



STATISTICS OF INDIA'S SHIP BUILDING AND SHIP REPAIRING INDUSTRY

2013-14



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

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सत्यमेव जयते

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राजीव कुमार
RAJIVE KUMAR

Tel. : 23714938
Fax : 23716656



सचिव
पोत परिवहन मंत्रालय
भारत सरकार
परिवहन भवन, 1, संसद मार्ग
नई दिल्ली-110001
SECRETARY
MINISTRY OF SHIPPING
GOVERNMENT OF INDIA
Transport Bhawan, 1, Parliament Street
New Delhi-110001

P R E F A C E

Transport Research Wing (TRW) in the Ministry of Road Transport & Highways is the nodal agency for providing information/data on various facets of water borne transport. The present issue "Statistics of India's Ship Building and Ship Repairing Industry 2013-14" 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. The present volume includes new features such as ship order book position in terms of export and domestic orders respectively and permanent and contractual labour employed in domestic ship building.

Information for this volume has been obtained from a large number of sources, both in the public as well as private sectors. 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 by way of their knowledge and professional commitment. Suggestions from the users of information are welcome to further improve quality and coverage of the Report.

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(Rajive Kumar)

Officers & Staff involved in this Publication

Shri Ashish kumar
Senior Adviser

Shri M.M. Hasija
Adviser (Statistics)

Smt. Anupam Bhatnagar
Director (Shipping & Port)

Shri Mukesh
Deputy Director (Shipping)

Shri S.Tyagi
Senior Statistical Officer

Shri Rahul Sharma
Junior Statistical Officer

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ACRONYMS

-	-	Nil
Neg	-	Negligible
...	-	Not available
(P)	-	Provisional
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
PPV	-	Pipavav

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 competitive 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 ship yards in both public and private sectors.

2. India is peninsular in nature having a coastline of 7,517 Kms. with 12 Major ports and 200 notified 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 9.1% of India's overseas trade during 2013-14. As on 31st march 2014, Indian shipping tonnage was 10.50 million Gross Registered Tonnage (GRT) with 1213 ships. With the opening of Indian economy to globalization, 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 0.7% in 2000 to 1.7% in 2013. 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 can 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 12 dry docks operated by 8 major ports. The major ports which have no dry-dock facilities are JNPT, New Mangalore, Chennai, Ennore, and Haldia Dock Complex of Kolkata Port.

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

UNDER THE MINISTRY OF SHIPPING:

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

UNDER MINISTRY OF DEFENCE:

- Hindustan Shipyard Limited, Visakhapatnam
- Mazagon Dock Limited, Mumbai
- Garden Reach Ship-builders and Engineers Limited, Kolkata*.

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

- Goa Shipyard Limited, Goa

UNDER THE CONTROL OF STATE GOVERNMENTS:

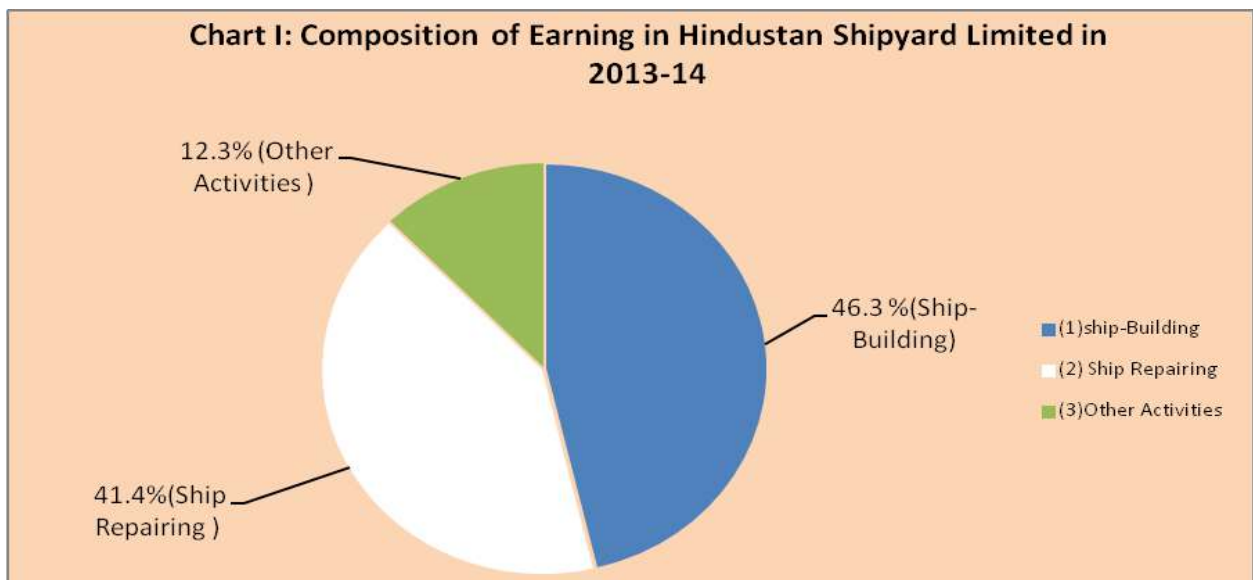
- Alcock Ashdown Co. Limited, Gujarat
- Shalimar Works Limited, Kolkata, West Bengal,

6.1. HINDUSTAN SHIPYARD LIMITED (HSL)

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

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

6.1.1. The percentage share of income earned by Hindustan Shipyard Ltd. during 2013-14 from ship building, ship repairing and other activities are shown in chart I.



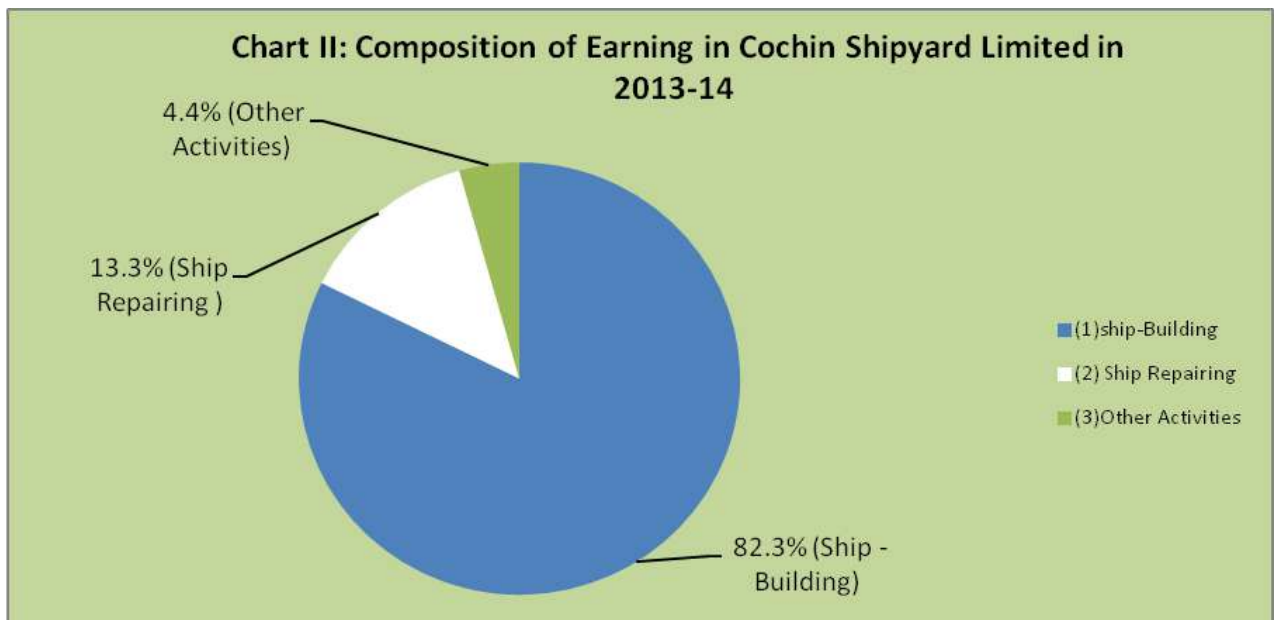
6.2. COCHIN SHIPYARD LIMITED (CSL)

Cochin Shipyard is strategically located midway on the international sea route, connecting Europe, West Asia 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 shares of income earned by Cochin Shipyard Ltd. from ship building, ship repairing and other activities during 2013-14 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 entire income earned by Hoogly Dock & Port Engineers Ltd during 2013-14 is reported from other activities. No income has been reported from ship building, ship repairing during the year 2013-14.

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

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

8. MEASURES TO PROMOTE DOMESTIC SHIPBUILDING & REPAIR

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

a) RESEARCH

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

b) SUBSIDY & BUDGETARY SUPPORT FOR SHIPBUILDING

The Shipping Subsidy Scheme of the Government of India for both export and domestic orders to all the Indian Shipyards including private sector shipyards was applicable up to 14th August, 2007. Government of India has decided to liquidate the committed liability for payment of subsidy for ongoing shipbuilding contracts entered upto 14th August, 2007, the date of expiry of the subsidy scheme. Department of Shipping has issued the modified guidelines dated 25th March, 2009 for liquidation of the Committed Liability for payment of subsidy for ongoing eligible shipbuilding contracts entered by Central Public Sector Shipyards upto 14 August 2007, the date of expiry of the subsidy scheme and eligible shipbuilding contracts signed on 25th October 2002 and thereafter by Non – Central Public Sector Shipyards and Private Sector Shipyards upto 14th August, 2007,

the date of expiry of the subsidy scheme.

8.1. The subsidy disbursed to Shipbuilding activity has increased from Rs. 15 crore in 2000-01 to about Rs. 179.20 crore in 2009-10 with a major share going to public shipyards (Table No-1) and on export orders (Table No-2). However, the trend has been changed from 2010-11 onwards. The subsidy disbursed to Shipbuilding activity was Rs 179 crore in 2013-14 of which private sector had complete share of Rs 179 crore.

Year	Public Shipyards	Private Shipyards	Total
2000-01	15.0	Nil	15.0
2001-02	20.0	Nil	20.0
2002-03	25.36	Nil	25.36
2003-04	10.00	Nil	10.00
2004-05	15.00	Nil	15.00
2005-06	101.53	Nil	101.53
2006-07	110.52	Nil	110.52
2007-08	169.96	19.28	189.24
2008-09	131.71	Nil	131.71
2009-10	107.40	71.80	179.20
2010-11	70.91	128.19	199.10
2011-12	5.77	116.65	122.42
2012-13	Nil	220.00	220.00
2013-14	Nil	179.00	179.00

Year	Domestic Orders	Export Orders	Total
2000-01	15.0	-	15.0
2001-02	20.0	-	20.0
2002-03	13.33	12.03	25.36
2003-04	Nil	10.00	10.00
2004-05	Nil	15.00	15.00
2005-06	50.53	51.00	101.53
2006-07	40.52	70.00	110.52
2007-08	42.23	147.01	189.24
2008-09	22.80	108.91	131.71
2009-10	18.96	160.24	179.20
2010-11	Nil	199.10	199.10
2011-12	Nil	122.42	122.42
2012-13	Nil	220.00	220.00
2013-14	Nil	179.00	179.00

Box: 1 Evolution of Shipbuilding Subsidy in India

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

Salient features of the Ship Building Subsidy Scheme

Shipbuilding subsidy on domestic order

Shipbuilding Subsidy of 30 per cent on domestic order was 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 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 31st March 2014. 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

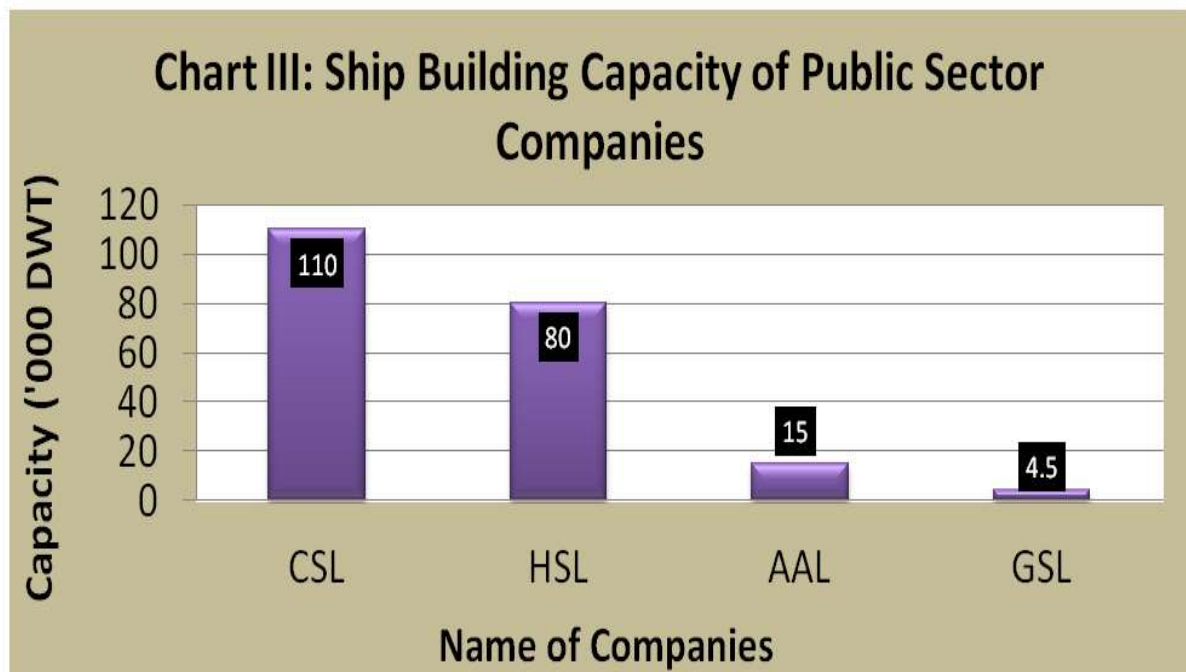
INDIA'S SHIP-BUILDING INDUSTRY

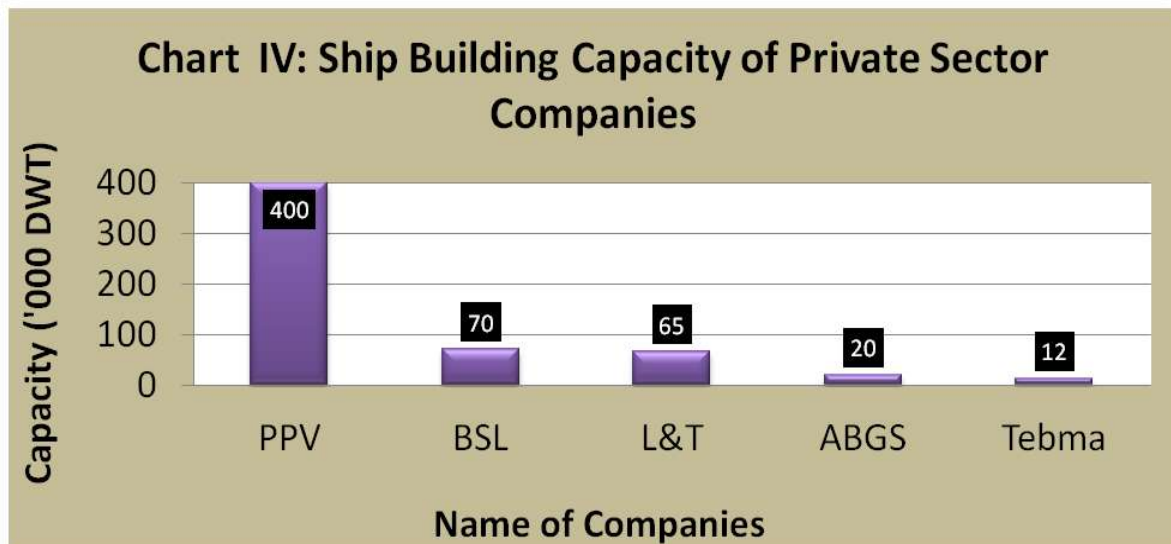
INDIA'S SHIPBUILDING INDUSTRY

SHIPBUILDING CAPACITY:

1.1. Ship building capacity of a unit is defined in terms of the number of ships built and the maximum carrying capacity of the ship that can be built by a shipyard 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. Amongst the public sector companies, Cochin Shipyard Ltd. possessed the maximum ship building capacity (110 thousand DWT) followed by Hindustan Shipyard Ltd. (80 thousand DWT) and Alcock Ashdown Ltd (15.00 thousand DWT). Charts III and IV present the ship building capacity (in terms of their DWT) of some of the big shipbuilding companies as on 31st March 2014 in public & private sector.





SHIPS ON ORDER

1.3. Indian ship-building companies had at the end of 2013-14 had orders of 350 ships with DWT 2741.25 thousand tonnes. As on 31st March, 2014 the public sector shipyards had orders of 101 ships of 86.5 thousand DWT out of these 1 ship of 0.40 thousand DWT was export order and remaining were orders from domestic companies. In terms of numbers, Hindustan Shipyard Ltd had the highest number of ships on order (24) followed by Garden Reach Ship-Building & Engineers Ltd. (17) and Cochin Shipyard (15). Order book in terms of DWT, was highest for Hindustan Shipyard Ltd. at 58.56 thousand DWT followed by Mazagon Dock Ltd with 16.15 thousand DWT and Garden Reach Ship-builders and Engineers Ltd. with 4.12 thousand DWT.

1.4. In private sector category as on 31st March, 2014, the shipyards had orders for 249 ships of total 2654.75 thousand DWT. Out of these 56, ships with total capacity of 1437.88 thousand DWT were export orders. Amongst the reporting ship building companies in the private sector, ABG Shipyard Ltd. had the highest number of ships on order (66) with a total capacity of 1169.46 thousand DWT followed by Bharati Shipyard Ltd. (61) number of ships on order with a total capacity of 216.93 thousand DWT, Larsen &Toubro Ltd (55) with 24 thousand DWT, Pipavav (45) with 1223.5 thousand DWT and Chowgule Shipping Ltd. (9) with 8.97 thousand DWT in 2013-14.

