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.

\* Empreiteiros Gerais Pvt. Ltd. Merged with Ferromar Shipping Pvt. Ltd. w.e.f. 16.4.2010.

Table No. 3.2

**Employment Pattern In Ship-Building/  
Ship-Repairing Companies - (2006-2010)**

(In numbers)

Name of The Company	Item	As on 31st March				
		2006	2007	2008	2009	2010
(1)	(2)	(3)	(4)	(5)	(6)	(7)
<b>A. PUBLIC SECTOR</b>	<b>Total</b>	<b>20300</b>	<b>19798</b>	<b>15663</b>	<b>18807</b>	<b>20261</b>
	<b>Officers</b>	<b>2286</b>	<b>2105</b>	<b>2176</b>	<b>2263</b>	<b>2064</b>
1. Alcock Ashdown (Gujarat) Ltd.	Total	243	231	231	197	198
	Officers	53	48	48	62	35
2. Cochin Shipyard Ltd.	Total	2075	2084	2061	1962	1907
	Officers	248	262	289	263	270
3. Garden Reach Ship-Builders & Engineers	Total	5065	4996	4971	4434	4345
	Officers	564	522	528	470	462
4. Goa Shipyard Ltd.	Total	1651	1641	1683	1690	1701
	Officers	164	180	107	209	221
5. Hindustan Shipyard Ltd.	Total	3523	2829	2315	3424	3371
	Officers	390	232	232	239	232
6. Hooghly Dock & Port Engineers Ltd.	Total	718	671	637	609	538
	Officers	65	62	98	51	51
7. Mazagon Dock Ltd.	Total	6909	7230	3649	6375	8066
	Officers	792	791	866	961	785
8. Shalimar Works Ltd.	Total	116	116	116	116	135
	Officers	10	8	8	8	8
<b>B. PRIVATE SECTOR (Total)</b>	<b>Total</b>	<b>5354</b>	<b>6637</b>	<b>12432</b>	<b>13291</b>	<b>11513</b>
	<b>Officers</b>	<b>891</b>	<b>788</b>	<b>2414</b>	<b>2426</b>	<b>1134</b>
9. Dempo Shipbuilding & Engg. Ltd.	Total	138	148	163	239	277
	Officers	21	8	11	10	14
10. ABG Shipyard Ltd.	Total	2200	2630	2630	2630	2890
	Officers	305	300	265	265	198
11. Bharati Shipyard Ltd.	Total	2015	2800	3540	4150	5200
	Officers	410	410	475	545	585
12. Chowgule & Co. Ltd.	Total	...	101	137	148	149
	Officers	...	15	45	29	40
13. Ferromar Shipping Pvt. Ltd.*	Total	...	...	22	23	24
	Officers	...	...	-	-	-
14. Sesa Goa Ltd.	Total	65	62	61	66	62
	Officers	12	1	1	5	10
15. Wadia Boat Builder	Total	57	57	57	80	76
	Officers	5	2	2	4	4
16. A.C.Roy & Comp. Ltd.	Total	43	43	43	43	47
	Officers	26	23	23	23	27
17. Bristol Boats	Total	72	32	21	20	21
	Officers	8	5	8	8	8
18. Tebma Shipyard Ltd.	Total	764	764	958	1092	267
	Officers	104	24	284	237	98
19. Larsen & Toubro Limited	Total	...	...	4800	4800	2500
	Officers	...	...	1300	1300	150
<b>C. Grand Total (A + B)</b>	<b>Total</b>	<b>25654</b>	<b>26435</b>	<b>28095</b>	<b>32098</b>	<b>31774</b>
	<b>Officers</b>	<b>3177</b>	<b>2893</b>	<b>4590</b>	<b>4689</b>	<b>3198</b>

\* Empreiteiros Gerais Pvt. Ltd. Merged with Ferromar Shipping Pvt. Ltd.

