

青岛扬帆船舶制造有限公司

Qingdao Yangfan Shipbuilding Co., Ltd.

Start from 1949

The most important of all: SAFETY

Kindly Reminder: when you enter the construction site, please wear the labor protection products correctly and pay attention to safety.



When visiting the construction site, in order to ensure personal safety, please wear safety helmet and other protective equipment, please take the safe passage, in case of emergency, please follow the guidance of the site management to the emergency evacuation gathering point.





China

Oceantec Valley

Qingdao City

Qingdao Yangfan Shipbuilding Co., Ltd

Located Qingdao



Qingdao Yangfan Shipbuilding Co. Ltd., located at Shannan, Tianheng, Jimo, Qingdao, Shandong. And the shipyard is 90 KM from Qingdao city..



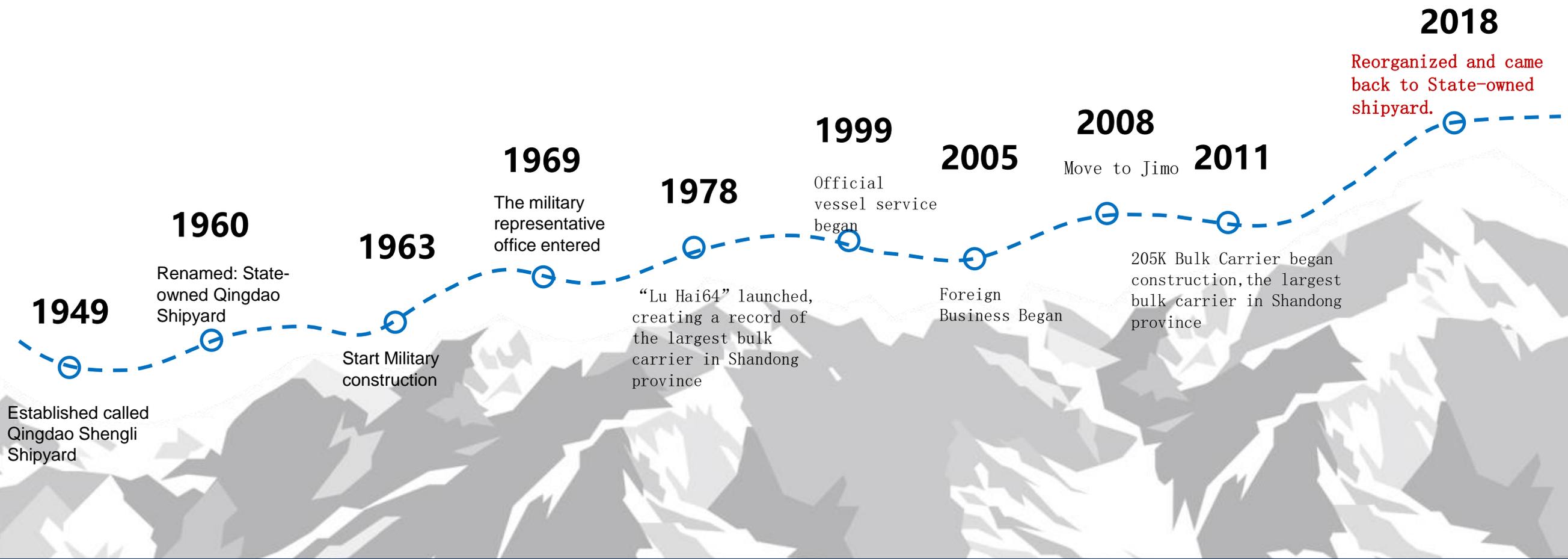
Qingdao Huatong State-owned Capital Operation (Group) Co., Ltd., established in February 2008, is a wholly state-owned investment company directly under the municipal government.