COMPOSITION OF ORDER BOOK POSITION:

1.5. In the current order book, out of total 350 ships, 101 are in public sector yards and 249 are in private sector yards amounting to 86.5 thousand DWT and 2654.75 thousand DWT respectively. In term of vessel types, bulk cargo had largest contribution in the order book position in both public and private sector as compared to other vessel types.

Table- 3: Current Order Book By Types of Vessels							
(As on 31st March, 2014)							
(‘000 DWT)							
Vessel	Tankers	Dry Cargo	Bulk Cargo	Passengers	Others	Total	
Type Yards							
Public Sector	No.	3	-	1	9	88	101
	DWT	0.5	-	53.00	0.97	32.03	86.50
Private Sector	No.	-	22	40	2	185	249
	DWT	-	1223.55	1218.8	2.24	210.16	2654.75
Total	No.	3	22	41	11	273	350
	DWT	0.5	1223.55	1271.8	3.21	242.19	2741.25

SHIPS DELIVERED

1.6. During the year 2013-14, among public sector companies, Garden Reach Ship-Builders & Engineers delivered highest tonnage with 120.0 thousand DWT consisting of 2 ships followed by Hindustan Shipyard Ltd at 53.72 thousand DWT (5 ships), and Cochin Shipyard Ltd. at 19.70 thousand DWT (10 ships). In the private sector, the highest tonnage was delivered by Pipavav of 150.5 thousand DWT (3 ships) followed by Bristol Boats at 20.1 thousand DWT (3 ships). In terms of tonnage delivered, the public sector and private sector accounted for a share of 48% (196.71 thousand DWT) and 52% (212.98 thousand DWT) respectively in the total tonnage (409.69 thousand DWT) delivered during 2013-14.

1.7. Table number - 4 depicts the size and number of ships delivered by both public and private ship yards in India during 2012-13 and 2013-14

Table No. 4 : Size and Number of Ships Delivered				
Name of the Company	Ship Delivered			
	2012-13		2013-14	
	No.	DWT('000)	No.	DWT('000)
(1)	(2)	(3)	(4)	(5)
A. PUBLIC SECTOR (Total)	31	258.59	26	196.71
1. Alcock Ashdown & Co. Ltd.	1	0.13	1	0.13
2. Cochin Shipyard Ltd.	6	16.12	10	19.70
3. Garden Reach Ship- Builders & Engineers	4	240	2	120
4. Goa Shipyard Ltd.	15	1.04	6	0.92
5. Hindustan Shipyard Ltd.	1	0.18	5	53.72
6. Hooghly Dock & Port Engineers Ltd.	1	-	-	-
7. Mazagon Dock Ltd.	2	-	-	-
8. Shalimar Works Ltd.	1	1.12	2	2.24
B. PRIVATE SECTOR (Total)	45	188.55	30	212.98
9. Dempo Shipbuilding & Engineering Ltd.	11	21.90	2	6.30
10. ABG Shipyard Ltd.	5	38.90	4	7.35
11. Bharati Shipyard Ltd.	6	19.16	2	6.21
12. Chowgule & Co. Ltd.	4	20.05	3	14.97
13. Ferromar Shipping Pvt. Ltd.	1	1.20	-	-
14. Sesa Sterlite Ltd.	1	-	1	-
15. A.C. Roy & Comp. Ltd.	2	0.24	-	-
16. Bristol Boats	6	6.70	3	20.10
17. Tebma Shipyard Ltd.	5	2.90	6	7.55
18. Larsen & Toubro Ltd.	...	...	6	...
19. N.N. Shipbuilders & Engineers Ltd.	1	...	...	...
20. Pipavav	3	77.50	3	150.50
Grand Total (A + B)	76	447.14	56	409.69

Table No. 1.1**Ship Building Capacity of the Company By Types & Size
(As on 31st March, 2014)**

No.	Name of the company	Type of vessel/ship	Max. Size/Capacity			
			Length (Mts.)	Width (Mts.)	Draft (Mts.)	DWT ('000)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
A. PUBLIC SECTOR						
1	Alcock Ashdown (Gujarat) Ltd.(AAL)	(a) Bulk Carrier	130.00	20.00	8.70	15.00
		(b) Tankers	130.00	20.00	8.70	15.00
		(c) Tugs/Barges/OSV	63.00	14.60	4.00	1.20
2	Cochin Shipyard Ltd.(CSL)	All Types of Ships including Bulk Carriers, Oil Tankers, Passenger Vessels, Dredgers & Tugs etc.	150.00	250.00	38.00	110.00
3	Garden Reach Ship-Builders & Engineers Ltd.* (GRSE)	(a) Anti-submarine warfare corvettes	109.10	14.17	3.90	0.55
		(b) Mauritius offshore patrol vessel	74.10	11.40	3.50	0.41
		(c) Inshore patrol vessel	48.90	7.50	2.20	0.06
		(d) Landing craft utility	62.90	11.00	1.70	0.21
		(e) Water Jet Fast Attack	48.90	7.50	2.20	0.06
4	Goa Shipyard Ltd.(GSL)	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	120.00	20.00	5.00	4.50
5	Hindustan Shipyard Ltd.(HSL)	All Types of Ocean going vessels.	195.00	38.00	17.00	80.00
6	Hooghly Dock & Port Engineers Ltd. (HDPE)	a) Tanker	67.00	12.50	4.00	1.20
		b) Dredger/Passengers/Light Ship	90.00	16.00	4.50	3.00
		c) Work accomodation Boat	24.00	8.00	1.50	0.06
		d) Cargo/Tug/Traveler	30.00	12.00	4.50	-
7	Mazagaon Dock Ltd.(MDL)	-	Annual capacity is 0.97 EFU (Effective Frigate Unit)			
8	Shalimar Works Ltd.(SWL)	Barge/Ferry craft	65.00	12.00	3.50	1.20

**Table No. 1.1 (Contd..) Ship Building Capacity of the Company By Types & Size
(As on 31st March, 2014)**

Sl. No.	Name of the company	Type of vessel/ship	Max.Size/Capacity			
			Length (Mts.)	Width (Mts.)	Draft (Mts.)	DWT ('000)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
B. PRIVATE SECTOR						
9	Dempo Shipbuilding & Engineering Pvt Ltd.(DSEL)	(a) MBC/Barges/Hopper Barges (b) Tugs/Dredger (c) Pilot Launches	100.00 60.00 25.00	20.00 14.00 8.00	3.50 3.50 2.50	5.50 - -
10	ABG Shipyard Ltd.(ABGS)	Anchor handling tugs & supply vessels, diving support vessels. Well head maintenance vessels, dynamic positioning vessels, tugs, offshore support vessels. Bulk carriers, tankers, floating cranes, pollution control vessels, special purpose vehicle.	150.00	22.00	8.50	20.00
11	Bharati Shipyard Ltd.(BSL)	All types of Ships upto 250.0 meter in length Presently Incl. Cargo vessels, (Dry & bulk), Tankers Passenger Vessels/Ferries, Off shore petrol vessels, off-shore support/supply vessels, AHTS,Tugs, Tankers,Dredgers, Ro-Ro vessels etc.	250.00	45.00	5.50	70.00
12	Chowgule & Co. Ltd. (CHL)	(a) Sea going Multipurpose Cargo Carriers, Container Carriers, Tankers, Dredgers. (b) River sea vessel (RSV) Type I to IV (c) Offshore Patrol Vessel and other support vessel for Indian Navy and Indian Coast Guard (d) Tugs, Offshore Support vessels.	110.00 110.00 90.00 60.00	18.00 18.00 16.00 16.00	3.30 3.30 3.30 3.30	8.00 6.00 - -
13	Ferromar Shipping Pvt. Ltd. (FSL)®	Bulk Carrier	83.00	15.00	5.00	3.00
14	Sesa Sterlite Limited	All types of vessels	80.00	15.00	9.10	-
15	A.C.Roy & Co. Ltd.(ACRL)	(a) Launch (b) Tug (c) Barge	26.00 20.00 65.00	7.00 6.00 12.00	2.50 2.50 3.00	0.04 0.03 1.50
16	Bristol Boats(BB)	(a) FRP Petrol Crafts (b) Others	20.00 12.00	5.00 4.00	4.00 3.50	0.05 0.02
17	Tebma Shipyard Ltd. (TSL)	Offshore Vessels (PSV, MPSV, AHTs), Geo Technical Survey Vessels, Harbour crafts all type Tugs, Dredgers, Launches, Barges, Ferries, Cargo Vessels	125.00	22.00	6.00	12.00

**Table No. 1.1 (Contd..) Ship Building Capacity of the Company By Types & Size
(As on 31st March, 2014)**

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

B. PRIVATE SECTOR (Contd.)

18 Larsen & Toubro Limited(L&T)

a) Offshore : PSV,MPSV,DSV, AHTS	210.00	34.00	8.00	65.00
b) Chemical Tankers	210.00	34.00	8.00	65.00
c) LPG Tankers	210.00	34.00	8.00	65.00
d) Ro Ro Freight & Pure car carriers	210.00	34.00	8.00	65.00
e) Offshore & sub-sea construction vessels	210.00	34.00	8.00	65.00

19 N N Shipbuilders and Engineers Pvt. Ltd(NNSE)

a)Tugs	40.00	10.00	2.30	-
b) Pontoons	40.00	12.00	4.00	-
c) Ferry/Barges	30.00	10.00	2.30	-

20 Pipavav(PPV)

Cargo Ships, Offshore Vessels, Naval Vessels, & Others	350.00	63.00	-	400.00
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* 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.

@ 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
(2010-11 to 2013-14)**

("000 DWT)

Name of The Company	2010-11	2011-12	2012-13	2013-14
(1)	(2)	(3)	(4)	(5)

A. PUBLIC SECTOR

1. Alcock Ashdown (Gujarat) Ltd.	15.00	15.00	15.00	15.00
2. Cochin Shipyard Ltd.	110.00	110.00	110.00	110.00
3. Garden Reach Ship-Builders & Engineers	26.00	0.60	0.55	0.55
4. Goa Shipyard Ltd.	10.00	4.50	4.50	4.50
5. Hindustan Shipyard Ltd.	70.00	70.00	80.00	80.00
6. Hooghly Dock & Port Engineers Ltd.	6.00	12.00	12.00	12.00
7. Mazagon Dock Ltd.	...	...	...	...
8. Shalimar Works Ltd.	1.20	1.20	1.20	1.20

B. PRIVATE SECTOR

9. Dempo Shipbuilding and Engineering Ltd.	2.80	5.50	5.50	5.50
10. ABG Shipyard Ltd.	20.00	20.00	20.00	20.00
11. Bharati Shipyard Ltd.	70.00	70.00	70.00	70.00
12. Chowgule & Co. Ltd.	5.50	5.65	7.00	8.00
13. Ferromar Shipping Pvt. Ltd. ®	3.00	3.00	3.00	3.00
14. Sesa Goa Ltd.	-	-	-	-
15. A.C.Roy & Co. Ltd.	1.50	1.50	1.50	1.50
16. Bristol Boats	0.05	0.05	0.05	0.05
17. Tebma Shipyard Ltd.	12.00	12.00	12.00	12.00
18. Larsen & Toubro Ltd.	...	...	...	65.00
19. N N Shipbuilders And Engineers Pvt Ltd	0.10	-	-	-
20. Pipavav	400.00	400.00	400.00	400.00

® 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, 2014)

('000 DWT)

Name of Company	Type of Ship on Domestic Order (A - For Sea Going Vessels)											
	Tanker		Dry Cargo		Bulk Carriers		Passenger/Passenger -cum-Cargo Ships		Product Carriers		Other	
	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT
1	2	3	4	5	6	7	8	9	10	11	12	13

A. Public Sector

1. Alcock Ashdown (Gujarat) Ltd.	-	-	-	-	-	-	-	-	-	-	5	1.11
2. Cochin Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
3. Garden Reach Ship-builders and Engineers Ltd.	-	-	-	-	-	-	-	-	-	-	16	3.72
4. Goa Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	7	3.21
5. Hindustan Shipyard Ltd.	-	-	-	-	1	53.00	-	-	-	-	12	4.22
6. Hooghly Dock & Port Engineers Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
7. Mazagon Dock Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
8. Shalimar Works Ltd.	3	0.50	-	-	-	-	9	0.97	-	-	-	-
Total	3	0.50	0	0.00	1	53.00	9	0.97	0	0.00	40	12.26

B. Private Sector

9. Dempo Shipbuilding & Engineering Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
10. ABG Shipyard Ltd.	-	-	-	-	34	1098.80	-	-	-	-	6	3.90
11. Bharati Shipyard Ltd.	-	-	-	-	-	-	2	2.24	-	-	1	3.70
12. Chowgule Shipping Ltd.	-	-	-	-	-	-	-	-	-	-	7	-
13. Ferromar Shipping Pvt. Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
14. Sesa Goa Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
15. A.C. Roy & Co. Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
16. Bristol Boats	-	-	-	-	-	-	-	-	-	-	-	-
17. Tebma Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
18. Larsen & Toubro Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
19. N N Shipbuilders and Engineers Pvt Ltd	-	-	-	-	-	-	-	-	-	-	4	-
20. Pipavav	-	-	-	-	-	-	-	-	-	-	20	18.00
Total	0	0.00	0	0.00	34	1098.80	2	2.24	0	0.00	38	25.60
Total (A + B)	3	0.50	0	0.00	35	1151.80	11	3.21	0	0.00	78	37.86

Table No. 1.3 (Contd.)

**Ship Order Book Position by Type of Vessels
(As on 31st March, 2014)**

('000 DWT)

Name of Company	Type of Ship on Domestic Order (B - For Other Crafts)										Total (A + B)	
	Port Craft		Fishing Trawlers		Off-shore Sector		IWT		Others		No. of Ships	DWT
	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT		
1	14	15	16	17	18	19	20	21	22	23	24	25

A. Public Sector

1. Alcock Ashdown (Gujarat) Ltd.	-	-	-	-	-	-	-	-	-	-	5	1.11
2. Cochin Shipyard Ltd.	-	-	-	-	-	-	-	-	15	1.50	15	1.50
3. Garden Reach Ship-builders and Engineers Ltd.	-	-	-	-	-	-	-	-	-	-	16	3.72
4. Goa Shipyard Ltd.	-	-	-	-	-	-	-	-	2	0.02	9	3.23
5. Hindustan Shipyard Ltd.	2	0.44	-	-	-	-	-	-	9	0.90	24	58.56
6. Hooghly Dock & Port Engineers Ltd.	-	-	-	-	-	-	6	0.36	-	-	6	0.36
7. Mazagon Dock Ltd.	-	-	-	-	-	-	-	-	13	16.15	13	16.15
8. Shalimar Works Ltd.	-	-	-	-	-	-	-	-	-	-	12	1.47

Total	2	0.44	0	0.00	0	0.00	6	0.36	39	18.57	100	86.10
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B. Private Sector

9. Dempo Shipbuilding & Engineering Ltd.	-	-	-	-	-	-	-	-	-	-	0	0.00
10. ABG Shipyard Ltd.	-	-	-	-	26	66.76	-	-	-	-	66	1169.46
11. Bharati Shipyard Ltd.	-	-	-	-	1	2.00	-	-	31	3.21	35	11.15
12. Chowgule Shipping Ltd.	-	-	-	-	-	-	-	-	1	3.32	8	3.32
13. Ferromar Shipping Pvt. Ltd.	-	-	-	-	-	-	-	-	-	-	0	0.00
14. Sesa Sterlite Ltd.	-	-	-	-	-	-	-	-	-	-	0	0.00
15. A.C. Roy & Co. Ltd.	-	-	-	-	-	-	-	-	3	1.44	3	1.44
16. Bristol Boats	-	-	-	-	-	-	-	-	-	-	0	0.00
17. Tebma Shipyard Ltd.	2	...	...	...	...	...	...	...	1	...	3	0.00
18. Larsen & Toubro Ltd.	-	-	-	-	-	-	-	-	45	...	45	0.00
19. N N Shipbuilders and Engineers Pvt Ltd	-	-	-	-	-	-	-	-	-	-	4	0.00
20. Pipavav	-	-	-	-	9	13.50	-	-	-	-	29	31.50

Total	2	0.00	0	0.00	36	82.26	0	0.00	81	7.97	193	1216.87
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Total (A + B)	4	0.44	0	0.00	36	82.26	6	0.36	120	26.54	293	1302.97
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Table No. 1.3 (Contd.)

Ship Order Book Position by Type of Vessels
(As on 31st March, 2014)

('000 DWT)

Name of Company	Type of Ship on Export Order (A - For Sea Going Vessels)											
	Tanker		Dry Cargo		Bulk Carriers		Passenger/Passenger-cum-Cargo Ships		Product Carriers		Other	
	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT
1	2	3	4	5	6	7	8	9	10	11	12	13

A. Public Sector

1. Alcock Ashdown (Gujarat) Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
2. Cochin Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
3. Garden Reach Ship-builders and Engineers Ltd.	-	-	-	-	-	-	-	-	-	-	1	0.40
4. Goa Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
5. Hindustan Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
6. Hooghly Dock & Port Engineers Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
7. Mazagon Dock Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
8. Shalimar Works Ltd.	-	-	-	-	-	-	-	-	-	-	-	-

Total	0	0.00	0	0.00	0	0.00	0	0.00	0	0.00	1	0.40
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B. Private Sector

9. Dempo Shipbuilding & Engineering Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
10.ABG Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
11.Bharati Shipyard Ltd.	-	-	5	25.90	6	120.00	-	-	4	25.00	-	-
12.Chowgule Shipping Ltd.	-	-	1	5.65	-	-	-	-	-	-	-	-
13.Ferromar Shipping Pvt. Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
14.Sesa Sterlite Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
15. A.C. Roy & Co. Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
16.Bristol Boats	-	-	-	-	-	-	-	-	-	-	-	-
17.Tebma Shipyard Ltd.	...	...	...	...	...	...	...	...	...	...	3	10.45
18.Larsen & Toubro Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
19. N N Shipbuilders and Engineers Pvt Ltd	-	-	-	-	-	-	-	-	-	-	-	-
20. Pipavav	-	-	16	1192.00	-	-	-	-	-	-	-	-

Total	0	0.00	22	1223.55	6	120.00	0	0.00	4	25.00	3	10.45
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Total (A + B)	0	0.00	22	1223.55	6	120.00	0	0.00	4	25.00	4	10.85
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Table No. 1.3 (Contd.)