## **Section-4**

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

#### 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 2009-10 was Rs. 3083.3 crore by Mazagon Dock Ltd followed by Rs. 1326.5 crore by Cochin Shipyard Ltd. and Rs. 954.8 crore by Goa Shipyard Ltd. In terms of profit, the highest profit was earned by Mazagon Dock Ltd with a profit of Rs 386.5 crore followed by Cochin Shipyard Ltd (Rs. 223.04 crore) and Goa Shipyard Ltd (Rs 197.23 crore). Loss was incurred by Garden Reach Ship-Builders & Engineers Ltd (Rs. 315.72 crore) followed by Alcock Ashdown (Rs. 131.43 crore), Hoogly Dock & Port Engineers Ltd (Rs 55.40 crore) and Shalimar Work Ltd (Rs. 11.46 crore).

4.2. In private sector, the highest income earned during 2009-10 was Rs 1851.8 crore by ABG Shipyard Ltd followed by Bharati Shipyard Pvt Ltd (Rs 1352.4 crore) and Larsen & Toubro Ltd (Rs 390.6 crore). In terms of net profit, the highest profit was earned by ABG Shipyard Ltd with Rs. 228.9 crore followed by Bharati Shipyard Pvt Ltd (Rs 208 crore ). Loss was incurred by Tebma Shipyard Ltd. (Rs 186.3 crore) followed by Chowgule & Co. Ltd. (Rs 34.6 crore), Ferromar Shipping Pvt. Ltd. (Rs. 14.4 crore) and Bristol Boats (Rs. 0.5 crore).

4.3. Chart XI shows the financial performance in terms of profit/ loss of the major public and private sector companies engaged in ship building/ repair as on 31<sup>st</sup> March 2010.

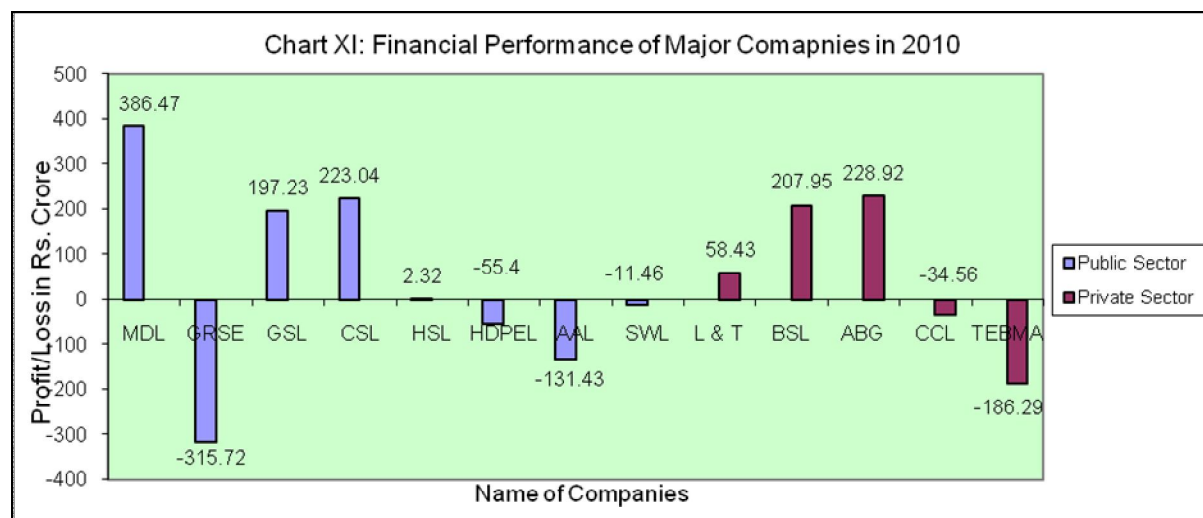


Table No. 4.1

**Financial Performance (Income Earned) : Company - wise  
(2006 to 2010)**

(Rs. in lakhs)