Qingdao Shipyard Co., Ltd

Qingdao Yangfan shipbuilding Co., Ltd

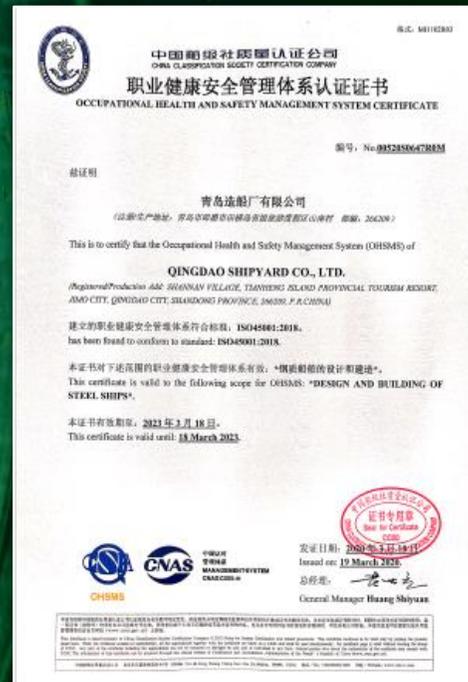
Qingdao Shipyard Co., Ltd. is a State-owned enterprise, which is a wholly owned subsidiary of Qingdao Huatong State-owned Capital Operation (Group) Co., Ltd., its registered capital is CNY 1.05billion, and has its wholly owned subsidiary named Qingdao Yangfan Shipbuilding Co., Ltd.



1949

The establishment time is the same as the founding of new China.