Ship Order Book Position by Type of Vessels
(As on 31st March, 2014)

('000 DWT)

Name of Company	Type of Ship on Export Order (B - for Other Crafts)										Total (A+B)	
	Port Craft		Fishing Trawlers		Off-shore Sector		IWT		Others		No. of Ships	DWT
	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT	No. of Ships	DWT		
1	12	13	14	15	16	17	18	19	20	21	22	23

A. Public Sector

1. Alcock Ashdown (Gujarat) Ltd.	-	-	-	-	-	-	-	-	-	-	0	0
2. Cochin Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	0	0
3. Garden Reach Ship-builders and Engineers Ltd.	-	-	-	-	-	-	-	-	-	-	1	0.40
4. Goa Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	0	0
5. Hindustan Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	0	0
6. Hooghly Dock & Port Engineers Ltd.	-	-	-	-	-	-	-	-	-	-	0	0
7. Mazagon Dock Ltd.	-	-	-	-	-	-	-	-	-	-	0	0
8. Shalimar Works Ltd.	-	-	-	-	-	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0.4

B. Private Sector

9. Dempo Shipbuilding & Engineering Ltd.	-	-	-	-	-	-	-	-	-	-	0	0
10. ABG Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	0	0
11. Bharati Shipyard Ltd.	-	-	-	-	11	34.88	-	-	-	-	26	205.78
12. Chowgule Shipping Ltd.	-	-	-	-	-	-	-	-	-	-	1	5.65
13. Ferromar Shipping Pvt. Ltd.	-	-	-	-	-	-	-	-	-	-	0	0
14. Sesa Sterlite Ltd.	-	-	-	-	-	-	-	-	-	-	0	0
15. A.C. Roy & Co. Ltd.	-	-	-	-	-	-	-	-	-	-	0	0
16. Bristol Boats	-	-	-	-	-	-	-	-	-	-	0	0
17. Tebma Shipyard Ltd.	...	...	...	...	...	...	...	...	...	...	3	10.45
18. Larsen & Toubro Ltd.	-	-	-	-	10	24.00	-	-	-	-	10	24.00
19. N N Shipbuilders and Engineers Pvt Ltd	-	-	-	-	-	-	-	-	-	-	0	0
20. Pipavav	-	-	-	-	-	-	-	-	-	-	16	1192.00
Total	0	0	0	0	21	58.88	0	0	0	0	56	1437.88
Total (A + B)	0	0	0	0	21	58.88	0	0	0	0	57	1438.28

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

**Total Ship Order Book of Vessels by Domestic Order and
by Export Order (As on 31st March, 2014)**

(‘000 DWT)

Name of Company	Domestic Order		Export Order		Total Ship Order	
	No. of Ships	DWT	No. of Ships	DWT	No. of Ships (Col. 2 + Col. 4)	DWT (Col. 3 + Col. 5)
1	2	3	4	5	6	7

A. Public Sector

1. Alcock Ashdown (Gujarat) Ltd.	5	1.11	0	0.00	5	1.11
2. Cochin Shipyard Ltd.	15	1.50	0	0.00	15	1.50
3. Garden Reach Ship-builders and Engineers Ltd.	16	3.72	1	0.40	17	4.12
4. Goa Shipyard Ltd.	9	3.23	0	0.00	9	3.23
5. Hindustan Shipyard Ltd.	24	58.56	0	0.00	24	58.56
6. Hooghly Dock & Port Engineers Ltd.	6	0.36	0	0.00	6	0.36
7. Mazagon Dock Ltd.	13	16.15	0	0.00	13	16.15
8. Shalimar Works Ltd.	12	1.47	0	0.00	12	1.47

Total	100	86.10	1	0.40	101	86.50
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B. Private Sector

9. Dempo Shipbuilding & Engineering Ltd.	0	0.00	0	0.00	0	0.00
10.ABG Shipyard Ltd.	66	1169.46	0	0.00	66	1169.46
11.Bharati Shipyard Ltd.	35	11.15	26	205.78	61	216.93
12.Chowgule Shipping Ltd.	8	3.32	1	5.65	9	8.97
13.Ferromar Shipping Pvt. Ltd.	0	0.00	0	0.00	0	0.00
14.Sesa Goa Ltd.	0	0.00	0	0.00	0	0.00
15. A.C. Roy & Co. Ltd.	3	1.44	0	0.00	3	1.44
16.Bristol Boats	0	0.00	0	0.00	0	0.00
17.Tebma Shipyard Ltd.	3	0.00	3	10.45	6	10.45
18.Larsen & Toubro Ltd.	45	0.00	10	24.00	55	24.00
19. N N Shipbuilders and Engineers Pvt Ltd	4	0.00	0	0.00	4	0.00
20. Pipavav	29	31.50	16	1192.00	45	1223.50

Total	193	1216.87	56	1437.88	249	2654.75
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Total (A + B)	293	1302.97	57	1438.28	350	2741.25
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Table No. 1.4**No. of Ships on Order - Company-wise
2011-2014**

Name of the Company (1)	As on 31st March			
	2011 (2)	2012 (3)	2013 (4)	2014 (5)
A. PUBLIC SECTOR (Total)	136	134	132	101
1. Alcock Ashdown (Gujarat) Ltd.	11	6	5	5
2. Cochin Shipyard Ltd.	34	30	25	15
3. Garden Reach Ship-Building & Engineers Ltd.	16	19	19	17
4. Goa Shipyard Ltd.	7	12	19	9
5. Hindustan Shipyard Ltd.	23	22	29	24
6. Hooghly Dock & Port Engineers Ltc	12	13	6	6
7. Mazagaon Dock Ltd.	16	17	15	13
8. Shalimar Works Ltd.	17	15	14	12
B. PRIVATE SECTOR (Total)	286	271	219	249
9. Dempo Shipbuilding and Engg. Ltc	11	11	3	0
10. ABG Shipyard Ltd.	84	86	87	66
11. Bharati Shipyard Ltd.	67	65	64	61
12. Chowgule & Co. Ltd.	12	0	1	9
13. Ferromar Shipping Pvt. Ltd. @	2	1	1	0
14. Sesa Goa Ltd.	2	0	0	0
15. A.C.Roy & Co. Ltd.	1	4	1	3
16. Bristol Boats	10	9	3	0
17. Tebma Shipyard Ltd.	17	15	12	6
18. Larsen & Toubro Limited	40	40	10	55
19. N N Shipbuilders and Engineers F	2	4	4	4
20. Pipavav	38	36	33	45
C. Total (A + B)	422	405	351	350

@ 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
(2010-11 to 2013-14)**

Name of the Company (1)	Year (2)	Ship Delivered		Size ('000 DWT)	
		No. (3)	DWT('000) (4)	Maximum (5)	Minimum (6)
A. PUBLIC SECTOR (Total)	2013-14	26	196.71		
	2012-13	31	258.59		
	2011-12	18	353.44		
	2010-11	114	416.20		
1. Alcock Ashdown (Gujarat) Ltd.	2013-14	1	0.13	0.13	0.13
	2012-13	1	0.13	0.13	0.13
	2011-12	-	-	-	-
	2010-11	-	-	-	-
2. Cochin Shipyard Ltd.	2013-14	10	19.70	4.00	1.10
	2012-13	6	16.12	4.00	2.00
	2011-12	5	18.00	4.00	2.00
	2010-11	6	19.50	3.30	3.30
3. Garden Reach Ship-Builders and Engineers Ltd.	2013-14	2	120.00	60.00	60.00
	2012-13	4	240.00	60.00	60.00
	2011-12	5	276.00	60.00	52.00
	2010-11	47	276.90	60.00	1.68
4. Goa Shipyard Ltd.	2013-14	6	0.92	0.43	0.002
	2012-13	15	1.04	0.43	0.002
	2011-12	3	0.10	0.10	0.00
	2010-11	56	0.50	0.30	,-
5. Hindustan Shipyard Ltd.	2013-14	5	53.72	53.00	0.06
	2012-13	1	0.18	0.18	0.18
	2011-12	3	53.24	53.00	0.06
	2010-11	2	107.70	53.80	53.80
6. Hooghly Dock & Port Engineers Ltd.	2013-14	-	-	-	-
	2012-13	1	-	-	-
	2011-12	1	-	-	-
	2010-11	-	-	-	-
7. Mazagon Dock Ltd.	2013-14	-	-	-	-
	2012-13	2	-	-	-
	2011-12	1	6.10	6.10	6.10
	2010-11	3	11.60	6.10	1.50
8. Shalimar Works Ltd.	2013-14	2	2.24	1.12	1.12
	2012-13	1	1.12	1.12	1.12
	2011-12	-	-	-	-
	2010-11	-	-	-	-

Table No. 1.5
Contd...

Size And Number Of Ships Delivered, Company-wise
(2010-11 to 2013-14)

Name of the Company	Year	Ship Delivered		Size ('000 DWT)	
		No.	DWT('000)	Maximum	Minimum
(1)	(2)	(3)	(4)	(5)	(6)
B. PRIVATE SECTOR (Total)	2013-14	30	212.98		
	2012-13	45	188.55		
	2011-12	48	313.35		
	2010-11	45	88.10		
9. Dempo Shipbuilding & Engineering Ltd.	2013-14	2	6.30	3.15	3.15
	2012-13	11	21.90	2.20	1.50
	2011-12	11	17.50	3.00	1.70
	2010-11	12	23.40	2.20	1.80
10. ABG Shipyards Ltd.	2013-14	4	7.35	2.50	1.20
	2012-13	5	38.90	32.00	1.50
	2011-12	15	98.30	32.00	0.10
	2010-11	16	17.40	1.80	1.10
11. Bharati Shipyards Ltd.	2013-14	2	6.21	4.11	2.10
	2012-13	6	19.16	5.00	Neg.
	2011-12	4	6.10	2.00	0.10
	2010-11	5	20.40	6.30	2.30
12. Chowgule & Co. Ltd.	2013-14	3	14.97	6.00	3.32
	2012-13	4	20.05	5.65	4.75
	2011-12	4	19.50	5.60	4.40
	2010-11	4	17.80	4.50	4.50
13. Ferromar Shipping Pvt. Ltd.	2013-14	-	-	-	-
	2012-13	1	1.20	1.20	0.00
	2011-12	1	1.20	1.20	0.00
	2010-11	1	1.20	1.20	1.20
14. Sesa Sterlite Ltd.*	2013-14	1	-	-	-
	2012-13	1	-	-	-
	2011-12	2	5.00	2.50	2.50
	2010-11	2	4.60	2.30	2.30
15. A.C.Roy & Comp. Ltd.	2013-14	-	-	-	-
	2012-13	2	0.24	0.12	0.12
	2011-12	1	0.15	0.15	0.15
	2010-11	2	0.20	0.10	0.10
16. Bristol Boats	2013-14	3	20.10	6.70	6.70
	2012-13	6	6.70	6.70	6.70
	2011-12	1	6.70	6.70	6.70
	2010-11	-	-	-	-

**Table No. 1.5
Contd...**

**Size And Number Of Ships Delivered, Company-wise
(2010-11 to 2013-14)**

Name of the Company (1)	Year (2)	Ship Delivered		Size ('000 DWT)	
		No. (3)	DWT('000) (4)	Maximum (5)	Minimum (6)
17. Tebma Shipyard Ltd.	2013-14	6	7.55	4.65	2.90
	2012-13	5	2.90	2.90	2.90
	2011-12	3	2.90	2.90	2.90
	2010-11	3	3.10	3.00	0.10
18. Larsen & Toubro Limited	2013-14	6	...	...	...
	2012-13	...	...	...	...
	2011-12	3	7.00	7.00	7.00
	2010-11	...	...	...	...
19. N N Shipbuilders and Engineers Pvt Ltd	2013-14	...	...	...	...
	2012-13	1	...	...	...
	2011-12	1	...	...	...
	2010-11	...	...	...	...
20. Pipavav [#]	2013-14	3	150.50	74.50	1.50
	2012-13	3	77.50	74.50	1.50
	2011-12	2	149.00	74.50	74.50
	2010-11	-	-	-	-
C. Grand Total (A + B)	2013-14	56	409.69		
	2012-13	76	447.14		
	2011-12	66	666.79		
	2010-11	159	504.30		

Vessel deliveries commenced in F.Y. 2011-12

* Formerly Sesa Goa Ltd.

Table No. 1.6**No. Of Ships On Order And Number Of Ships Delivered -
Company-wise (2010-11 to 2013-14)**

Name of The Company	No. of Ships On Order During the year				Ships Delivered During the year			
	2010-11	2011-12	2012-13	2013-14	2010-11	2011-12	2012-13	2013-14
1	2	3	4	5	6	7	8	9
<u>A. PUBLIC SECTOR</u>	136	134	132	101	114	18	31	26
1. Alcock Ashdown (Gujarat) Ltd.	11	6	5	5	-	-	1	1
2. Cochin Shipyard Ltd.	34	30	25	15	6	5	6	10
3. Garden Reach Shipbuilders & Eng. Ltd	16	19	19	17	47	5	4	2
4. Goa Shipyard Ltd.	7	12	19	9	56	3	15	6
5. Hindustan Shipyard Ltd.	23	22	29	24	2	3	1	5
6. Hooghly Dock & Port Engineers Ltd.	12	13	6	6	-	1	1	-
7. Mazagon Dock Ltd.	16	17	15	13	3	1	2	-
8. Shalimar Works Ltd.	17	15	14	12	-	-	1	2
<u>B. PRIVATE SECTOR</u>	286	271	219	249	45	48	45	30
9. Dempo Shipbuilding & Engg. Ltd.	11	11	3	0	12	11	11	2
10. ABG Shipyard Ltd.	84	86	87	66	16	15	5	4
11. Bharati Shipyard Ltd.	67	65	64	61	5	4	6	2
12. Chowgule & Co. Ltd.	12	0	1	9	4	4	4	3
13. Ferromar Shipping Pvt. Ltd. @	2	1	1	0	1	1	1	-
14. Sesa Goa Ltd.	2	0	0	0	2	2	1	1
15. A.C.Roy & Comp. Ltd.	1	4	1	3	2	1	2	-
16. Bristol Boats	10	9	3	0	-	1	6	3
17. Tebma Shipyard Ltd.	17	15	12	6	3	3	5	6
18. Larsen & Toubro Limited	40	40	10	55	-	3	-	6
19. N N Shipbuilders and Engineers Pvt L	2	4	4	4	-	1	1	-
20. Pipavav #	38	36	33	45	-	2	3	3
TOTAL(A+B)	422	405	351	350	159	66	76	56

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

Vessel deliveries are scheduled to commence in F.Y. 2011-12

Table No. 1.7**No. Of Ships - By Keel Laid, Launched And Ships Under Construction, Company-wise (2010-11 to 2013-14)**

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)
A. PUBLIC SECTOR					
1. Alcock Ashdown (Gujarat) Ltd.	2013-14	5	-	5	-
	2012-13	5	-	5	-
	2011-12	-	-	-	-
	2010-11	-	-	-	-
2. Cochin Shipyard Ltd.	2013-14	2	4	-	-
	2012-13	18	3	-	6
	2011-12	25	2	-	3
	2010-11	21	-	-	7
3. Garden Reach Ship-building & Engineers L	2013-14	4	2	1	5
	2012-13	1	4	1	2
	2011-12	4	4	2	1
	2010-11	10	2	-	4
4. Goa Shipyard Ltd.	2013-14	3	-	2	4
	2012-13	2	-	-	3
	2011-12	-	-	-	6
	2010-11	-	-	-	61
5. Hindustan Shipyard Ltd.	2013-14	3	-	1	3
	2012-13	2	-	-	5
	2011-12	6	-	-	6
	2010-11	5	-	-	8
6. Hooghly Dock & Port Engineers Ltd.	2013-14	4	-	4	-
	2012-13	4	-	4	-
	2011-12	10	-	4	-
	2010-11	12	-	10	-
7. Mazagon Dock Ltd.	2013-14	3	3	1	-
	2012-13	-	3	-	-
	2011-12	-	-	3	3
	2010-11	-	6	-	6
8. Shalimar Works Ltd.	2013-14	2	-	5	2
	2012-13	1	-	5	4
	2011-12	2	-	6	2
	2010-11	17	-	8	2
B. PRIVATE SECTOR					
9. Dempo Shipbuilding & Engineering Ltd.	2013-14	-	-	-	1
	2012-13	3	-	-	-
	2011-12	9	1	-	1
	2010-11	5	-	-	-
10. ABG Shipyard Ltd.	2013-14	-	-	-	-
	2012-13	-	-	-	-
	2011-12	-	-	-	-
	2010-11	-	-	-	-

Table No. 1.7(Contd...)**No. Of Ships - By Keel Laid, Launched And Ships Under Construction, Company-wise (2010-11 to 2013-14)**

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)
11. Bharati Shipyard Ltd.	2013-14	-	-	39	7
	2012-13	12	4	43	9
	2011-12	4	6	38	15
	2010-11	5	14	7	16
12. Chowgule & Co. Ltd.	2013-14	7	2	5	-
	2012-13	1	-	-	1
	2011-12	8	4	2	2
	2010-11	-	-	-	-
13. Ferromar Shipping Pvt. Ltd. ®	2013-14	-	-	-	-
	2012-13	1	-	-	-
	2011-12	1	-	-	-
	2010-11	2	-	-	-
14. Sesa Sterlite Ltd. #	2013-14	-	-	-	-
	2012-13	-	-	-	-
	2011-12	-	-	-	-
	2010-11	2	1	-	1
15. A. C. Roy & Comp. Ltd.	2013-14	3	-	-	3
	2012-13	1	-	-	1
	2011-12	4	-	4	-
	2010-11	1	-	1	-
16. Bristol Boats	2013-14	-	-	-	-
	2012-13	-	-	3	-
	2011-12	-	-	5	-
	2010-11	-	-	2	-
17. Tebma Shipyard Ltd.	2013-14	2	2	2	-
	2012-13	7	2	8	-
	2011-12	5	3	7	-
	2010-11	4	3	1	...
18. Larsen & Toubro Limited	2013-14	6	-	-	2
	2012-13	4	-	-	-
	2011-12	2	1	5	2
	2010-11	4	-	4	-
19. N N Shipbuilders and Engineers Pvt Ltd	2013-14	...	...	4	...
	2012-13	...	...	4	...
	2011-12	...	...	4	...
	2010-11	...	...	1	...
20. Pipavav	2013-14	-	-	-	-
	2012-13	-	-	-	-
	2011-12	-	-	-	-
	2010-11	-	-	-	-

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

Formerly Sesa Goa Ltd.