Sl. No.	Name of the Company	As on 31st March	Income from			Total Income
			Ship Building	Ship Repairing	Other resources	
(1)	(2)	(3)	(4)	(5)	(6)	(7)
<b>A. PUBLIC SECTOR</b>						
1.	Alcock Ashdown (Gujarat) Ltd	2010	928.86	9.93	1639.84	2578.63
		2009	6629.89	12.65	731.65	7374.19
		2008	6550.00	-	575.06	7125.06
		2007	5734.80	-	4370.21	10105.01
		2006	2208.00	-	173.19	2381.19
2	Cochin Shipyard Ltd.	2010	101212.89	23635.72	7800.58	132649.19
		2009	98612.61	27006.10	10716.09	136334.80
		2008	58163.80	25214.07	2339.29	85717.16
		2007	47818.00	24153.00	12593.00	84564.00
		2006	22220.00	15127.00	7942.00	45289.00
3	Garden Reach Ship-Builders & Engineers Ltd.	2010	19304.00	404.00	32648.00	52356.00
		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
4	Goa Shipyard Ltd.	2010	57187.00	21585.00	16706.00 <sup>@</sup>	95478.00
		2009	40158.00	7899.00	10655.00 <sup>@</sup>	58712.00
		2008	31174.00	779.00	8141.00 <sup>@</sup>	40094.00
		2007	24429.00	2278.00	2967.00	29674.00
		2006	23459.00	1519.00	1898.00	26876.00
5	Hindustan Shipyard Ltd.	2010	25360.53	36535.52	4307.40	66203.45
		2009	19416.73	20164.65	10246.77	49828.15
		2008	20215.03	18236.99	12561.57	51013.59
		2007	21666.93	18218.93	90.78	39976.64
		2006	17264.29	9922.52	4700.99	31887.80
6	Hooghly Dock & Port Engineers Ltd.	2010	936.47	-	139.09	1075.56
		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	137.36	(-) 755.81	775.78
7	Mazagan Dock Ltd.	2010	285613.00	-	22720.00	308333.00
		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
8	Shalimar Works Ltd.	2010	684.60	352.43	99.71	1136.74
		2009	698.02	261.70	270.21	1229.93
		2008	54.82	444.17	188.58	687.57
		2007	749.10	215.08	109.81	1073.99
		2006	-	102.77	131.00	233.77

Table No. 4.1  
(Contd...)

**Financial Performance (Income Earned) Company - wise  
(2006 to 2010)**

(Rs. in lakhs)

Sl. No.	Name of the Company	As on 31st March	Income from			Total Income
			Ship Building	Ship Repairing	Other resources	
(1)	(2)	(3)	(4)	(5)	(6)	(7)
<b>B. PRIVATE SECTOR</b>						
9	Dempo Shipbuilding and Engineering Ltd.	2010	7106.58	1016.19	163.16	8285.93
		2009	2670.92	812.76	1941.16	5424.84 *
		2008	-	548.91	1033.62	1582.53 *
		2007	2328.58	476.97	134.15	2204.98 *
		2006	2063.67	292.10	212.01	2567.78
10	ABG Shipyard Ltd.	2010	162498.00	37.00	22644.00	185179.00
		2009	134806.25	86.13	7054.73	141947.11
		2008	87726.75	651.83	9045.44	97424.02
		2007	60580.44	1166.77	9130.33	70977.54
		2006	45543.48	662.90	8578.26	54784.64
11	Bharati Shipyard Pvt. Ltd.	2010	133785.54	20.52	1438.17	135244.23
		2009	100933.75	326.28	685.39	101945.42
		2008	69197.27	154.78	1159.29	70511.34
		2007	100933.75	326.28	685.39	101945.42
		2006	29326.92	0.00	175.77	29502.69
12	Chowgule & Co.Ltd.	2010	19905.47	-	326.13	20231.60
		2009	14713.48	-	316.12	15029.60
		2008	6282.73	-	230.31	6513.22
		2007	-	0.20	404.11	404.31
		2006	1725.13	7.82	145.12	1878.07
13	Ferromar Shipping Pvt. Ltd. #	2010	...	...	1093.58	1093.58
		2009	...	...	767.27	767.27
		2008	-	-	725.05	725.05
		2007	-	-	32.14	32.14
		2006	...	...	...	...
14	A.C.Roy & Comp. Ltd.	2010	2005.00	134.00	98.00	2237.00
		2009	1848.00	131.00	87.00	2066.00
		2008	1731.00	124.00	93.00	1948.00
		2007	968.00	168.00	84.00	1220.00
		2006	871.00	116.00	79.00	2066.00
15	Bristol Boats	2010	-	3.50	39.96	43.46
		2009	-	17.94	13.33	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
16	Tebma Shipyard Ltd.	2010	16220.74	-	4670.81	20891.55
		2009	31148.46	-	986.50	32134.96
		2008	43897.41	-	469.57	44366.98
		2007	13903.72	-	-	13903.72
		2006	8763.72	-	165.92	8929.64
17	Larsen & Toubro Limited	2010	36675.15		2384.61	39059.76
		2009	33646.57		1031.75	34678.32
		2008	24854.70		675.10	25529.80
		2007	...	...	...	...
		2006	...	...	...	...