Qualification



blasting and painting workshop

machining workshop

block workshop

sites of overall combination

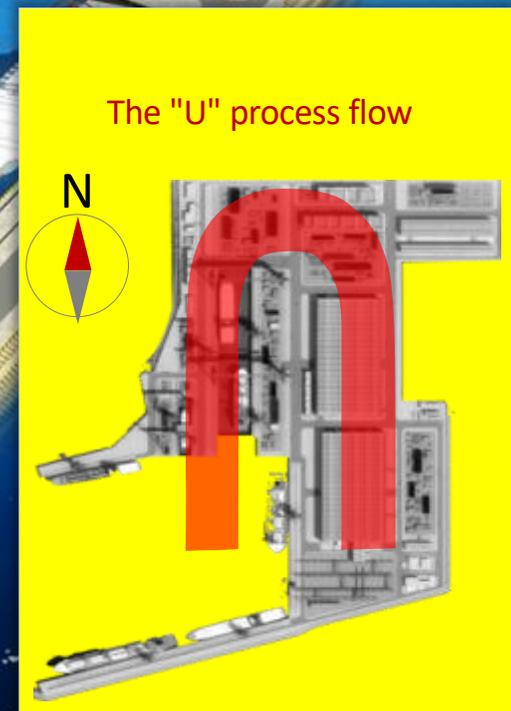
hull workshop

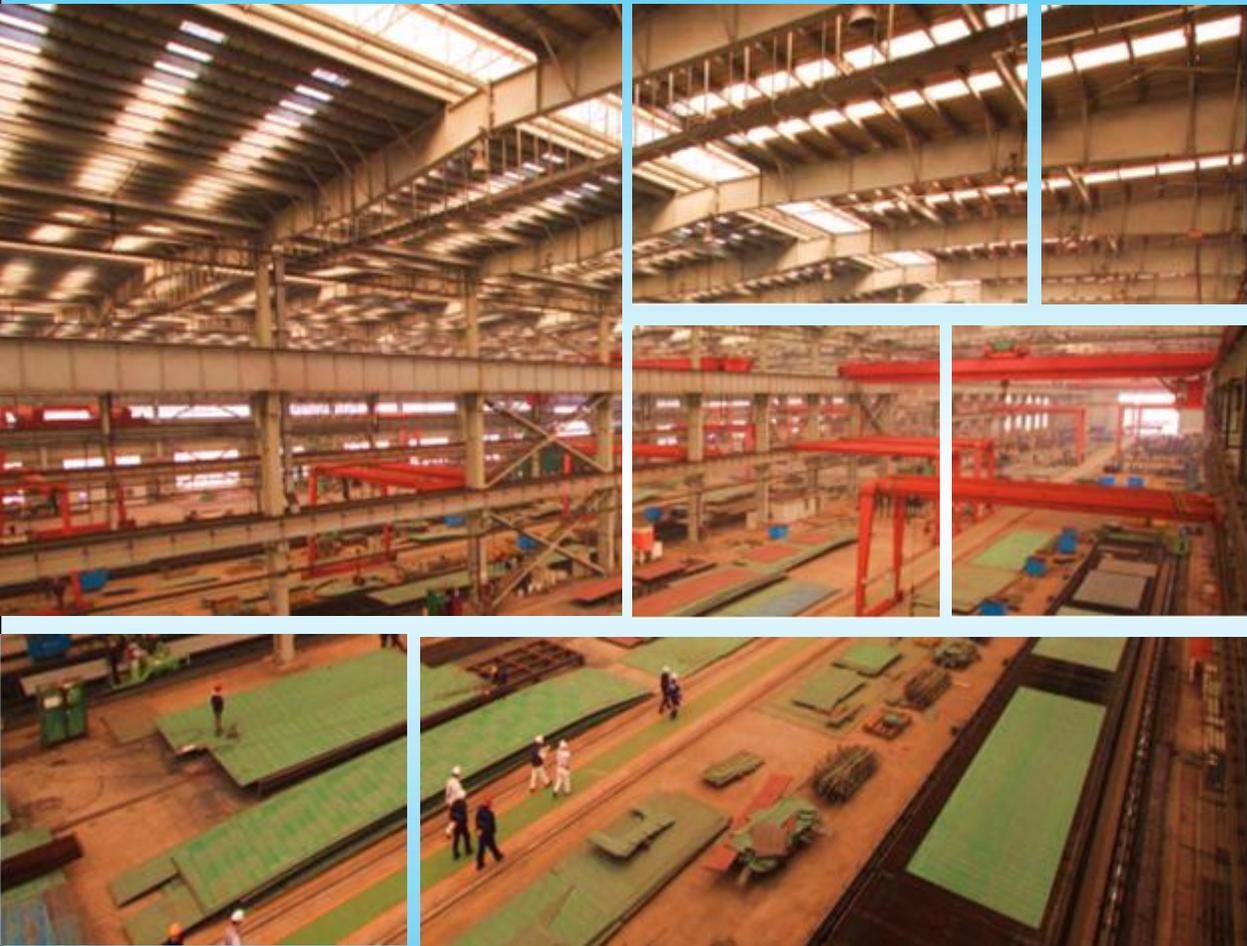
No.1 dry dock

No.2 dry dock

jetty for ship outfitting

790,000m²





ADVANCED FACILITIES

No.1 dry dock	180M×28M
No.2 dry dock	480M×76M
jetty for ship outfitting	1090M
hull workshop	85647m ²
block workshop	50647m ²
painting workshop	7965m ²
outfitting workshop	27131m ²



Hull workshop total area is 80K square meters

No.1 dry dock

Dimension of No.1 dry dock is 180M(L)×28M(B), it is designed for building and docking military ships , official purpose ships, offshore supply ships etc. of ship size up to DWT 20000T.



No.2 dry dock

Dimension of No.2 dry dock is 480M(L)×76M(B), it is designed for building and docking large bulk carriers, special type ships, passenger Ro-Ro ships etc. of ship size up to DWT 300, 000T.