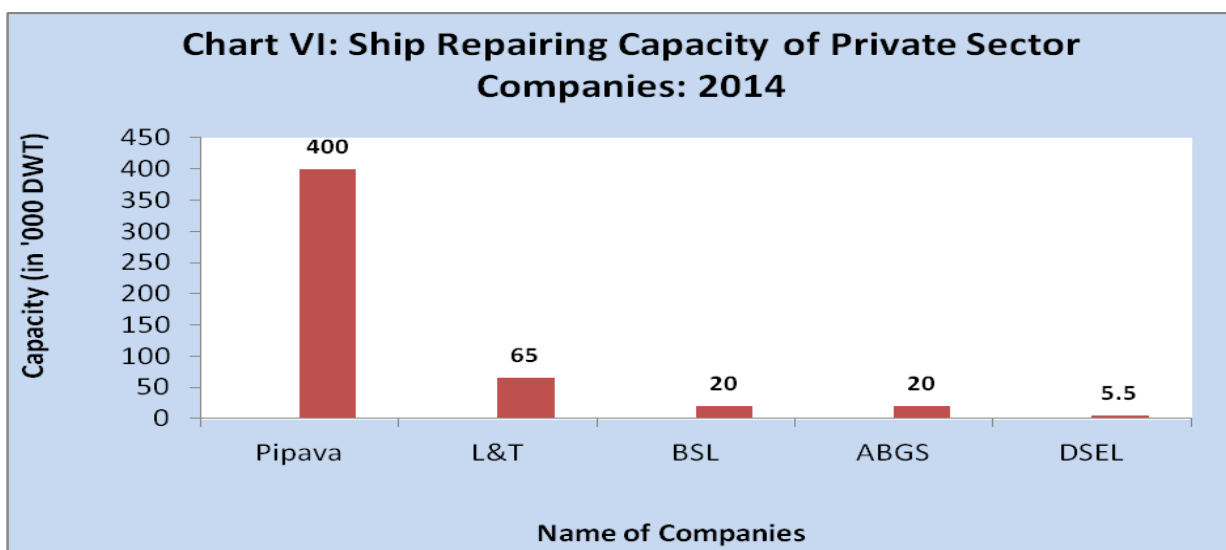
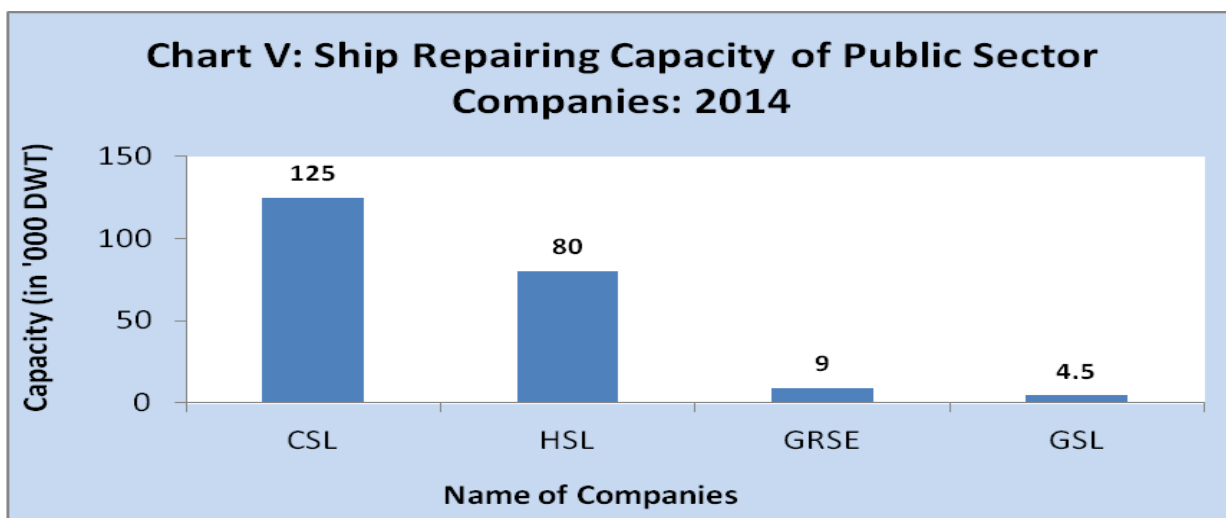
Section-2

INDIA'S SHIP-REPAIRING INDUSTRY

2. INDIA'S SHIP-REPAIRING INDUSTRY

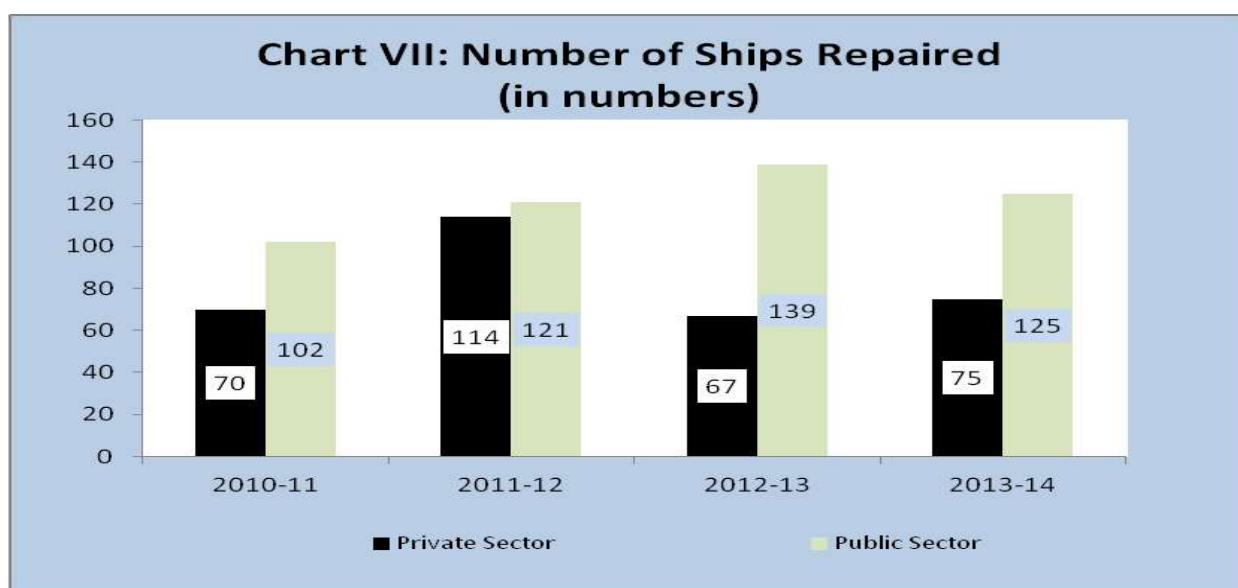
2.1. Ship repair capacity essentially reflects capability in terms of the number of ships repaired and maximum size of ship that can be repaired in terms of DWT.

2.2. Amongst public sector companies, Cochin Shipyard Ltd had the highest capacity for ship repairing (125 thousand DWT) followed by Hindustan Shipyard Ltd. (80 thousand DWT) and Garden Reach Ship Building and Engineering Ltd (9 thousand DWT) in 2013-14. In private sector category, Pipavav had the highest capacity for ship repairing (400 thousand DWT) followed by Larsen& Toubro Ltd.(65 thousand DWT) where as ABG shipyard Ltd & Bharati Shipyard Ltd had 20 thousand DWT ship-repairing capacities each. Charts V & VI depict the ship repairing capacity of major public and private sector shipbuilding yards as on 31st March 2014.



NUMBER OF SHIPS REPAIRED

2.3. In 2013-14 total 200 ships were repaired by private (75 ships) and public (125 ships) sector shipyards against 206 in 2012-13 recording a decline of 2.91 % over the previous year. Chart-VII given below depicts comparative picture of the number of ships repaired by all public and private sector shipbuilding yards during 2010-11 to 2013-14.



2.4. In 2013-14 amongst the Public sector, Cochin Shipyard Ltd had repaired the highest number of ships (73 ships with earning of Rs. 227.88 crore) followed by Goa Shipyard Ltd. (33 ships with earning Rs 70.8 crore). In the private sector, Dempo Shipbuilding and Engineering Ltd. had the highest number of ships repaired (29 ships with earning Rs 8.04 crore) followed by A.C. Roy & Co.Ltd Ltd (24 ships repaired with an earning of Rs 1.81 crore) and Larsen and Toubro Ltd (21 ships repaired with an earning of Rs 21.28 crore)

2.5. Table Number -5 given below depicts the number of ships repaired and earnings by both public and private ship yards in India during 2012-13 and 2013-14.

Table No. 5 : Number of Ships Repaired and Earnings												
Name of The Company	2012-13						2013-14					
	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)
A. PUBLIC SECTOR (Total)	118	82489.14	21	14173.15	139	96662.29	123	35400.75	2	191	125	35591.75
1. Alcock Ashdown & Co. Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
2. Cochin Shipyard Ltd.	77	28656.83	-	-	77	28656.83	73	22788.41	-	-	73	22788.41
3. Garden Reach Ship-Builders & Engineers Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
4. Goa Shipyard Ltd.	33	8863.67	-	34.15	33	8897.82	33	7080.37	-	-	33	7080.37
5. Hindustan Shipyard Ltd.	33	966	21	14139	24	15105.00	14	5376.95	2	191.00	16	5567.95
6. Hooghly Dock & Port Engineers Ltd.	-	-	-	-	-	-	-	-	-	-	-	-
7. Mazagon Dock Ltd.	2	43946.66	-	-	2	43946.66	-	-	-	-	-	-
8. Shalimar Works Ltd.	3	55.98	-	-	3	55.98	3	155.02	-	-	3	155.02
B. PRIVATE SECTOR (Total)	67	9958.55	0	0	67	9958.55	72	2739.57	3	0.00	75	4867.57
9. Dempo Ship – building & Engg. Ltd.	2	446.58	-	-	2	446.58	29	804	-	-	29	804
10. ABG Shipyard Ltd.	...	8683	-	-	...	8683	...	1111	-	-	...	1111
11. Bharati Shipyard Pvt. Ltd.	-	58.5	-	-	-	58.5	-	633.96	-	-	-	633.96
12. Sesa Sterlite Ltd.	13	538.68	-	-	13	538.68	-	-	-	-	-	-
13. A.C.Roy & Co. Ltd.	29	220.84	-	-	29	220.84	24	181	-	-	24	181
14. Bristol Boats	1	10.95	-	-	1	10.95	1	9.61	-	-	1	9.61
15. Ferromar Shipping Pvt. Ltd.	-	-	-	-	-	-	-	...	...	...	-	-
16. Larsen & Toubro Limited	-	-	-	-	-	-	18	...	3	...	21	2128
Grand Total (A + B)	185	92447.69	21	14173.15	206	106620.84	195	38140.32	5	191.00	200	40459.32

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

SHIP REPAIR FACILITIES AVAILABLE AT MAJOR PORTS

2.6 Apart from shipbuilding yards, ship repair facilities are also available at major ports. Data provided by different major ports on dry docks, dry dock hire charges and equipments available for ship repairing have been compiled and presented in three different tables (2.5, 2.6 & 2.7).

2.7. Available data on Ship repair facilities reveal that Kolkata Port has a maximum number of dry docks (5), Mumbai, Visakhapatnam, Kandla, Mormugao, Paradip and V.O. Chidambaranar ports have 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 five cranes followed by Mormugao (4 in number) and Mumbai ports (2 in numbers).

DRY DOCK HIRE CHARGES

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

Table No. 2.1

**Ship Repairing Capacity Of The Company
(As on 31st March, 2014)**

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
A. PUBLIC SECTOR						
1	Alcock Ashdown (Gujarat) Ltd. ^a	-	-	-	-	-
2	Cochin Shipyard Ltd.	All Type of Vessels	270.0	40.0	7.0	125.0
3	Garden Reach Shipbuilders and Engineers Ltd.	All types of diesel propulsion vessels	120.0	17.0	5.0	9.0
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	120.0	20.0	5.0	4.5
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.	Presently MDL is not carrying out any ship-repairing work.				
8	Shalimar Works Ltd.	Survey vessel Tug/Launch	55.0 10.0	11.0 4.0	3.0 1.5	0.7 0.15
B. PRIVATE SECTOR (Contd.)						
9	Dempo Shipbuilding and Engineering Ltd.	a) MBC/Barges/Hopper Barges b) Pilot Launches c) Tugs	85.0 - -	16.0 - -	2.2 2.2 2.2	5.5 - -
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, 2014)**

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
11	Bharati Shipyards Ltd.	All types of ships upto 155.0 mtrs in length presently including Cargo vessels, (Dry & bulk), Tankers, Passenger vessels/Ferries, Off shore petrol vessels, off-shore support/supply vessels, AHTS, Tugs, Tankers, Dredgers, Ro-Ro vessels etc.	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 2.0	0.03 2.00 0.03
15	Bristol Boats	Various FRP crafts, life Boats and Rescue Boats	20.0	5.0	4.0	0.05
16	Larsen & Toubro Limited	a) Tankers b) Bulkers/General Cargo c) OSV/AHTS d) Container Vessels e) Dredgers f) Research /Survey Vessels g) Defence Vessels	210.0 210.0 210.0 210.0 210.0 210.0 210.0	34.0 34.0 34.0 34.0 34.0 34.0 34.0	8.0 8.0 8.0 8.0 8.0 8.0 8.0	65.0 65.0 65.0 65.0 65.0 65.0 65.0
17	Sesa Sterlite Ltd. #	All types of vessels.	80.0	15.0	9.1	-
18	Tebma Shipyards Ltd.	...	...	...	...	...
19	N N Shipbuilders and Engineers Pvt Ltd	a) Tugs/Pontoons b) Small Ships c) Barges	30.0 - 30.0	10.0 12.0 -	2.3 2.0 2.3	- - -
20	Pipavav	Cargo Ships, Offshore Vessels, Naval Vessels, & Others	350	63	-	400

a. No ship-repairing work is undertaken.

§ Chowgule & Co. Ltd. did not undertake repairs.

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

Formerly Sesa Goa Ltd.

Table No. 2.2**Ship Repairing Capacity-By Company and Maximum Size (2011-2014)**

('000 DWT)

Name of The Company	As on end 31st March			
	2011	2012	2013	2014
1	2	3	4	5
A. PUBLIC SECTOR				
1. Alcock Ashdown (Gujarat) Ltd.	-	-	-	-
2. Cochin Shipyard Ltd.	125.0	125.0	125.0	125.0
3. Garden Reach Shipbuilders & Engineers Ltd.	26.0	9.0	9.0	9.0
4. Goa Shipyard Ltd.	10.0	4.5	4.5	4.5
5. Hindustan Shipyard Ltd.	80.0	80.0	70.0	80.0
6. Hooghly Dock & Port Engineers Ltd.	-	-	-	-
7. Mazagon Dock Ltd.	-	-	-	-
8. Shalimar Works Ltd.	0.7	0.7	0.7	0.7
B. PRIVATE SECTOR				
9. Dempo Shipbuilding & Engineering Ltd.	3.0	5.5	5.5	5.5
10. ABG Shipyard Ltd.	20.0	20.0	20.0	20.0
11. Bharati Shipyard Ltd.	20.0	20.0	20.0	20.0
12. Chowgule & Co. Ltd.	-	-	-	-
13. Ferromar Shipping Pvt. Ltd. @	3.0	3.0	3.0	3.0
14. Sesa Goa Ltd.	...	...	...	...
15. A.C Roy & Comp. Ltd.	2.0	2.0	2.0	2.0
16 Bristol Boats	0.1	0.05	0.05	0.05
17. Tebma Shipyards Ltd.	...	...	...	...
18. Larsen & Toubro Limited	...	...	...	65.0
19. N N Shipbuilders and Engineers Pvt Ltd	0.5	-	-	-
20. Pipavav#	-	400.0	400.0	400.0

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

No ship repairing is undertaken

Table No. 2.3

Ship Repairing Facilities-Company-Wise for Dry Docks and Wet Docks (As on 31st March, 2014)

Sl. No.	Name of Company	Dry Dock Owned					Wet Docks/Basin Owned					
		Capacity					Capacity					
		No.	Length (M)	Width (M)	Draft (M)	DWT ('000)	No.	Length (M)	Width (M)	Draft (M)	DWT ('000)	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	
A. PUBLIC SECTOR												
1	Alcock Ashdown (Gujarat) Ltd. ^a	-	-	-	-	-	-	-	-	-	-	-
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.	1	180.0	27.0	8.0	-	1	109.0	25.0	8.0	-	-
		1	180.0	29.0	10.0	-	-	-	-	-	-	-
		1	185.0	12.0	6.4	-	-	-	-	-	-	-
		1	160.0	18.0	8.0	-	-	-	-	-	-	-
		1	107.0	13.0	6.0	-	-	-	-	-	-	-
4	Goa Shipyard Ltd.	-	-	-	-	-	-	-	-	-	-	-
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.	-	-	-	-	-	-	-	-	-	-	-
8	Shalimar Works Ltd.	-	-	-	-	-	-	-	-	-	-	-
B. PRIVATE SECTOR												
9	Dempo Shipbuilding and Engineering Ltd.	2	90.0	18.0	2.5	4.0	2	100.0	20.0	3.5	4.0	
10	ABG Shipyard Ltd.	1	155.0	30.0	7.5	20.0	1	110.0	30.0	7.5	20.0	
		1	125.0	22.5	5.6	15.0	-	-	-	-	-	-
		1	231.0	47.0	13.0	120.0	-	-	-	-	-	-
		-	125.0	22.5	5.6	-	-	-	-	-	-	-
		1	450.0	40.0	-	-	-	-	-	-	-	-
11	Bharati Shipyard Ltd.	1	120.0	18.0	6.0	15.0	1	125.0	20.0	5.5	10.0	
		1	180.0	40.0	6.0	50.0	-	-	-	-	-	-
12	Ferromar Shipping Pvt. Ltd. [@]	-	-	-	-	-	1	100.0	29.0	2.0	3.0	
13	Sesa Sterlite 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	0.05	-	-	-	-	-	-
16	Tebma Shipyard Ltd.	...	...	...	...	...	...	...	...	...	...	...
17	Larsen & Toubro Limited	-	-	-	-	-	4	260.0	46.0	10.0	65.0	
18	N N Shipbuilders and Engineers Pvt Ltd	-	-	-	-	-	-	-	-	-	-	-
19	Chowgule & Co. Ltd.	-	-	-	-	-	-	-	-	-	-	-
20	Pipavav	1	662.0	65.0	11.5	400.0	1	740.0	60.0	-	400.0	

a. Not carrying out any repairing work.