@ After adjusting accretion/decretion to work in progress.

\* Income including WIP

# Empreiteiros Gerais Pvt. Ltd. merged with Ferromar Shipping Pvt. Ltd. w.e.f. 16.4.2010.



Table No.  
4.2

**Financial Performance (Expenditure) : Company-wise  
(2006 to 2010)**

(Rs. in lakhs)

Sl. No.	Name of the Company	As on 31st March	Operating establishment and other expenses	Expenditure incurred on			
				Provision for Depreciation	Interest	Total Expenditure	Profit (+)/ Loss (-)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
<b>A. PUBLIC SECTOR</b>							
1	Alcock Ashdown (Gujarat) Ltd.	2010	13262.09	139.36	2321.15	15722.60	(-) 13143.97 *
		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
2	Cochin Shipyard Ltd.	2010	107001.46	1524.45	1819.21	110345.12	(+)22304.07
		2009	119440.85	979.98	21.00	122319.47	(+)14015.33
		2008	75006.15	968.61	357.01	76331.77	(+) 9385.39
		2007	76913.00	789.00	1051.00	78753.00	(+) 5811.00
		2006	41631.00	1062.00	773.00	43466.00	(+)1823.00
3	Garden Reach Ship-Builders & Engineers Ltd.	2010	83165.00	762.00	1.00	83928.00	(-) )31572.00
		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
4	Goa Shipyard Ltd.	2010	74177.00	470.00	1108.00	75755.00	(+)19723.00
		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
5	Hindustan Shipyard Ltd.	2010	60083.72	645.75	5241.55	65971.02	(+) 232.43
		2009	58087.30	692.67	5049.13	63829.10	(-)14000.85
		2008	44846.78	582.31	4450.96	49880.05	(+)1133.54
		2007	9082.00	406.00	3470.00	12958.00	(+)27018.64
		2006	30368.38	407.15	492.78	31268.31	(+) 619.49
6	Hooghly Dock & Port Engineers Ltd.	2010	2230.61	53.04	4332.21	6615.86	(-)5540.30
		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
7	Mazagon Dock Ltd.	2010	268467.00	1217.00	2.00	269686.00	(+)38647.00
		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
8	Shalimar Works Ltd.	2010	1072.99	45.03	1164.77	2282.79	(-)1146.05
		2009	1014.40	35.89	1097.62	2247.91	(-)1017.98
		2008	702.65	28.73	985.81	1717.19	(-)1029.62
		2007	1118.24	22.07	893.22	2033.53	(+)959.54
		2006	516.25	25.10	781.67	1323.02	(+)1089.25

Table No. 4.2  
(Contd...)