▲ 600T gantry crane

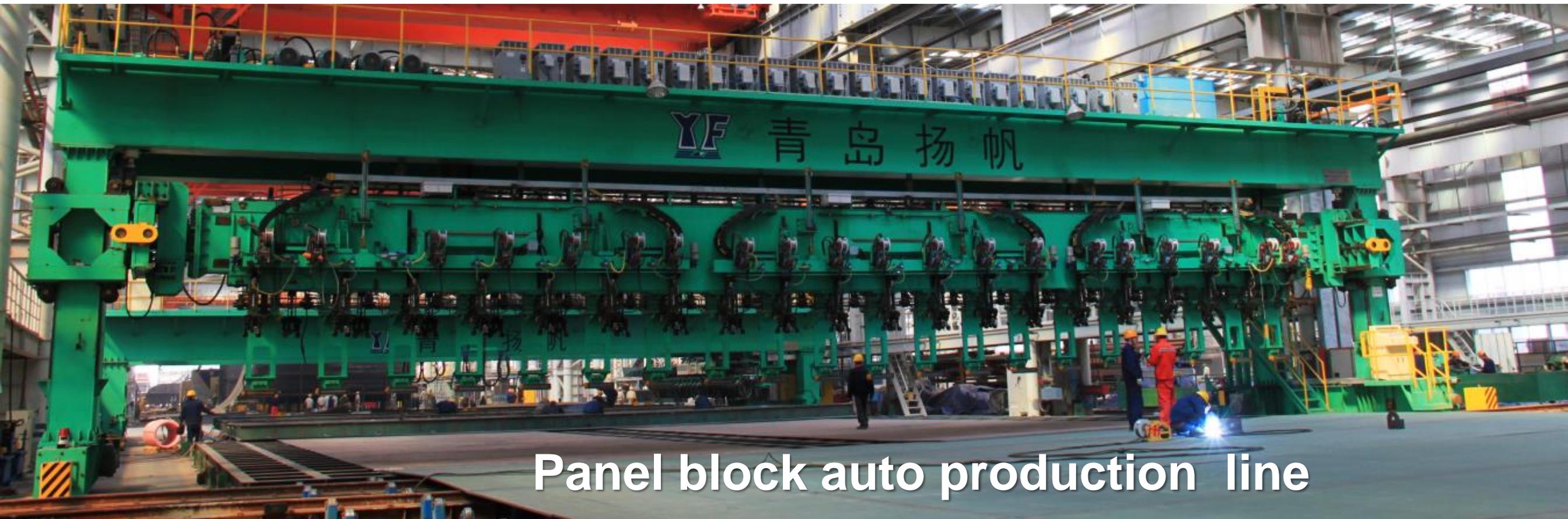
FIRST CLASS EQUIPMENTS

600T gantry crane	2
150T gantry crane	1
steel material pretreatment line	1
NC plasma cutting machine	6
2000T hydraulic three roller plate bending machine	1
500T hydraulic press machine	1
1000T moving head frame type hydraulic press machine	1
400T hydraulic digital frame cold bending machine	1
panel block auto production line	1
welding and assembling production line	1
200T hydraulic self-elevating type trailer	1
320T hydraulic self-elevating type trailer	2
250T rudder and propeller installation platform	1
25T loading-unloading jetty bridge crane	1
50T jetty crane	3
12 meter pipe cutting machine	3



Panel block auto production line

The panel block auto production line is an advanced equipment imported from Korea for ship plate splicing and welding.



Panel block auto production line

TECHNOLOGY

Equipped with advanced design software including Tribon M3 Design system from Aveva , Sweden, it also positively promotes CIMS system which greatly shortens design period and improves the design quality based on different levels of semi-finished products, achieving the combination of design, products and management as well as the integration of hull fabrication, outfitting and painting.

Technical cooperation



ROBERT ALLAN LTD.
NAVAL ARCHITECTS AND MARINE ENGINEERS



We have established long-term partnership with MARIC, CSIC, SDARI , Guangzhou Shipping and Marine Engineering Design Institute, CSDC, Changjiang Ship Design Institute and Shanghai Bestway Ship Design Company in preliminary design, detail design and production design, with an annual design capacity of three to five types of ships.

Classification Society



CR Classification Society



Qingdao Yangfan Shipbuilding Co., Ltd cooperates with a large number of classification including CCS , ABS , DNV-GL , LR , NK , VR and CR . Etc.

PRODUCTS

More than **600** vessels

The company has built more than 600 vessels during its almost 70 years achievement since the establishment of the shipyard, the built main ship types of large bulk carrier, offshore supply vessel, military ships, official purpose ship, passenger ship, and other special kind of ships.