Formerly Sesa Goa Ltd.

@ 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, 2014)**

Sl. No.	Name of Company	Other repairing facilities					
		Item	No.	Capacity			
				Length (M)	Width (M)	Draft (M)	DWT ('000)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
A. PUBLIC SECTOR							
1	Alcock Ashdown (Gujarat) Ltd. ^a	-	-	-	-	-	-
2	Cochin Shipyard Ltd.	Slave Dock	1	86.0	18.0	27.0	8.0
3	Garden Reach Ship-Building and Engineers Ltd.	Finger Jetty-1	1	229.0	-	-	-
		Finger Jetty-2	1	194.0	-	-	-
		River Jetty-Ganga	1	25.0	9.0	1.9	-
		River Jetty-Hoogly	1	25.0	9.0	1.9	-
		River Jetty-Canteen	1	13.5	4.5	1.0	-
		River Jetty-Bargepuri	1	12.5	4.5	1.0	-
		River Jetty-Sawmill	1	21.5	6.0	1.5	-
		River Jetty-Dolphin 1	1	10.0	5.0	6.5	-
		River Jetty-Dolphin 2	1	10.0	5.0	6.5	-
		4	Goa Shipyard Ltd.	New Construction			
Bay No. 1	1			216.0	26.0	16.4	-
New Construction							
Bay No. 2	1			143.5	20.4	9.2	-
New Construction							
Bay No. 3	1			96.5	26.0	14.1	-
New Berth-1	1			130.0	29.5	-	-
New Berth-2	1			130.0	30.0	-	-
Shiplift	1			120.0	25.0	-	6.0
Fitting Out Jetty	1			160.0	12.0	4.5	-
		New Jetty	1	250.0	16.0	5.5	-
		Slipway -4	1	119.0	22.0	4.0	1.0
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. ^b	-	-	-	-	-	-
8	Shalimar Works Ltd.	Kuchha Basin	2	-	-	-	-
		Fitting Out Jetty	1	-	-	-	-
B. PRIVATE SECTOR							
9	Dempo Shipbuilding and Engineering Ltd.	-	-	-	-	-	-
10	ABG Shipyard Ltd.	Slipway	1	110.0	35.0	...	...
		Slipway	1	220.0	25.0	...	...
11	Bharati Shipyard Ltd.	a) Slipway with Haul up facility	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
12	Chowgule PVT Ltd	-	-	-	-	-	-
13	Ferromar Shipping Pvt. Ltd. @	-	-	-	-	-	-

Table No. 2.3a(Contd...)

**Ship Repairing Facilities-Company-Wise
(As On 31st March, 2014)**

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)
14	Sesa Sterlite Ltd. #	-	-	-	-	-	-
15	A.C. Roy & Company Ltd.	-	-	-	-	-	-
16	Bristol Boats	-	-	-	-	-	-
17	Tebma Shipyard Ltd.	-	-	-	-	-	-
18	Larsen & Toubro Limited	Dry Berth	4	210.0	34	8	65.0
19	N N Shipbuilders and Engineers Pvt Ltd	Slipways	3	70.0	7.0	2.3	...
20	Pipavav	Outfitting Quay	1	688.0	18.0	-	400.0

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

b. Ship repairing facility closed.

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

Formerly Sesa Goa Ltd.

Table No. 2.4

**No. Of Ships Repaired And Earnings, Company-wise -
(2010-11 to 2013-14)**

(Rs.in Lakhs)

Name of The Company	Year	Indian Vessels		Foreign Vessels		Total	
		No.	Earnings	No.	Earnings	No.	Earnings
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
A. PUBLIC SECTOR (Total)	2013-14	123	35400.75	2	191.00	125	35591.75
	2012-13	118	82489.14	21	14173.15	139	96662.29
	2011-12	118	38269.53	3	365.89	121	38635.42
	2010-11	97	44053.21	5	5000.26	102	49053.47
1. Alcock Ashdown (Gujarat) Ltd.	2013-14	-	-	-	-	0	0.00
	2012-13	-	-	-	-	0	0.00
	2011-12	-	-	-	-	0	0.00
	2010-11	-	-	-	-	0	0.00
2. Cochin Shipyard Ltd.	2013-14	73	22788.41	-	-	73	22788.41
	2012-13	77	28656.83	-	-	77	28656.83
	2011-12	79	14535.92	-	-	79	14535.92
	2010-11	68	14175.00	-	-	68	14175.00
3. Garden Reach Ship-builders and Engineers Ltd.	2013-14	-	-	-	-	0	0.00
	2012-13	-	-	-	-	0	0.00
	2011-12	-	-	-	-	0	0.00
	2010-11	4	2143.32	1	4777.90	5	6921.22
4. Goa Shipyard Ltd.	2013-14	33	7080.37	-	-	33	7080.37
	2012-13	33	8863.67	-	34.15	33	8897.82
	2011-12	19	4726.78	1	31.89	20	4758.67
	2010-11	2	133.23	-	-	2	133.23
5. Hindustan Shipyard Ltd.	2013-14	14	5376.95	2	191.00	16	5567.95
	2012-13	3	966.00	21	14139.00	24	15105.00
	2011-12	15	18831.00	2	334.00	17	19165.00
	2010-11	18	27515.55	4	222.36	22	27737.91
6. Hooghly Dock & Port Engineers Li	2013-14	-	-	-	-	0	0.00
	2012-13	-	-	-	-	0	0.00
	2011-12	-	-	-	-	0	0.00
	2010-11	-	-	-	-	0	0.00
7. Mazagon Dock Ltd.	2013-14	-	-	-	-	0	0.00
	2012-13	2	43946.66	-	-	2	43946.66
	2011-12	-	-	-	-	0	0.00
	2010-11	-	-	-	-	0	0.00
8. Shalimar Works Ltd.	2013-14	3	155.02	-	-	3	155.02
	2012-13	3	55.98	-	-	3	55.98
	2011-12	5	175.83	-	-	5	175.83
	2010-11	5	86.11	-	-	5	86.11

**Table No. 2.4
(Contd...)**

**No. Of Ships Repaired And Earnings, Company-wise -
(2010-11 to 2013-14)**

(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. PRIVATE SECTOR (Total)	2013-14\$	72	2739.57	3	0.00	75	4867.57
	2012-13	67	9958.55	0	0.00	67	9958.55
	2011-12	114	2559.78	0	0.00	114	2559.78
	2010-11	70	1973.45	0	0.00	70	1973.45
9. Dempo Shipbuilding & Engg. Ltd.	2013-14	29	804.00	-	-	29	804.00
	2012-13	24	446.58	-	-	24	446.58
	2011-12	55	1025.57	-	-	55	1025.57
	2010-11	14	707.29	-	-	14	707.29
10. ABG Shipyard Ltd.	2013-14	-	1111.00	-	-	0	1111.00
	2012-13	-	8683.00	-	-	0	8683.00
	2011-12	-	132.00	-	-	0	132.00
	2010-11	-	19.00	-	-	0	19.00
11. Bharati Shipyard Ltd.	2013-14	-	633.96	-	-	-	633.96
	2012-13#	-	58.50	-	-	-	58.50
	2011-12	1	21.96	-	-	1	21.96
	2010-11	1	20.52	-	-	1	20.52
12. Ferromar Shipping Pvt. Ltd. ®	2013-14	...	...	...	...	...	0.00
	2012-13	...	...	...	...	...	0.00
	2011-12	4	...	...	...	4	0.00
	2010-11	4	...	...	...	4	0.00
13. Sesa Sterlite Ltd. ##	2013-14	-	-	-	-	-	-
	2012-13	13	538.68	-	-	13	538.68
	2011-12	22	1086.49	-	-	22	1086.49
	2010-11	22	876.69	-	-	22	876.69
14. A.C.Roy & Co. Ltd.	2013-14	24	181.00	-	-	24	181.00
	2012-13	29	220.84	-	-	29	220.84
	2011-12	31	268.51	-	-	31	268.51
	2010-11	27	141.00	-	-	27	141.00
15. Bristol Boats	2013-14	1	9.61	-	-	1	9.61
	2012-13	1	10.95	-	-	1	10.95
	2011-12	1	25.25	-	-	1	25.25
	2010-11	2	208.95	-	-	2	208.95

\$ earnings of Larsen & Toubro Limited included in the total only as break-up by vessels is not available

**Table No. 2.4
(Contd...)**

**No. Of Ships Repaired And Earnings, Company-wise -
(2010-11 to 2013-14)**

(Rs.in Lakhs)

Name of The Company	Year	Indian Vessels		Foreign Vessels		Total	
		No.	Earnings	No.	Earnings	No.	Earnings
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
16. Larsen & Toubro Limited **	2013-14	18	...	3	...	21	2128.00
	2012-13	...	...	...	...	0	0.00
	2011-12	...	...	...	...	0	0.00
	2010-11	...	...	...	...	0	0.00
C. Grand Total (A + B)	2013-14	195	38140.32	5	191.00	200	40459.32
	2012-13	185	92447.69	21	14173.15	206	106620.84
	2011-12	232	40829.31	3	365.89	235	41195.20
	2010-11	167	46026.66	5	5000.26	172	51026.92

* Not carried out any ship-repairing work.

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

Ship Repairs for the period 2012-13 amounted to Rs. 14 crores has not been taken into a/c due to some technical reasons.

Formerly Sesa Goa Ltd.

** The bifurcation of earnings from repairing of Indian and Foreign Vessels is not available and as such only Total amount is shown.

Table No. 2.5**Dry Dock & Ship Repairing Facilities at Major Ports 2013-14**

Name of Ports	No. of Dry Docks and their Size	No. of Work-shops	No. of Cranes & Capacity	No. of Vessels Repaired during 2013-14	No. of days at Dry Dock Occupancy during 2013-14
1	2	3	4	5	6
Kandla	One Length : 95 mtrs. Width : 20 mtrs. Depth : 5.5 mtrs.	1	One 5 T	47	361
Mumbai	One Length : 1000 ft. Breadth : 102 ft. Depth : 48 ft.	-	Two 1-20 T 1-5 T	62	302
Mormugao	One Length : 210 mtrs. Breadth : 32.5mtrs. Depth: Can accommodate vessels up to 60,000 DWT.	9	Four 3-11 T (each) 1-26 T	29	300-360
Cochin	The Dry Dock has been handed over to M/s Cochin Shipyards Ltd. w.e.f 12.04.2013 for development and operation of International Ship Repair Facility at Willingdon Island				
V.O.Chidambaranar*	One Length : 150 feet Width : 32 feet Draft : 6.5 feet	-	...	-	-
Visakhapatnam	One Length : 140.2 mtrs. Width : 18.2 mtrs. Depth : 5.6 mtrs.	-	One 4 T	18	314
Paradip	One Length : 75 mtrs. Width : 15 mtrs. Draft : 6 mtrs.	1	One 3/10 T	10	121

Table No. 2.5
(Contd...)

Dry Dock and Ship Repairing Facilities at Major Ports 2013-14

Name of Ports	No. of Dry Docks and their size					No. of Work-shops	No. of Cranes & Capacity	No. of Vessels Repaired during 2013-14	No. of Days at Dry Dock Occupancy during 2013-14		
1	2					3	4	5	6		
Kolkata	Dry Dock	DIMENSIONS OF DRY DOCKS (in meters)						Five 1 No. 5T	26	1042	
		Length		Breadth		Depth					
		Entry Level	Bottom level	Entry Level	Bottom level				1 No. 7T		
	NSSD-I	178.00	165.20	32.30	27.43	14.32					
	NSSD-II	182.88	170.08	32.30	27.43	14.32					
	KPDD-I	166.72	163.98	21.23	20.39	7.62					
	KPDD-II	151.48	148.80	21.23	20.57	7.46					
	KPDD-III	106.68	102.87	18.28	17.44	7.31						2 No. 3/6T
						1 No. 3T					

* The Dry Dock is not in use due to major structural damages which are beyond economical repair.

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 including 1 st day hire and cleaning of dry dock	61359.90	2481.96	73557.00	2975.61	85817.19	3471.58
Dry dock hire from 2 nd day to 8 day (both days inclusive) per day or part thereof	21693.06	877.55	26032.93	1053.11	30372.81	1228.68
Dry dock hire from 9 th day to 20 th day (both days inclusive) per day or part thereof	32541.28	1316.39	39048.36	1579.63	45557.11	1842.93
Dry dock hire from 21 st day or part thereof	52426.78	2120.83	62912.42	2545.00	73397.11	2969.15
Mormugao	National Charges				The WISL Dry Dock is for Captive use & it does not give the same on hire	
	International Charges					
Paradip	Dry Dock Hire Charges for different sizes of vessels					
	National Charges			Rs. 23000/-		
	International Charges					

**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																			
Mumbai	I. Charges for Docking and Undocking:																			
		Foreign Going Vessels (in US \$)		Coastal Vessels (in 'Rs.)																
	Upto 1000 GRT	4858.50		102244/-																
	1001 to 2000 GRT	6308.25		125614/-																
	2001 to 3000 GRT	7481.50		148984/-																
	3001 to 4000 GRT	8654.75		172354/-																
	4001 to 5000 GRT	9828.00		195724/-																
Above 5000 GRT	US \$ 9828.00 + US \$1110.10 for every additional 1000 GRT or part thereof		'Rs.195724/- + ' Rs. 23370/- for every additional 1000 GRT or part thereof																	
Cochin	The Dry Dock has been handed over to M/s Cochin Shipyard Ltd. w.e.f 12.04.2013 for development and operation of International Ship Repair Facility at Willingdon Island.																			
Visakhapatnam	<table border="1"> <thead> <tr> <th data-bbox="440 934 810 1023">Nature of service</th> <th data-bbox="815 934 1010 1023">1st day to 14th day</th> <th data-bbox="1015 934 1233 1023">15th day to 30th day</th> <th data-bbox="1238 934 1495 1023">31st day onwards</th> </tr> </thead> <tbody> <tr> <td data-bbox="440 1030 810 1111">Rental/stayal charges per day</td> <td data-bbox="815 1030 1010 1111">Rs. 27,967/-</td> <td data-bbox="1015 1030 1233 1111">Rs. 41,937/-</td> <td data-bbox="1238 1030 1495 1111">Rs. 55,934/-</td> </tr> <tr> <td data-bbox="440 1117 810 1162">Foreign Vessels</td> <td data-bbox="815 1117 1010 1162">US \$ 995.13</td> <td data-bbox="1015 1117 1233 1162">US \$ 1492.21</td> <td data-bbox="1238 1117 1495 1162">US \$1990.25</td> </tr> </tbody> </table>				Nature of service	1 st day to 14 th day	15 th day to 30 th day	31 st day onwards	Rental/stayal charges per day	Rs. 27,967/-	Rs. 41,937/-	Rs. 55,934/-	Foreign Vessels	US \$ 995.13	US \$ 1492.21	US \$1990.25				
	Nature of service	1 st day to 14 th day	15 th day to 30 th day	31 st day onwards																
	Rental/stayal charges per day	Rs. 27,967/-	Rs. 41,937/-	Rs. 55,934/-																
	Foreign Vessels	US \$ 995.13	US \$ 1492.21	US \$1990.25																
	<table border="1"> <thead> <tr> <th data-bbox="440 1193 695 1238">Type of vessel</th> <th colspan="3" data-bbox="700 1193 1495 1238">Length of vessel</th> </tr> <tr> <td data-bbox="440 1245 695 1279"></td> <td data-bbox="700 1245 946 1279">50 mtrs. Or less</td> <td data-bbox="951 1245 1197 1279">50 to 100 mtrs.</td> <td data-bbox="1201 1245 1495 1279">Above 100 mts.</td> </tr> </thead> <tbody> <tr> <td data-bbox="440 1285 695 1366">Flat bottom vessel</td> <td data-bbox="700 1285 946 1366">Rs. 70,000/-</td> <td data-bbox="951 1285 1197 1366">Rs. 87,500/-</td> <td data-bbox="1201 1285 1495 1366">Rs. 1,05,000/-</td> </tr> <tr> <td data-bbox="440 1373 695 1503">Shaped vessels such as coast guard/navy</td> <td data-bbox="700 1373 946 1503">Rs. 1,20,000/-</td> <td data-bbox="951 1373 1197 1503">Rs. 1,60,000/-</td> <td data-bbox="1201 1373 1495 1503">Rs. 2,00,000/-</td> </tr> </tbody> </table>				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/-
	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/-																
	(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.																			
(b) In case of 2 nd docking, a rate of US \$ 767.22 per foreign going vessel and Rs. 21,562/- per coastal vessel will be levied. Block shifting charges will be levied on actuals.																				

**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						
Kolkata	I. During first 10 days of occupancy of vessel (part day or part thereof):						
	Size of vessel in GRT	1 & 2 N.S. Dry Dock		1 & 2 K.P. Dry Dock		3 K.P. Dry Dock	
		US \$	Rupees	US \$	Rupees	US \$	Rupees
	Upto 1000	1150	25300	1035	24150	1035	23000
	1001 to 2000	1265	27600	1150	26450	1035	24725
	2001 to 3000	1380	29900	1265	28750	1035	25300
	3001 to 4000	1495	34500	1380	32200	1035	25875
	4001 to 5000	1610	39100	1495	35650	1035	26450
	5001 to 10000	1840	43700	1610	40250	1035	27600
	10001 & above	2070	48300	1725	44850	1035	28750
V.O. Chidambaranar	II. From 11 th to 30 th days of occupation: 125% of rates as stated above per day or part thereof.						
	III. Beyond 30 th days of occupation: 150% of rates as stated above per day or part thereof.						
V.O. Chidambaranar	The dry dock is not in use due to structural damages which are beyond economical repair.						