**Financial Performance (Expenditure) : Company-wise  
(2006 to 2010)**

(Rs. in lakhs)

Sl. No.	Name of the Company	As on 31st March	Operating establishment and other expenses	Expenditure incurred on			
				Provision for Depreciation	Interest	Total Expenditure	Profit (+)/ Loss (-)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
<b>B. PRIVATE SECTOR</b>							
9	Dempo Shipbuilding and Engineering Ltd.	2010	6580.20	204.33	119.49	6904.02	(+)1381.91
		2009	4877.78	186.21	98.02	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
10	ABG Shipyard Ltd.	2010	143357.00	3869.00	15061.00	162287.00	(+)22892.00
		2009	108109.50	1447.67	7395.44	116952.61	(+)24994.50
		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
11	Bharati Shipyard Pvt. Ltd.	2010	103309.09	1529.31	9609.93	114448.33	(+)20795.90
		2009	76266.46	1008.69	5133.49	82408.62	(+)19536.78
		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
12	Chowgule & Co. Ltd.	2010	21846.52	1147.16	694.10	23687.78	(-) 3456.18
		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
13	Ferromar Shipping Pvt. Ltd.	2010	362.65	797.97	1368.89	2529.51	(-)1435.93
		2009	257.96	116.66	101.05	475.66	(-)291.61
		2008	264.62	204.69	119.24	558.55	(-)136.50
		2007	12.67	4.39	-	17.06	(+)15.08
		2006	...	...	...	...	...
14	A.C.Roy & Comp. Ltd.	2010	1945.00	49.00	26.00	2020.00	(+)217.00
		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
15	Bristol Boats	2010	73.08	15.25	0.35	88.68	(-)51.40
		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
16	Tebma Shipyard Ltd.	2010	32550.14	2105.63	4865.10	39520.87	(-)18629.32
		2009	35814.14	941.24	3092.05	39847.43	(-)7712.47
		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
17	Larsen & Toubro Limited	2010	28453.55		4763.09	33216.64	(+)5843.12
		2009	26271.62		4492.08	30763.70	(+)3914.62
		2008	3481.66			3481.66	(+)31184.49
		2007	...	...	...	...	...
		2006	...	...	...	...	...

\* Includes excepbonal items Rs. 9274.56 lacks being loss on cancellation of contracts (Sea Tanker Project).

@ Empreiteiros Gerais Pvt. Ltd. merged with Ferromar Shipping Pvt. Ltd. w.e.f. 16.4.2010.

**Section -5**

**INTERNATIONAL SCENARIO**

## **5. INTERNATIONAL SCENARIO**

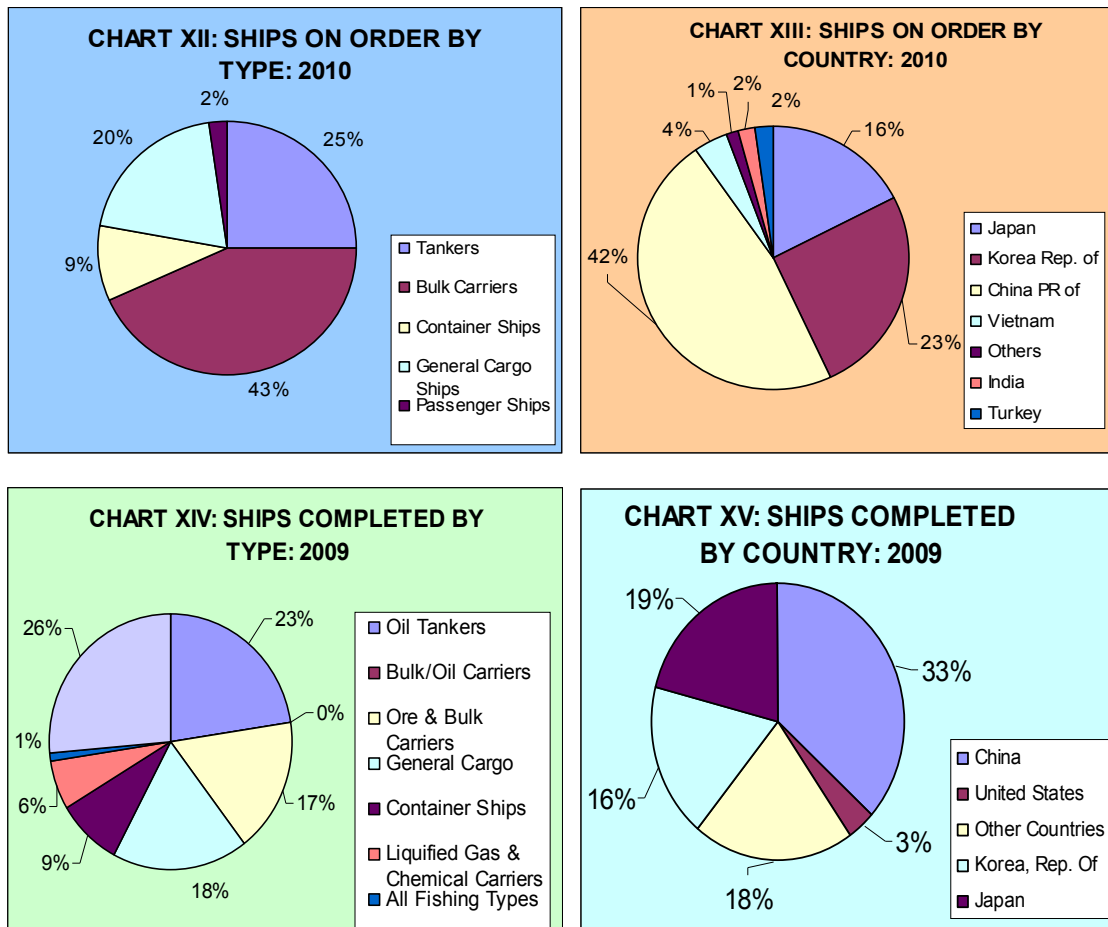
5.1. This section comprises comparative time series data on ship building activity in term of order and completion and by type and country (Table 5.1 to 5.6).