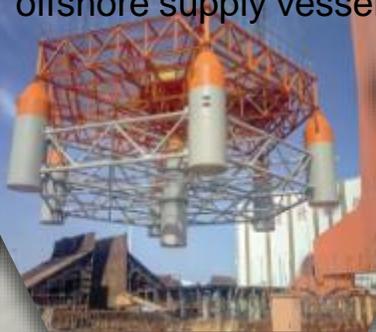
military ships



bulk carrier



offshore supply vessel



official purpose ship



passenger ship



Reference List

No	Customer	Qty	Type
1	COMPAGNIE MARITIME BELGE N. V	6	5900TEU
2	Central China Logistics Corporations	2	500TEU
3	COMPAGNIE MARITIME BELGE N. V	2	206K Bulk Carrier
4	China	4	205K Bulk Carrier
5	HANJOONG SHIP MACHINERY CO. ,LTD.	1	85K Floating Dock
6	Taiwan	4	5000HP VSP Tugboat
7	RAFFLES SUBSEA LLC	1	OSV66M
8	Taiwan	2	2400HP SRP Tugboat
9	Taiwan	1	1600HP SRP Tugboat

Reference List

No	Customer	Qty	Type
10	Taiwan	1	940HP Tugboat
11	Taiwan	1	460HP Tugboat
12	China	1	120P Passanger Ship
13	China	1	300TEU Container Ship
14	SINOPEC	1	4200HP Tugboat
15	SINOPEC	1	2400HP Tugboat
16	SINOPEC	1	800HP Oil recovery vessel
17	SINOPEC	1	Accommodation vessel
18	SINOPEC	2	Oil boom laying boat

5900TEU 集装箱船

5900TEU container ship

The 5900TEU container ship is a new generation of wide-body flexible container ship developed by the No. 708 Research Institute. The total number of containers is 5,980, and the number of reefer containers is 1,150. This type of ship has high container capacity, large load capacity, high endurance and good energy consumption. And **its** EEDI is more than 45% lower than the baseline, and more than 10% higher than the third stage of EEDI. The hull and system configuration meet the requirements of ice and tropics and the latest environmental protection, and can be flexibly deployed in non-polar global routes.



The basic dimensions and principal particulars of the VESSEL shall be Length, overall **240.00 M** Length, between perpendiculars **236.00 M** Breadth, moulded **42.80 M** Depth to Upper Deck, moulded **22.10 M** Main propelling machinery MAN B&W 6G80ME-C10.5 – HPSCR Tier III MCR 28,260kW x 72.0r/min. SMCR 23,000kW x 72.0r/min. NCR(90% of SMCR) 20,700kW x 69.5r/min.7 Service speed at design draft of 12.00 meters design draft at the condition of clean bottom and in calm and deep sea with main engine developing a NCR of 20,700 kW with fifteen per cent (15 %) sea margin: minimum 20 Knots Fuel consumption of the main at NCR is to be maximum 78,2 tons/day in tier III mode under standard ISO reference conditions using marine oil having lower calorific value of 10,200 Kcal per Kg Container Capacity (20ft, ISO standard 8'6") 5,940 TEU Container Capacity at 14 tons per TEU homogeneous weight based on 8'6" high container and at scantling draft (14.0 M) 4,595 TEU Reefer Capacity (40ft, ISO standard 9'6") 1,150 FEU The details of the above particulars as well as the definitions and method of measurements and calculations are as indicated in the SPECIFICATIONS.

500TEU 集装箱船

500TEU container ship

The 500TEU container ship is a double-engine, double-paddle-stern type with a bulbous bow. It is a Han-Asia direct container ship dedicated to carrying containers (including reefer containers and hazardous goods containers). It sails on the direct route from Wuhan to Japan and South Korea. The hull structure is B.Class ice areas require reinforcement. The design navigation area is unlimited navigation area, inland river A, B class. This ship is classed CCS, energy-saving and environmentally friendly ship type, with green environmental protection symbols.