Source: All major ports.

Table No. 2.7**Equipments available at Major Ports**

Name of Ports	Equipments available in the Workshops
1	2
Kandla	-
Mormugao	a) Plate shop with Hydraulic press, shearing & plate bending machine b) Paint and valve Shop c) Machine Shop with lathes, milling & boring machines. d) Fabrication Shop. e) Electrical Shop. f) Mechanical Shop. g) Maintenance Shop. h) Shipwright Shop. i) Prefabrication Shop.
Mumbai	Workshops & repair facilities are not provided by MbPT. Ship repairs are carried out by private workshops licensed by Mumbai Port.
Cochin	The Dry Dock has been handed over to M/s Cochin Shipyard Ltd. w.ef 12.04.2013 for development and operation of International Ship Repair Facility at Willingdon Island.
Visakhapatnam	NIL
Paradip	1 Overhead crane, capacity: 10 Ton 1 Lathe Machine type- EP3225, Height = 16 inches, Chuck = 24 inch, Bed length = 12 feet 1 Lathe Machine Type-H 26, Height = 10 inches, Chuck = 14 inches, Bed length = 12 feet 1 Bending Machine (3 rollers), Rollers Diameter = 200mm (1 nos.); 180mm (2 nos.) Length = 2 meters 1 Stand Radial Drill Machine , Make : HMT, Machine no. 32358 1 Electric Saw
V.O.Chidambaranar	The dry dock is not in use, due to structural damages which are beyond economical repair.

Section- 3

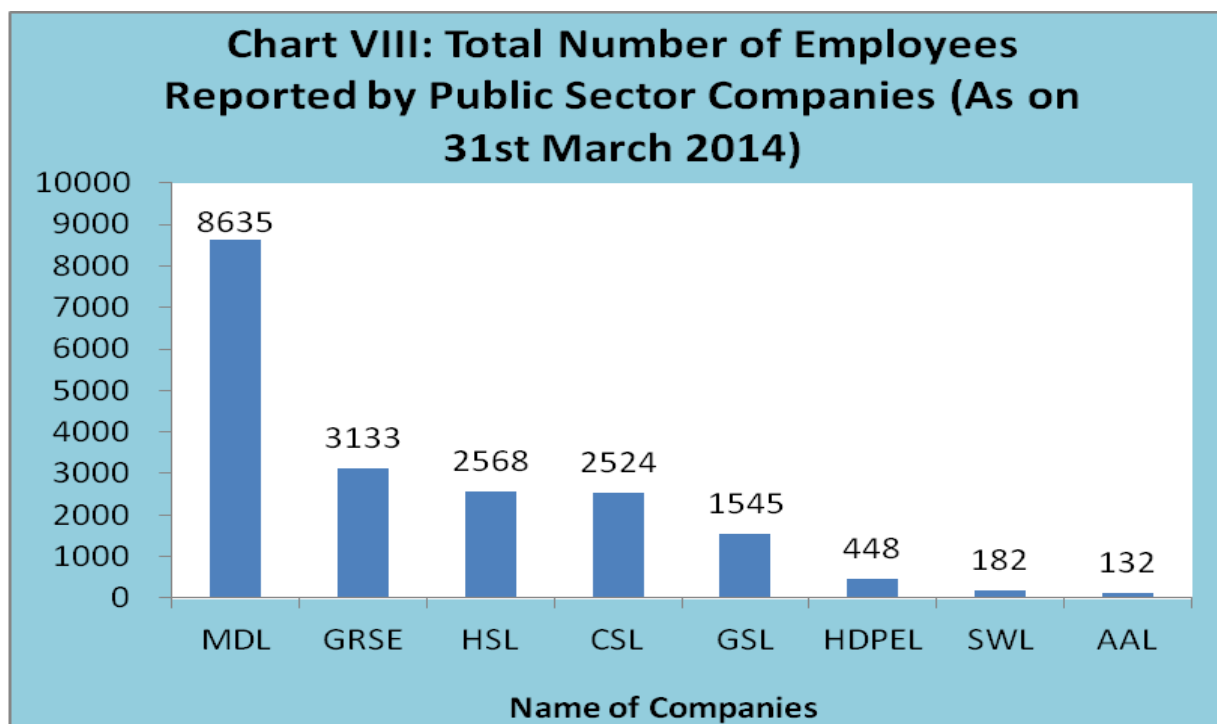
**EMPLOYMENT IN SHIP-BUILDING/SHIP-
REPAIRING INDUSTRY**

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

3.1. The total number of employees under the eight Public Sector Shipyards during 2013-14 were 19166 which included 2566 officers (13.4 % of the total number of employees). The maximum number of employees in the public sector Shipyards as on 31st March 2014 were 8635 in Mazagon Dock Ltd followed by 3133 in Garden Reach Ship Builders and Engineers Ltd and 2568 employees in Hindustan Shipyard Ltd.

3.2. The total number of employees in 13 private sector companies were 9580 as on 31st March 2014 of which total number of officers were 2278 (23.8 % of the total number of employees). Pipavav had highest number of employees (4993) followed by ABG Shipyard Ltd. (1321) and Bharati Shipyard Ltd. (1303).

3.3. The total number of employees among the eight public sectors undertakings is shown in chart VIII.



3.4. Chart IX given below depicts a clear downward employment trend in Ship-building and Ship-repairing industries during the period 2009-10 to 2013-14.

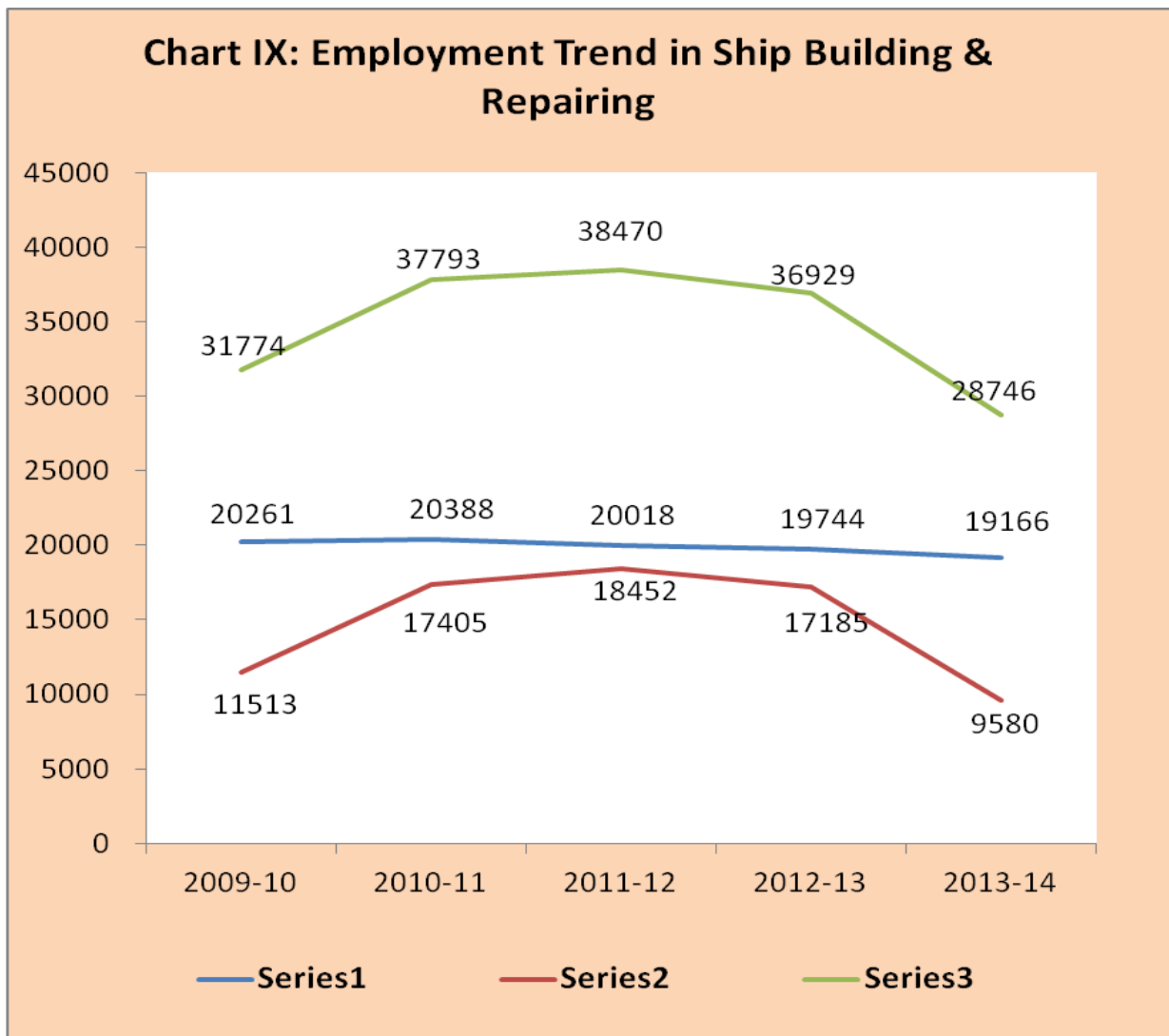


Table No. 3.1

**Employment In Ship-Building/Ship-Repairing Companies
(As On end 31st March, 2014)**

(Number)

Name of The Company	Officers		Supervisors		Workforce in Operation				Total	
	Permanent	Contractual	Permanent	Contractual	Directly involved in		Indirectly involved in		Permanent	Contractual
					Permanent	Contractual	Permanent	Contractual		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
A. PUBLIC SECTOR (Total)	2417	149	1119	42	8505	4570	2180	184	14221	4945
1. Alcock Ashdown (Gujarat) Ltc	38	18	-	-	60	-	13	3	111	21
2. Cochin Shipyard Ltd.	283	71	199	2	1160	700	109	-	1751	773
3. Garden Reach Ship-Builders Engineers Ltd	460	3	214	5	1711	-	740	-	3125	8
4. Goa Shipyard Ltd.	230	4	72	15	828	76	291	29	1421	124
5. Hindustan Shipyard Ltd.	343	31	347	20	862	679	280	6	1832	736
6. Hooghly Dock & Port Engineers Ltd.	37	1	45	-	270	65	25	4	377	70
7. Mazagon Dock Ltd.	1020	5	242	-	3516	3021	699	132	5477	3158
8. Shalimar Works Ltd.	6	16	-	-	98	29	23	10	127	55
B. PRIVATE SECTOR (Total)	2268	10	66	4	3174	368	673	3017	6181	3399
9. Dempo Shipbuilding & Engg.	47	-	-	-	-	63	-	-	47	63
10. ABG Shipyard Ltd.	785	-	-	-	430	-	106	-	1321	0
11. Bharati Shipyard Ltd.	115	-	-	-	697	-	491	-	1303	0
12. Chowgule & Co. Ltd.	86	-	-	-	10	-	17	-	113	0
13. Ferromar Shipping Pvt. Ltd.†	2	-	-	-	-	-	-	-	2	0
14. Sesa Sterlite Ltd.#	14	-	-	-	39	6	-	17	53	23
15. A.C.Roy & Comp. Ltd.	30	-	1	-	4	10	13	-	48	10
16. Bristol Boats	4	-	-	-	7	-	2	-	13	0
17. Tebma Shipyard Ltd.	129	10	12	4	180	289	32	-	353	303
18. Larsen & Toubro Limited	363	-	50	-	430	-	-	-	843	0
19. N N Shipbuilders and Engine	12	-	3	-	65	-	12	-	92	0
20. Pipavav	681	-	-	-	1312	-	-	3000	1993	3000
C. Grand Total (A + B)	4685	159	1185	46	11679	4938	2853	3201	20402	8344

@ Includes in indirect workforce in operation.

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

Formerly Sesa Goa Ltd.

Table No. 3.2

**Employment Pattern In Ship-Building/
Ship-Repairing Companies - (2010-2014)**

(In numbers)

Name of The Company	Item	As on 31st March				
		2010	2011	2012	2013	2014
(1)	(2)	(3)	(4)	(5)	(6)	(7)
<u>A. PUBLIC SECTOR</u>	<u>A. PUBLIC SECTO</u>	20261	20388	20018	19744	19166
	Officers	2064	2779	2697	2599	2566
1. Alcock Ashdown (Gujarat) Ltd.	Total	198	169	153	132	132
	Officers	35	74	65	56	56
2. Cochin Shipyard Ltd.	Total	1907	2220	2382	2306	2524
	Officers	270	308	322	297	354
3. Garden Reach Ship-Builders & Engineers L	Total	4345	4117	3796	3491	3133
	Officers	462	493	503	501	463
4. Goa Shipyard Ltd.	Total	1701	1666	1602	1602	1545
	Officers	221	219	224	236	234
5. Hindustan Shipyard Ltd.	Total	3371	3275	3130	2874	2568
	Officers	232	481	463	408	374
6. Hooghly Dock & Port Engineers Ltd.	Total	538	470	449	486	447
	Officers	51	118	46	41	38
7. Mazagon Dock Ltd.	Total	8066	8301	8331	8669	8635
	Officers	785	1067	1057	1048	1025
8. Shalimar Works Ltd.	Total	135	170	175	184	182
	Officers	8	19	17	12	22
<u>B. PRIVATE SECTOR (Total)</u>	Total	11513	17405	18452	17185	9580
	Officers	1134	3347	2863	2782	2278
9. Dempo Shipbuilding & Engg. Ltd.	Total	277	428	619	470	110
	Officers	14	32	47	49	47
10. ABG Shipyard Ltd.	Total	2890	1438	1381	1321	1321
	Officers	198	833	815	785	785
11. Bharati Shipyard Ltd.	Total	5200	5540	5510	5510	1303
	Officers	585	690	665	665	115
12. Chowgule & Co. Ltd.	Total	149	984	487	144	113
	Officers	40	124	108	117	86
13. Ferromar Shipping Pvt. Ltd.*	Total	24	28	28	5	2
	Officers	-	6	6	3	2
14. Sesa Sterlite Ltd.	Total	62	249	76	60	76
	Officers	10	20	24	20	14
15. Wadia Boat Builder	Total	76	-	-	-	-
	Officers	4	-	-	-	-
16. A.C.Roy & Comp. Ltd.	Total	47	47	58	58	58
	Officers	27	30	30	30	30
17. Bristol Boats	Total	21	31	35	33	13
	Officers	8	10	10	7	4
18. Tebma Shipyard Ltd.	Total	267	246	1083	1083	656
	Officers	98	18	129	129	139
19. Larsen & Toubro Limited	Total	2500	3202	4048	4056	843
	Officers	150	1052	375	346	363
20. N N Shipbuilders and Engineers Pvt Ltd	Total	....	92	92	92	92
	Officers	....	12	12	12	12
21. Pipavav	Total	-	5120	5035	4353	4993
	Officers	-	520	642	619	681
<u>C. Grand Total (A + B)</u>	Total	31774	37793	38470	36929	28746
	Officers	3198	6126	5560	5381	4844

* 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 2013-14 was Rs. 3262.6 crore by Mazagon Dock Ltd followed by Rs. 1712.77 crore by Cochin Shipyard Ltd, Rs. 1699.05 crore by Garden Reach Ship-Builders & Engineers Ltd, Rs. 553.21 crore by Goa Shipyard Ltd., and Rs. 516.9 crore by Hindustan Shipyard Ltd. In terms of profit, the highest profit was earned by Mazagon Dock Ltd (Rs. 332.5 crore) followed by Cochin Shipyard Ltd (Rs. 194.24 crore), Garden Reach Ship-Builders & Engineers Ltd (Rs. 187.23 crore) and Hoogly Dock & Port Engineers Ltd (Rs 180.0 crore). Loss was incurred by Alcock Ashdown Ltd. (Rs 73.61 crore) followed by Goa Shipyard Ltd (Rs. 55.64 crore) and Hindustan shipyard Ltd. (Rs.43.17 crore) .

4.2. In private sector, the highest income earned during 2013-14 was by Pipavav (Rs 2319.07 crore) followed by ABG Shipyard Ltd (Rs. 1634.9 crore) and Larsen & Toubro Ltd (Rs 537.93 crore). In terms of net profit, the highest profit was earned by Chowgule & Co. Ltd (Rs 31.36 crore) followed by Pipavav (Rs. 27.92 crore) and A.C. Roy & Comp. Ltd (5.11 crore) Loss was incurred by Bharti Shipyard Ltd. (Rs. 1025.84 crore), followed by Tebma Shipyard Ltd. (Rs 66.69 crore).

4.3. Chart X shows the financial performance in terms of profit/ loss of the major public and private sector companies engaged in ship building/ repair as on 31st March 2014.