5.2. The number of ships on order reflects the demand side dynamics of the world shipping industry. Over the decade (1998 to 2009), the number of ships on order at a global level has grown about five fold from 1917 units in 1998 to 8707 units in 2009. On the other hand, ships in order in terms of gross tonnage (GT) have grown tenfold from 53.41 million GT in 1998 to 541.19 million GT in 2009. During the year 1998 to 2009, order book of world shipbuilding industry had witnessed CAGR of 14.7% and 23.4% on order in term of numbers of ships and gross tonnage respectively.

5.3. The number of ships built and delivered recorded in terms of gross tonnage (GT), were of the order 79 million GT in 2009 (Table 5.4) reflecting an increase of 16.2% over 68 million GT completed in 2008. In terms of number, the total number of ships completed increased to 3315 units in 2009 from 3038 units in 2008. The high volume of completions was contributed by tanker deliveries of 26.5 million GT in 2009, which were up by 5.3 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. China, Republic of Korea, and Japan were the top three nations which accounted for a global share of 27.6%, 37.6% and 25.2% respectively in ship completion (deliveries) in terms of gross tonnage in 2009.

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



Source: Shipping Statistics Yearbook 2010

Table No. 5.1

### World Ship-building - Ships On Order And Completed During The Years (1st July) 1998 - 2009

Year	Ships on Order *		Ships Completed @	
	No	1000 gt	No	1000 gt
(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
2009	8707	541191	3315	79483

\* Ships of 300gt and Over.

\*\* As on 1st October, 2006.

@ Merchant Ships of 100gt and Over.