Lpp 118.40 m ; Moulded Width 20.80 m; Moulded Depth 10.20 m; Design Draught 6.20 m; Full Load Design Draught 7.00 m; The height limit above the light load waterline is not more than 22.8m; The Load Capacity is ~7900 t (6.20m); The Load Capacity is ~9500 t (7.00m)
Numbers of containers: 20ft Onboard: 66 TEU; In hold: 266 TEU; On Hatch Cover: 224 TEU; Total: 556 TEU; Including Reefer: 10 FEU (40ft); Dangerous Goods Container: 136 TE

300TEU集装箱船

300TEU container ship



The 300TEU intelligent container ship is a new type with an unmanned autonomous navigation intelligent system designed and developed by Smart Navigation Technology Co., Ltd., a subsidiary of the Institute of Water Transport, Chinese Academy of Sciences, and Shanghai Jiaohao. The domestic coastal shipping area is mainly used for container transportation in the state of unmanned autonomous navigation, and the sea self-sustaining force is 15 days.

"Zhifei" was invested by Smart Navigation (Qingdao) Technology Co., Ltd. and constructed by Qingdao Shipyard Co., Ltd., with a design length of 117 meters, a deadweight of 5,000 tons, and the number of containers 300 TEU. There are three driving modes of driving, remote control driving and unmanned autonomous navigation, which can realize intelligent perception and cognition of navigation environment, autonomous tracking, autonomous route planning, intelligent collision avoidance, automatic berthing and departure and remote control driving. Through 5G, satellite communication and other multi-network and multi-mode communication systems, it can achieve coordination with shore-based production, service, dispatch control, supervision and other institutions and facilities such as ports, shipping, maritime affairs, and aviation insurance.

206,000 DWT Bulk Carrier

206K DWT Bulk Carrier

Classification society: LR

Length overall: 300.00m

Breadth moulded: 50.00m

Draft(designed): 16.00m

Depth moulded: 24.90m

Draft(scantling): 18.30m



205,000 DWT Bulk Carrier



205K DWT Bulk Carrier

Classification society: **ABS**

Length overall: **299.95m**

Breadth moulded: **50.00m** Depth moulded: **24.75m**

Draft(designed): **16.50m** Draft(scantling): **18.25m**

Deadweight: **205,000t** Propelling Machinery: **MAN B&W 6S70MC-C8-Tier II**

MCR: **19,620KW×91r/min** Endurance: **abt.25,000n.miles**

Complement: **28P** Service speed: **abt.14.5knots**

Fuel Consumption: not to exceed **168.9g/KW.h+5%atCSR**

On July 9, 1978, the first 5,820-ton bulk carrier "Luhai 64" in Shandong Province was launched smoothly. At this moment, it caused a sensation to the whole province and became the focus of media attention. Since then, it has opened the era of medium-sized cargo ship construction.

Medium-sized Cargo

Length overall: 114.90M	Breadth moulded: 15.40M
Depth moulded: 8.80M	Draft(designed): 7.00M
displacement: 8756T	Deadweight: 5820T
Speed: 12.76kn	Endurance: 3000nm
Navigation area: Ⅱ类	Complement: 55



3300T cargo



1800T electric propulsion ship

Medium-sized cargo

1800T electric propulsion ship

Length overall: 77.08M Breadth moulded: 11.50M
Depth moulded: 7.43M Draft(designed): 4.339M
Deadweight: 1800T
Speed: 11.5kn



offshore supply vessel

Marine products include the hull form of 600HP - 10, 000HP. The main types of vessels are multi-purpose working vessels, offshore platform supply ships, tugboats, etc.



▲ 1000HP shallow water workboat



▲ 2000HP shallow draught multi-purpose working tug



▲ 3000HP shallow water electric propulsion supply vessel



▲ labor upwelling test platform for Zhejiang University



▲ 5000HP platform supply vessel



▲ 6000HP AHTS vessels(Singapore ship owner)



▲ CNPC 102 emergency supply vessel



▲ 8000 HP Multi-purpose work boat

THANK YOU!

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