Chart X: Financial Performance of Major Public and Private Companies in 2013-14

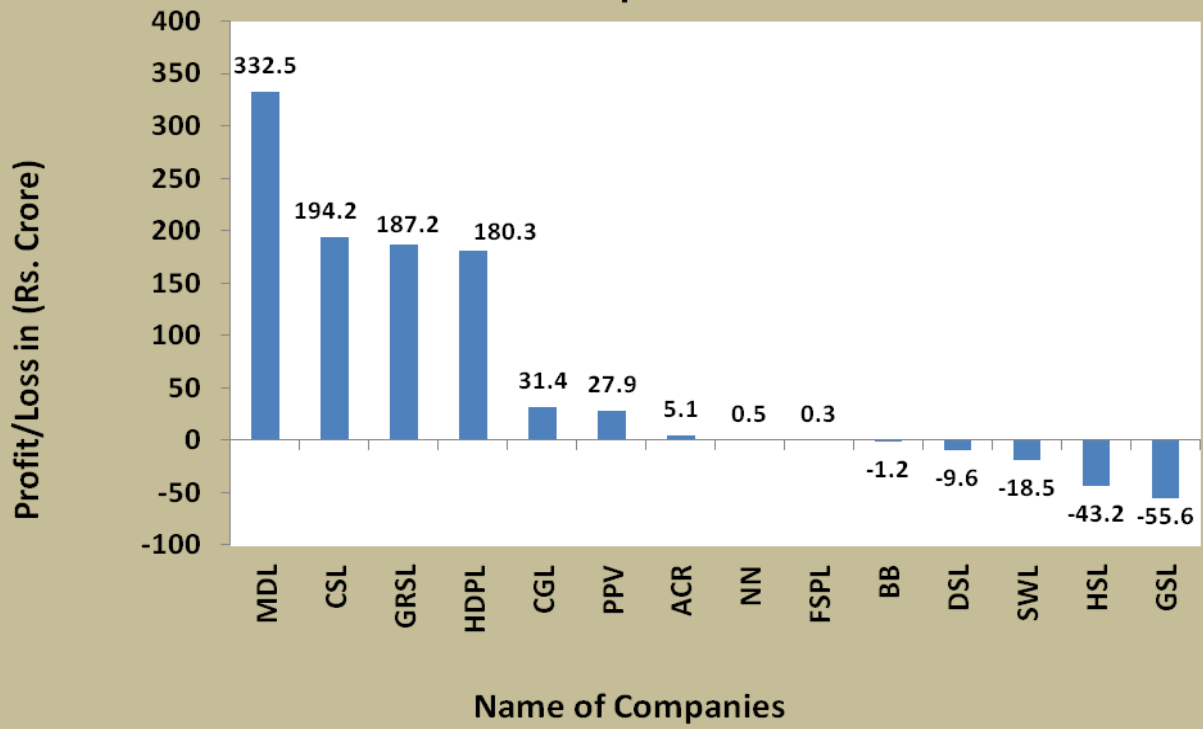


Table No. 4.1

**Financial Performance (Income Earned) : Company - wise
(2010 to 2014)**

(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)
A. PUBLIC SECTOR						
1.	Alcock Ashdown (Gujarat) Ltd.	2014	-	-	454.73	454.73
		2013	10989.00	-	1395.97	12384.97
		2012	-	-	806.87	806.87
		2011	6178.08	0.00	566.28	6744.36
		2010	928.86	9.93	1639.84	2578.63
2.	Cochin Shipyard Ltd.	2014	140956.46	22788.41	7532.96	171277.83
		2013	126759.37	28656.83	8817.36	164233.56
		2012	125949.23	14535.92	7669.33	148154.48
		2011	131996.31	14174.68	14109.21	160280.20
		2010	101212.89	23635.72	7800.58	132649.19
3.	Garden Reach Ship-Builders & Engineers Ltd.	2014	12435.00	## 2385.00	155085.00	169905.00
		2013	23955.00	2098.00	134649.00	160702.00
		2012	30091.00	2458.00	100624.00	133173.00
		2011	27269.00	7931.00	81126.00	116326.00
		2010	19304.00	404.00	32648.00	52356.00
4.	Goa Shipyard Ltd.	2014 (b)	43877.00	7080.00	4364.00	55321.00
		2013	39241.00	11421.00	5760.00	56422.00
		2012	66156.00	1487.00	4645.00	72288.00
		2011	66476.00	23711.00	12552.00	102739.00
		2010	57187.00	21585.00	@16706.00	78772.00
5.	Hindustan Shipyard Ltd.	2014(b)	23920.00	21427.00	6343.00	51690.00
		2013	19608.00	28776.00	7867.00	56251.00
		2012	26228.59	31988.83	2216.28	60433.70
		2011	29149.60	36064.84	43846.65	109061.09
		2010	25360.53	36535.52	4307.40	66203.45
6.	Hooghly Dock & Port Engineers Ltd.	2014	-	-	25006.40	25006.40
		2013	512.84	-	2312.80	2825.64
		2012	120.50	-	63247.61	63368.11
		2011	600.00	-	98.00	698.00
		2010	936.47	-	139.09	1075.56
7.	Mazagan Dock Ltd.	2014 (b)	270918.00	-	55342.00	326260.00
		2013	229064.00	-	56966.00	286030.00
		2012	246068.00	6301.00	54621.00	306990.00
		2011	219948.00	-	62666.00	282614.00
		2010	285613.00	-	22720.00	308333.00
8.	Shalimar Works Ltd.	2014 (b)	1709.08	157.61	363.45	2230.14
		2013	887.29	123.46	270.84	1281.59
		2012	1484.24	238.60	445.90	2168.74
		2011	1968.52	70.09	923.53	2962.14
		2010	684.60	352.43	99.71	1136.74
B. PRIVATE SECTOR						
9.	Dempo Shipbuilding and Engineering Ltd.	2014 (b) *	1542.86	804.45	1462.67	3809.98
		2013 *	8549.30	446.58	(-)981.86	8014.02
		2012	5126.33	1025.56	835.31	6987.20
		2011	6215.55	1784.19	228.23	8227.97
		2010	7106.58	1016.19	163.16	8285.93
10.	ABG Shipyard Ltd.	2014	146398.00	1111.00	15981.00	163490.00
		2013	194528.00	8683.00	11722.00	214933.00
		2012	234224.00	132.00	8930.00	243286.00
		2011	199180.00	19.00	8905.00	208104.00
		2010	162498.00	37.00	22644.00	185179.00

**Table No. 4.1
Contd...**

**Financial Performance (Income Earned) Company - wise
(2010 to 2014)**

(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)
11	Bharati Shipyard Pvt. Ltd.	2014	16686.10	633.96	2980.86	20300.92
		2013	50529.48	-	789.84	51319.32
		2012	140587.38	-	15.89	140603.27
		2011	156900.60	21.96	1211.93	158134.49
		2010	133785.85	20.52	1437.87	135244.24
12	Chowgule & Co.Ltd.	2014	8752.08	-	772.13	9524.21
		2013	23066.78	-	2289.72	25356.50
		2012	16922.90	-	4757.63	21680.53
		2011	18360.46	-	5344.00	23704.46
		2010	19905.47	-	346.66	20252.13
13	Ferromar Shipping Pvt. Ltd. #	2014	-	-	722.89	722.89
		2013	-	-	604.78	604.78
		2012	-	-	734.40	734.40
		2011	...	5.15	916.48	921.63
		2010	...	...	1093.58	1093.58
14	A.C.Roy & Comp. Ltd.	2014	2162.00	181.00	275.00	2618.00
		2013	2084.00	221.00	199.00	2504.00
		2012	1995.00	269.00	152.00	2416.00
		2011	2015.00	141.00	103.00	2259.00
		2010	2005.00	134.00	98.00	2237.00
15	Bristol Boats	2014	209.15	9.61	16.80	152.78 **
		2013	419.11	10.95	100.13	364.06 **
		2012	70.12	25.25	172.51	267.88
		2011	0.00	208.95	2.34	211.29
		2010	-	3.50	33.78	37.28
16	Tebma Shipyard Ltd.	2014	29219.20	-	1108.90	30328.10
		2013	37105.48	-	3501.31	40606.79
		2012	32547.28	-	2712.99	35260.27
		2011	5951.61	-	9468.40	15420.01
		2010	16220.74	-	4670.81	20891.55
17	Larsen & Toubro Limited	2014	50375.00	2128.00	1290.00	53793.00
		2013	10347.00	-	1256.00	11603.00
		2012	...	...	...	...
		2011	...	...	...	...
		2010	...	...	...	...
18	N N Shipbuilders and Engineer Pvt Ltd	2014	100.00	-	1282.55	1382.55
		2013	145.44	88.07	1176.45	1409.96
		2012	513.10	7.39	581.60	1102.09
		2011	426.43	...	463.51	889.94
		2010	791.53	112.28	21.07	924.88
19	Pipavav	2014	122917.03	-	108990.60	231907.63
		2013	146930.00	-	114373.00	261303.00
		2012	186767.00	-	2379.00	189146.00
		2011	85993.08	-	4106.55	90099.63
		2010	-	-	-	-

@ After adjusting accretion/decretion to work in progress.

* Income from other sources excludes WIP Rs. 1229.38 lakh in 2013 & includes WIP Rs. 1085.29 lakh in 2014

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

** Total income adjusted for losses due to revenue incomplete contract- manufacture (Rs. 166.13 lakh for the year 2013 lakh & Rs. 82.78 lakh for the year 2014)

Income from Ship repairing (sales)

(b) Provisional / Unaudited

Table No. 4.2

Financial Performance (Expenditure) : Company-wise (2010 to 2014)

(Rs. in lakhs)

Sl. No.	Name of the Company	As on 31st March	Expenditure incurred on			Total Expenditure	Profit (+)/Loss (-)
			Operating establishment and other expenses	Provision for Depreciation	Interest		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
A. PUBLIC SECTOR							
1	Alcock Ashdown (Gujarat) Ltd.	2014	1957.23	132.01	5726.96	7816.20	(-) 7361.47
		2013	14580.40	132.02	7328.15	22040.57	(-) 9655.60
		2012	3164.70	132.74	5258.51	8555.95	(+) 7749.08
		2011	5823.05	141.07	2984.53	8948.65	(-) 2204.29
		2010	13262.09	139.36	2321.15	15722.60	*(-) 13143.97
2	Cochin Shipyard Ltd.	2014	147447.68	2428.62	1977.31	151853.61	(+) 19424.22
		2013	141472.04	1921.59	2313.17	145706.80	(+) 18526.76
		2012	127802.43	1807.27	1312.09	130921.79	(+) 17232.69
		2011	133099.44	1761.18	2666.81	137527.43	(+) 22752.77
		2010	107001.46	1524.45	1819.21	110345.12	(+)22304.07
3	Garden Reach Ship-Builders & Engineers Ltd.	2014	148927.00	2207.00	48.00	151182.00	(+) 18723.00
		2013	139951.00	1391.00	45.00	141387.00	(+) 19315.00
		2012	114968.00	1270.00	-	116238.00	(+) 16935.00
		2011	98853.00	1047.00	150.00	100050.00	(+) 16276.00
		2010	83165.00	762.00	1.00	83928.00	(-) 31572.00
4	Goa Shipyard Ltd.	2014 *	57115.00	1727.00	2043.00	60885.00	(-) 5564.00
		2013	50631.00	1817.00	2424.00	54872.00	(+) 1550.00
		2012	56351.00	1628.00	1706.00	59685.00	(+) 12603.00
		2011	74878.00	851.00	531.00	76260.00	(+) 26479.00
		2010	74177.00	470.00	1108.00	75755.00	(+)19723.00
5	Hindustan Shipyard Ltd.	2014 *	54329.00	753.00	925.00	56007.00	(-) 4317.00
		2013	59202.00	789.00	1777.00	61768.00	(-) 5517.00
		2012	67052.94	796.68	1182.42	69032.04	(-) 8598.34
		2011	101353.73	767.73	1434.64	103556.10	(+) 5499.99
		2010	60083.72	645.75	5241.55	65971.02	(+) 232.43
6	Hooghly Dock & Port Engineers Ltd.	2014	6544.80	29.45	431.41	7005.66	(+) 18000.74
		2013	6533.96	34.80	240.98	6809.74	(-) 3984.10
		2012	4156.16	40.40	94.51	4291.07	(+) 59077.04
		2011	1698.00	50.00	4450.00	6198.00	(-)5500.00
		2010	2230.61	53.04	4332.21	6615.86	(-)5540.30
7	Mazagon Dock Ltd.	2014 *	291055.00	1950.00	5.00	293010.00	(+) 33250.00
		2013	243204.00	1464.00	90.00	244758.00	(+) 41272.00
		2012	233895.00	1314.00	2603.00	237812.00	(+) 69178.00
		2011	244736.00	1256.00	17.00	246009.00	(+) 24352.00
		2010	268467.00	1217.00	2.00	269686.00	(+)38647.00
8	Shalimar Works Ltd.	2014 *	2468.94	27.37	1582.45	4078.76	(-) 1848.62
		2013	1889.35	30.61	1505.53	3425.49	(-) 2143.90
		2012	2520.38	35.03	1361.48	3916.89	(-) 1748.15
		2011	2656.64	39.03	1240.26	3935.93	(-) 974.79
		2010	1072.99	45.03	1164.77	2282.79	(-)1146.05
B. PRIVATE SECTOR							
9	Dempo Shipbuilding and Engineering Ltd.	2014 *	4184.21	295.82	289.94	4769.97	(-) 959.99
		2013	6880.02	265.16	336.82	7482.00	(+) 532.01
		2012	6264.80	245.28	148.54	6658.62	(+) 313.71
		2011	7166.41	173.77	154.41	7494.59	(+)733.38
		2010	6580.20	204.33	119.49	6904.02	(+)1381.91
10	ABG Shipyard Ltd.	2014	126458.00	9178.00	57472.00	193108.00	(-) 29618.00
		2013	147062.00	10371.00	40130.00	197563.00	(+) 17370.00
		2012	172409.00	9925.00	33074.00	215408.00	(+) 18029.00
		2011	159833.00	6303.00	13947.00	180083.00	(+)18880.00
		2010	133519.00	3869.00	15061.00	152449.00	(+)22892.00

**Table No. 4.2
(Contd...)**

**Financial Performance (Expenditure) : Company-wise
(2010 to 2014)**

(Rs. in lakhs)

Sl. No.	Name of the Company	As on 31st March	Expenditure incurred on			Total Expenditure	Profit (+)/Loss (-)
			Operating establishment and other expenses	Provision for Depreciation	Interest		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
11	Bharati Shipyard Pvt. Ltd. \$	2014	37633.58	4939.92	80311.56	122885.06	(-) 102584.14
		2013	55897.17	4684.43	44713.25	105294.85	(-) 53975.53
		2012	92416.31	3997.03	49048.59	145461.93	(-) 4858.64
		2011	111402.09	2150.77	26632.63	140185.49	(+)17949.00
		2010	103145.95	1529.31	9773.07	114448.33	(+)20795.91
12	Chowgule & Co. Ltd.	2014	5391.27	993.04	3.40	6387.71	(+) 3136.50
		2013	22495.86	917.13	0.02	23413.01	(+) 1943.49
		2012	16548.34	889.75	66.90	17504.99	(+) 4175.53
		2011	21878.72	1002.88	137.38	23018.98	(+) 685.49
		2010	21867.05	1147.16	694.10	23708.31	(-) 3803.84
13	Ferromar Shipping Pvt. Ltd.®	2014	198.70	332.15	165.98	696.83	(+) 26.06
		2013	194.22	253.74	111.23	559.19	(+) 45.59
		2012	253.40	235.36	69.21	557.97	(+) 176.43
		2011	327.98	441.20	96.00	865.18	(+) 56.45
		2010	362.65	797.97	1368.89	2529.51	(-)1435.93
14	A.C.Roy & Comp. Ltd.	2014	2017.00	69.00	21.00	2107.00	(+) 511.00
		2013	2008.00	83.00	19.00	2110.00	(+) 394.00
		2012	2001.00	61.00	18.00	2080.00	(+) 336.00
		2011	1951.00	52.00	21.00	2024.00	(+) 235.00
		2010	1945.00	49.00	26.00	2020.00	(+)217.00
15	Bristol Boats	2014	244.77	8.69	18.98	272.44	(-) 119.66
		2013	426.36	13.34	20.85	460.55	(-) 96.49
		2012	294.94	14.67	13.56	323.17	(-) 55.29
		2011	217.69	17.65	5.92	241.26	(-) 29.97
		2010	73.08	15.25	0.35	88.68	(-)51.40
16	Tebma Shipyard Ltd.	2014	31881.23	1917.68	3198.52	36997.43	(-) 6669.33
		2013	34502.39	2015.35	3959.25	40476.99	129.80
		2012	31326.49	2252.51	3948.53	37527.53	(-) 1273.26
		2011	17468.26	2274.85	3232.69	22975.80	(-)7555.80
		2010	32550.14	2105.63	4865.10	39520.87	(-)18629.32
17	Larsen & Toubro Limited	2014	67019.00	9585.00	12700.00	89304.00	(-) 35511
		2013	17939.00	3233.00	4113.00	25285.00	(-)13682
		2012	...	...	...	...	...
		2011	...	...	...	...	...
		2010	...	...	...	...	...
18	N N Shipbuilders and Engineers Pvt Ltd	2014	1305.51	25.00	-	1330.51	(+) 52.04
		2013	1309.59	30.84	-	1340.43	(+) 69.53
		2012	1058.17	19.27	-	1077.44	(+) 24.65
		2011	851.70	2.64	9.80	864.14	(+)25.80
		2010	831.84	1.94	15.88	849.66	(+)75.22
19	Pipavav	2014	166423.94	16170.40	46520.81	229115.15	(+) 2792.48
		2013	205149.00	12270.00	39746.00	257165.00	(+) 4138.00
		2012	145520.00	10589.00	25768.00	181877.00	(+) 7269.00
		2011	67572.47	5198.09	11900.69	84671.25	(+)5428.38
		2010	-	-	-	-	-

* Provisional/ Unaudited

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

\$ Interest for the year 2013-14 includes exceptional item Rs. 29127.30 lacs.

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 period (1998 to 2013), the number of ships on order at a global level has increased from 1917 units in 1998 to 3431 units in 2013. Ships on order in terms of gross tonnage (GT) have gone up from 53.42 million GT in 1998 to 79.12 million GT in 2013. During the year 1998 to 2013, order book of world shipbuilding industry had witnessed CAGR of 3.95% and 2.65% 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 95 million GT in 2012 (Table 5.4) reflecting a fall of 8.6 % over 104 million GT completed in 2011. In terms of number, the total number of ships completed decreased to 3024 units in 2012 from 3393 units in 2011. Ore & Bulk Carriers contributed 53.2 million GT in 2012, which is more than 50 % of the total GT of ships delivered in 2012 (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 40.6%, 33.1% and 18.2% respectively in ship completion (deliveries) in terms of gross tonnage in 2012.