Source : Shipping Statistics Year book 2010

## Ships on Order by Major Types and Country of Build (As on 1st July, 2010)

**Table No.5.2**

Country of Build	Ships of 300 gt. And above											
	Tankers		Bulk Carriers		Container Ships		General Cargo Ships		Passenger Ships		Total	
	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	262	9907	613	29425	29	173	181	5461	3	19	1088	44985
Korea Rep. of	594	35915	603	30971	285	2659	90	3533	4	103	1576	73181
Italy	9	42	-	-	-	-	-	-	25	1848	34	1890
China PR of	571	21774	1503	69803	246	752	604	7733	8	202	2932	100264
Germany	3	31	-	-	5	16	28	472	11	757	47	1276
Poland	2	15	-	-	1	3	10	34	14	83	27	135
Croatia	12	333	3	86	-	-	8	185	3	51	26	655
Spain	2	13	1	8	-	-	7	40	7	144	17	205
Romania	30	614	5	454	10	37	11	27	-	-	56	1132
Denmark	-	-	2	184	-	-	4	115	-	-	6	299
US	15	456	-	-	-	-	6	219	6	19	27	694
Taiwan	3	61	6	413	32	157	-	-	-	-	41	631
Ukraine	-	-	1	88	-	-	20	86	-	-	21	174
Netherlands	-	-	-	-	-	-	48	226	-	-	48	226
Bangladesh	-	-	-	-	-	-	58	225	-	-	58	225
France	-	-	-	-	-	-	-	-	5	463	5	463
Russia	39	472	-	-	-	-	30	109	-	-	69	581
Turkey	96	549	4	44	12	15	20	114	-	-	132	722
Norway	-	-	-	-	-	-	-	-	-	-	0	0
Portugal	-	-	-	-	-	-	-	-	2	8	2	8
Bulgaria	-	-	9	266	-	-	12	60	-	-	21	326
Philippines	8	648	96	6377	16	131	-	-	-	-	120	7156
Egypt	-	-	-	-	-	-	-	-	-	-	0	0
Finland	-	-	-	-	-	-	-	-	3	2	3	2
India	-	-	78	2155	-	-	51	320	5	324	134	2799
Lithuania	-	-	-	-	-	-	-	-	4	15	4	15
Iran	9	430	-	-	4	9	-	-	3	7	16	446
Australia	-	-	-	-	-	-	-	-	16	42	16	42
Brazil	34	1870	2	88	5	14	-	-	8	5	49	1977
Slovakia	-	-	-	-	-	-	19	52	-	-	19	52
Indonesia	9	68	8	242	1	0	11	69	-	-	29	379
Singapore	-	-	-	-	-	-	-	-	5	19	5	19
Vietnam	28	448	74	1690	14	15	134	921	-	-	250	3074
Argentina	6	115	-	-	-	-	-	-	-	-	6	115
UAE	-	-	-	-	-	-	-	-	-	-	0	0
Chile	-	-	-	-	-	-	-	-	1	3	1	3
Others	16	41	-	-	-	-	53	205	14	13	83	259
<b>Total</b>	<b>1748</b>	<b>73802</b>	<b>3008</b>	<b>142293</b>	<b>660</b>	<b>3981</b>	<b>1405</b>	<b>20207</b>	<b>147</b>	<b>4127</b>	<b>6968</b>	<b>283918*</b>

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

Table No. 5.3

**Ship on order by Type**

As on 1st July, 2007-2010

Ships of 300gt and over

Ship Type	2007		2008		2009		2010	
	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	2766	109523	2956	116212	2414	161954	1748	73802
Bulk Carriers	1768	82067	3118	146056	3318	291833	3008	142293
Container Ships	1402	60378	1451	73943	1087	64140	660	43489
General Cargo Ships	1287	21307	1714	27149	1703	22484	1405	20207
Passenger Ships	210	6235	211	5827	185	780	147	4127
<b>Grand Total</b>	<b>7433</b>	<b>279510</b>	<b>9450</b>	<b>369187</b>	<b>8707</b>	<b>541191</b>	<b>6968</b>	<b>283918</b>

Source: Shipping Statistics Year Book 2010.



Table No. 5.4

## Merchant Ships Completed By Country Of Build (2006-2009)

(Ships of 100 gt &amp; Over)