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

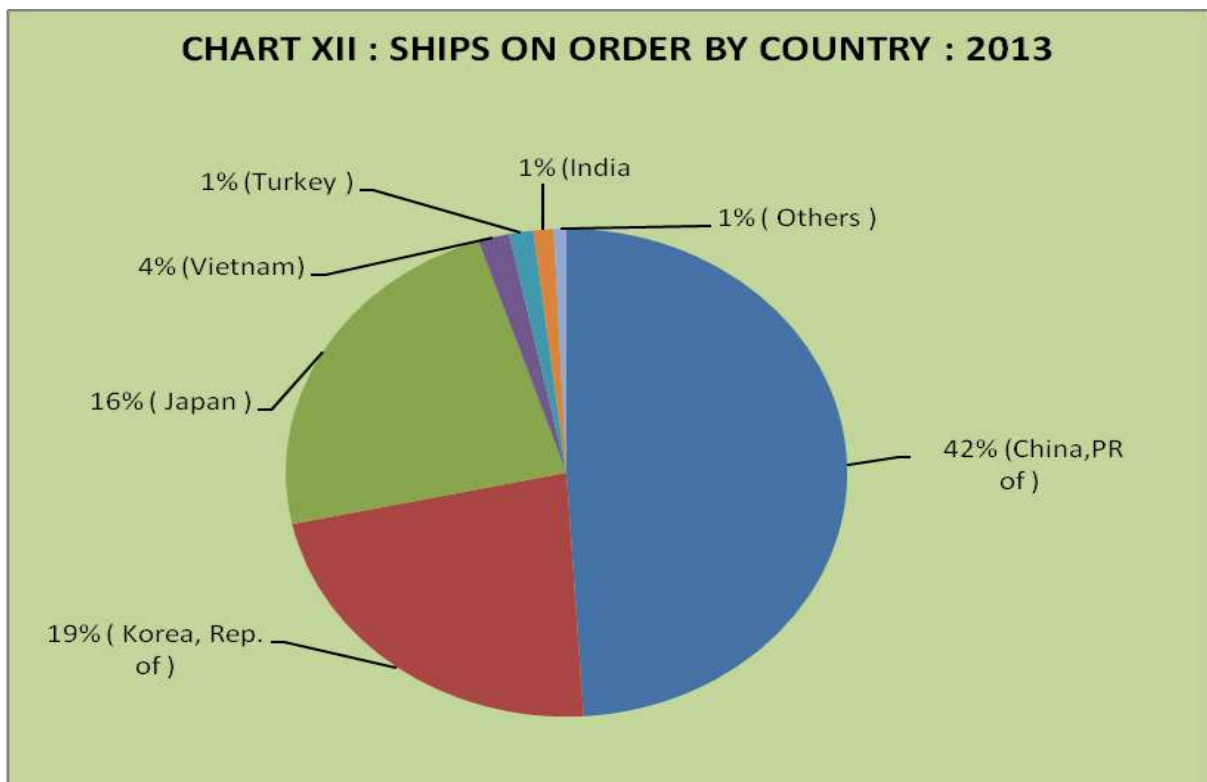
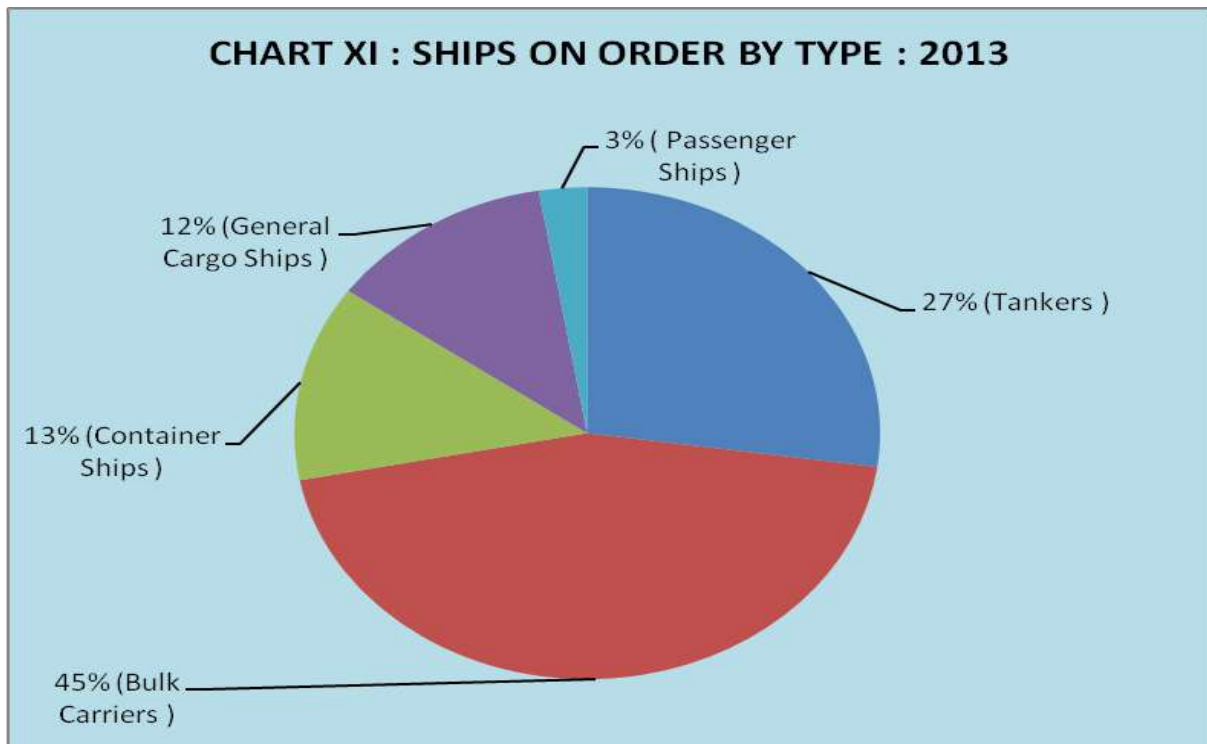


CHART XIII : SHIPS COMPLETED BY TYPE :2012

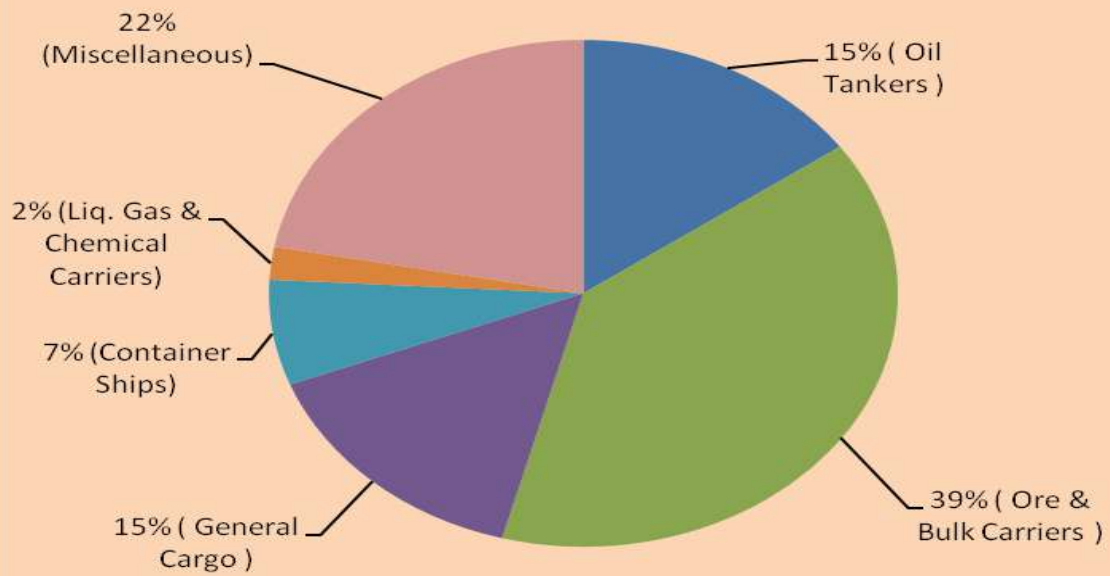
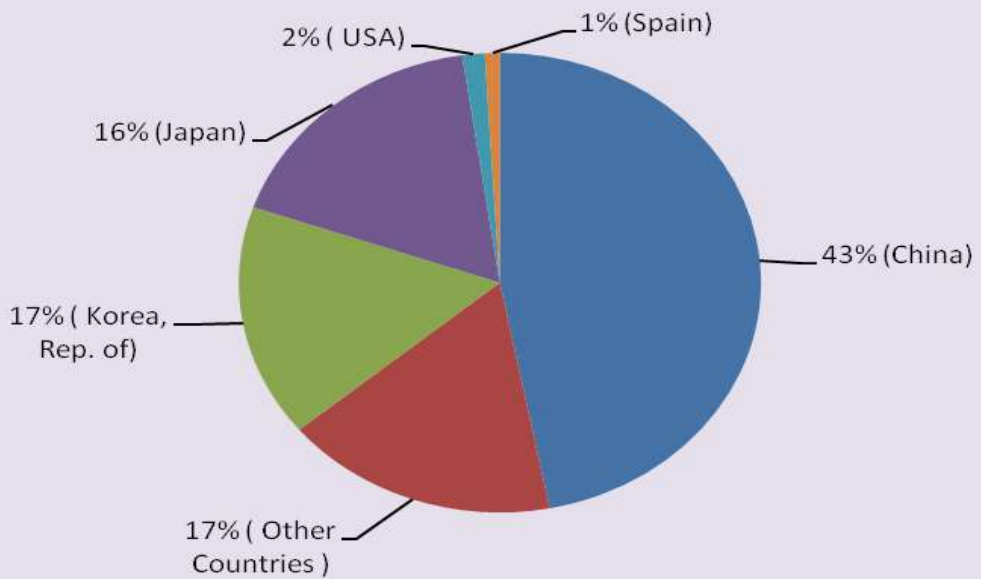


CHART XIV : SHIPS COMPLETED BY COUNTRY : 2012



Source: Shipping Statistics Yearbook 2013

Table No. 5.1

**World Ship-building - Ships On Order And Completed
During The Years (1st July) 1998 - 2013**

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
2010	6968	283918	3575	99638
2011	6015	253232	3393	103568
2012	4482	180813	3024	95141
2013	3431	79120	-	-

* Ships of 300gt and Over.

** As on 1st October, 2006.

@ Merchant Ships of 100gt and Over.

Source : Shipping Statistics Year book 2013

Table No.5.2

Ships on Order by Major Types and Country of Build (As on 1st July, 2013)

Ships of 300 gt. And above

Country of Build	Tankers		Bulk Carriers		Container Ships		General Cargo Ships		Passenger Ships		Total	
	No.	1000gt	No.	1000gt	No.	1000 TEU	No.	1000 TEU	No.	1000gt	No.	1000gt+TEU
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Japan	77	3447	532	23566	14	103	69	1	10	285	702	27402
Korea Rep.	363	20784	95	5019	156	1761	67	42	-	-	681	27606
Italy	1	11	-	-	-	-	3	0	13	865	17	876
China PR of	266	12438	826	34952	206	1056	159	113	20	278	1477	48837
Germany	-	-	-	-	-	-	6	2	9	870	15	872
Poland	1	8	-	-	-	-	2	1	5	25	8	34
Croatia	3	71	-	-	-	-	2	0	-	-	5	71
Spain	-	-	-	-	-	-	-	-	1	4	1	4
Romania	6	305	-	-	8	72	2	0	-	-	16	377
Denmark	-	-	-	-	-	-	-	-	-	-	0	0
US	6	246	-	-	2	6	1	2	2	10	11	264
Taiwan	-	-	2	42	19	116	-	-	-	-	21	158
Ukraine	2	10	-	-	-	-	-	-	-	-	2	10
Netherlands	2	6	-	-	2	2	43	8	-	-	47	16
Bangladesh	55	53	-	-	-	-	26	3	-	-	81	56
France	-	-	-	-	-	-	-	-	2	228	2	228
Russia	28	187	-	-	-	-	5	0	-	-	33	187
Turkey	29	163	-	-	2	2	11	2	-	-	42	167
Norway	-	-	-	-	-	-	2	0	5	56	7	56
Portugal	2	33	-	-	-	-	-	-	2	8	4	41
Bulgaria	-	-	-	-	-	-	-	-	-	-	0	0
Philippines	4	124	35	1638	26	151	-	-	1	5	66	1918
Egypt	-	-	-	-	-	-	1	0	-	-	1	0
Finland	-	-	-	-	-	-	-	-	-	-	0	0
India	-	-	27	480	-	-	8	2	-	-	35	482
Lithuania	-	-	-	-	-	-	7	0	-	-	7	0
Iran	6	251	-	-	-	-	-	-	-	-	6	251
Australia	-	-	-	-	-	-	-	-	3	11	3	11
Brazil	46	2127	1	48	3	8	-	-	-	-	50	2183
Slovakia	-	-	-	-	-	-	-	-	-	-	0	0
Indonesia	5	56	-	-	-	-	-	-	-	-	5	56
Singapore	-	-	-	-	-	-	-	-	-	-	0	0
Vietnam	19	394	15	378	4	4	16	1	-	-	54	777
Argentina	4	113	-	-	-	-	-	-	-	-	4	113
UAE	-	-	-	-	-	-	-	-	1	1	1	1
Malaysia	-	-	-	-	-	-	-	-	-	-	0	0
Sri Lanka	-	-	-	-	-	-	-	-	2	4	2	4
Canada	-	-	-	-	-	-	-	-	3	11	3	11
Czech Republic	-	-	-	-	-	-	-	-	-	-	0	0
Chile	-	-	-	-	-	-	-	-	-	-	0	0
Others	8	8	2	57	0	1	0	-	12	278	22	344
Total	933	40835	1535	66180	442	3282	430	177	91	2939	3431	79120 *

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

Table No. 5.3

Ship on order by Type

As on 1st July, 2011-13

Ships of 300gt and over

Ship Type	2011		2012		2013	
	No of Ships	1000gt	No of Ships	1000gt	No of Ships	1000gt
(1)	(4)	(5)	(6)	(7)	(6)	(7)
Tankers	1303	592622	1126	46721	933	23992
Bulk Carriers	2743	126648	1862	81102	1535	28737
Container Ships	657	48358	541	40193	442	17404
General Cargo Ships	1176	16002	832	10247	430	5753
Passenger Ships	136	2961	121	2550	91	3234
Grand Total	6015	253232	4482	180183	3431	79120

Source: Shipping Statistics Year Book 2013.

Table No. 5.4

Merchant Ships Completed By Country Of Build (2010-2012) *

(Ships of 100 gt & Over)

Country of Build	2010		2011		2012	
	No.	1000 gt	No.	1000 gt	No.	1000 gt
(1)	(2)	(3)	(4)	(5)	(6)	(7)
(1) Belgium	-	-	-	-	-	-
(2) Brazil	17	45.7	25	101.7	17	180.5
(3) Denmark (a)	6	431.9	6	118.5	6	37.7
(4) Finland	1	225	3	48.3	7	76.0
(5) France	5	254.2	4	2.0	5	139.1
(6) China	1439	36489.8	1464	40329.3	1324	38633.3
(7) Germany FR of (b)	34	925.6	17	407.7	14	457.0
(8) Italy	35	688.4	13	383.0	9	320.4
(9) Korea, Rep. Of	505	31240.6	573	37105.3	462	31502.0
(10) Japan	604	20204.6	564	19443.2	490	17348.6
(11) Netherlands	21	136.6	23	172.7	51	137.2
(12) Norway	7	20.5	8	12.1	44	201.0
(13) Poland	40	162.9	28	101.4	12	53.2
(14) Spain	57	316.8	43	208.3	26	62.4
(15) Philippines	35	1181.4	29	1630.2	37	2696.1
(16) United Kingdom	0	0	0	0.0	1	0.8
(17) United States	73	236.7	46	119.0	39	136.9
(18) Other Countries	652	3670.8	576	3914.7	480	3158.5
World Total	3531	96231.5	3422	104097.4	3024	95140.7

(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 M and the year given in respective column above should be read as 2009-10 for year 2010, 2010-11 for 2011 and so on.

Source : Shipping Statistics Year Book 2013.

Table No. 5.5

World Merchant Ships Completed By Principle Types (1986-2012)

(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)
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	...	...
2010	668	23324	4	688	1014	44258	565	7118	...	...
2011	535	22234	3	516	1181	53277	580	7482	...	...
2012	459	17942	-	-	1179	53192	453	5952	...	...

Table No. 5.5

World Merchant Ships Completed By Principle Types (1986-2012)

(Ships of 100gt and over)

Year	Container		Liquified Gas &		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)
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
2010	265	14939	90	1714	37	36	843	4340	3575	99638
2011	189	13378	70	1714	25	25	727	3946	3393	103568
2012	203	13668	63	610	...	...	667	3776	3024	95141

(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, 2013.

Table No. 5.6

Total Order Book - By Country of Build
(As on 1st July,2013)

(Ships of 300 gt and over)

Country	2012			2013		
	Total Order Book			Total Order Book		
	No	1000cgt	1000 dwt	No	1000cgt	1000 dwt
1	2	3	4	5	6	7
China, PR of	1899	34815	123217	1477	30384	102125
Croatia	17	202	368	13	175	261
Phillippines	79	2049	8347	66	1730	5056
Finland	5	161	14	2	218	22
France	3	192	18	2	198	16
Germany. FR of	32	1163	281	15	923	170
Italy	13	764	103	17	1034	147
Japan	722	13907	48639	702	14241	51229
Korea, Republic of	863	29792	81534	681	24912	60586
Netherlands	34	191	198	47	241	249
Poland	21	177	65	8	63	24
Romania	31	375	856	16	621	1524
Russia	71	474	564	33	255	325
Spain	4	36	11	1	13	1
Turkey	94	715	662	42	380	403
U.S	12	287	600	11	212	540
Other Countries	582	5566	12295	298	78803	8732
Total	4482	90866	277772	3431	154403	231410

Source: Shipping Statistics Year Book 2013

TERMINOLOGY USED IN SHIPPING

A. Terms Relating To A Ship

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

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

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

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

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

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

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

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

Lighterage - Loading into and discharging out of lighters.

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

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

Port Side - Left side of a ship.

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

Starboard Side - Right side of a ship.

B. TERMS RELATING TO TYPE OF SHIPS

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

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

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

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

Cargo Ship - A ship which is not a passenger ship

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

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

Collier - Generally a coastal ship designed to carry coal.

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

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

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

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

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

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

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

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

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

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.