Country of Build	2006		2007		2008		2009	
	No.	1000 gt	No.	1000 gt	No.	1000 gt	No.	1000 gt
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
(1) Belgium	-	-	1	2.8	-	-	-	-
(2) Brazil	11	30.0	11	29.9	11	46.9	21	76.5
(3) Denmark (a)	4	538.0	5	854.0	5	563.9	6	455.6
(4) Finland	4	226.0	4	288.2	5	307.6	3	303.7
(5) France	5	143.0	3	191.2	6	232.8	6	145.3
(6) China	491	7695.0	644	10590.9	875	14241.4	1083	21927.7
(7) Germany FR of (b)	46	883.0	73	1380.2	77	1407.1	49	768.8
(8) Italy	14	512.0	37	724.2	47	715.6	24	533.2
(9) Korea, Rep. Of	378	18843.0	427	20656.0	519	26231.4	534	29923.0
(10) Japan	529	18103.0	530	17512.5	559	18747.6	619	20146.2
(11) Netherlands	80	187.0	50	187.8	40	150.4	25	133.4
(12) Norway	16	24.0	9	58.1	13	70.2	10	42.7
(13) Poland	56	834.0	55	589.8	53	664.2	48	376.4
(14) Spain	41	97.0	53	228.6	50	207.4	42	221.4
(15) Sweden	-	-	1	8.0	-	-	-	-
(16) United Kingdom	4	2.0	1	1.0	3	4.1	0	0.0
(17) United States	54	282.0	79	174.1	107	168.9	105	301.8
(18) Other Countries	714	3719.0	578	4835.7	668	4246.5	607	2660.6
<b>World Total</b>	<b>2447</b>	<b>52118.0</b>	<b>2561</b>	<b>57459.0</b>	<b>3038</b>	<b>68006.0</b>	<b>3315</b>	<b>79483.0</b>
<b>India*</b>	<b>41</b>	<b>222.9#</b>	<b>43</b>	<b>202.5#</b>	<b>68</b>	<b>110.1#</b>	<b>83</b>	<b>245.5#</b>

(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

and the year given in respective column above should be read as 2006-07 for year 2006, 2007-08 for 2007 and so on.

# Capacity is in term of DWT and the figure given were in financial year wise.

Source : Shipping Statistics Year Book 2010 for countries other than India.

Table No. 5.5

### World Merchant Ships Completed By Principle Types (1980-2009)

(Ships of 100gt and over)

Year	Oil Tankers		Bulk/Oil Carriers(a)		Ore & Bulk Carriers		General Cargo(b),(d)		General Cargo (c)	
	No.	1000gt	No.	1000gt	No.	1000gt	No.	1000gt	No.	1000gt
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
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	...	...
2009	747	26492	1	162	567	23577	600	6622	...	...

**Table No. 5.5 World Merchant Ships Completed By Principle Types  
(Contd...)**  
**1980-2009**

(Ships of 100gt and over)

Year	Container Ships(c)(d)		Liquified 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
2009	290	12048	201	7242	34	36	875	3306	3315	79483

(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, 2010.

Table No. 5.6

**Total Order Book - By Country of Build**  
**(As on 1st July, 2010)**

(Ships of 300 gt and over)

Country	2009			2010		
	Total Order Book			Total Order Book		
	No	1000cgt	1000gt	No	1000cgt	1000gt
1	2	3	4	5	6	7
China, PR of	3454	59760	121513	2932	51339	107504
Croatia	40	729	1023	26	483	656
Denmark	13	328	742	6	145	299
Finland	6	655	755	5	279	324
France	7	603	570	5	483	463
Germany. FR of	131	2752	3043	47	1327	1421
Italy	51	2495	2258	36	2031	1908
Japan	126	3054	7206	123	3343	8666
Korea, Republic of	2035	58848	123558	1576	44673	99636
Netherlands	59	349	270	49	292	228
Poland	43	458	519	27	217	168
Romania	79	1536	2539	56	983	1541
Russia	68	643	647	69	601	581
Spain	23	379	345	17	242	204
Turkey	219	2236	2296	133	1204	867
U.S	27	519	751	27	484	694
Other Countries	2326	38423	273156	1834	29786	58758
<b>Total</b>	<b>8707</b>	<b>173767</b>	<b>541191</b>	<b>6968</b>	<b>137912</b>	<b>283918</b>

Source: Shipping Statistics Year Book 2010

## Appendix

### 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, 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' 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.

**Ore/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 crange 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.

**Sponson** - In a paddle-wheel-steamer, a small out board platform strongly bracketed to the side plating and supporting the paddle-wheel bearing.

**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.



