

# SHIP BUILDING

2016

SHIPBUILDING 2016



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# Creative Wisdom Positive Thinking Unwavering Drive



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# Introduction

## We Build a Better Future

Since the ground-breaking of a new shipyard in 1972 in Ulsan, Hyundai Heavy Industries continues to invest in new facilities and expertise of our workforce.

As the world's leading shipyard since the 1980s, we can deliver about 80 ships or 7 million GT yearly from 10 dry docks.

In March 2012 we became the first shipbuilder in the world to reach 100 million GT in ship production.

However, our true value lies in the quality of our ships. We have been playing a leading role in developing new ship designs, advancing shipbuilding technology, and enhancing ship performance.

We will never stop innovating, to lead a changing business environment and meet new market demands, always with the goal of building the best ships in the world.



# Organization

Since our establishment in 1972, we have not only been successful in shipbuilding, but also expanded business activities to various heavy industry fields. Our goal is to become one of the world's premier heavy industry companies, helping to improve quality of life in the 21st century.

## Organization



## Employees

As of December 31, 2015

	Shipbuilding Division	HHI
Management & Administration	1,349	5,479
Engineers	1,487	4,246
Technical & Skilled Workers	7,333	14,675
Total	10,169	24,400

## Turnover

■ Shipbuilding Division ■ HHI





# Building Facilities

Hyundai Heavy Industries operates 10 drydocks equipped with 9 Goliath cranes and cutting-edge construction facilities in Ulsan and Gunsan. Each drydock and facility is specially designed to build ships the most efficiently for that ship type: Drydock No.1 is mainly assigned for drillships; Drydock No.3, with a capacity of 1 million DWT, can build containerships and tankers at the same time; Drydocks 6 and 7 build naval ships and special purpose vessels; and Drydock No. 8 is for LNG ships.

The Gunsan Shipyard, built in 2009, features a 1.3 million DWT drydock, a 1,650 ton Goliath crane and state-of-the-art production facilities, in which 20 ships can be built annually.

## ■ Area & Building Capacity / Building Docks

DOCK	SITE: 9,300,000m <sup>2</sup>			WORKS: 5,000,000m <sup>2</sup>							
	NO. 1	NO. 2	NO. 3	NO. 4	NO. 5	NO. 6	NO. 7	NO. 8	NO. 9	Gunsan Dock	
Length	390 m (165 m)	500 m	672 m	380 m	380 m	260 m	170 m	460 m	460 m	700 m	
Width	80 m (47 m)	80 m	92 m	65 m	65 m	43 m	25 m	70 m	70 m	115 m	
Depth	12.7 m	12.7 m	13.4 m	12.7 m	12 m	12 m	11 m	12.7 m	12.7 m	18 m	
Crane	1×1,290T Goliath 2×450T Goliath		1×1,290T Goliath 2×450T Goliath 1×150T Jib 2×40T Jib		2×350T Jib 1×200T Jib		1×200T Jib 1×150T Jib		1×900T Goliath 1×900T Goliath		1×1,650T Goliath 2×40T Jib 1×30T Jib
	2×30T Jib		1×80T Jib 2×30T Jib 1×20T Jib		1×150T Jib 1×20T Jib		1×20T Jib		4×30T Jib 1×20T Jib		
Max. Size DWT	700,000	700,000	1,000,000	400,000	400,000	150,000	15,000DWT 8,000Disp	500,000	500,000	1,300,000	

Combined Length of Outfitting Quay: 7,400 m

## Hyundai Samho Shipyard

HHI has been doing ship sales activities on behalf of Hyundai Samho Heavy Industries since Hyundai Samho became a part of HHI Group in 1999. Initial designing and procurement are also consolidated between the two companies. Located in the south-western part of the Korean peninsula, Hyundai Samho has 2 drydocks and 1 on-land building berth equipped with modernized facilities, in which 50 ships can be built annually in various ship types: VLCC to Panamax Tanker, Panamax to Ultra-large Containership, VLOC to Kamsarmax B/C, PCTC and LNG/LPG carrier to FPSO, etc. The shipyard has earned a fine reputation for quality and client satisfaction. HHI and Hyundai Samho continue to cooperate with each other to better respond to market needs and to maximize synergy.



■ Dock & On-ground Shipbuilding Facilities

	Drydock No.1		Drydock No.2		Berth No.1		Floating Dock
Size (L x B x D)	504 x 100 x 13m		594 x 104 x 13m		492 x 65m		335 x 70 x 24m
Max building capacity	800,000 DWT		1,000,000 DWT		500,000 DWT		80,000 ton
Crane	Type	Goliath	Jib	Goliath	Jib	Goliath	Jib
	Mounting capacity	600 ton x 2	80 ton x 1 40 ton x 4	900 ton x 2	40 ton x 2	1200 ton x 1	50 ton x 2

## Advanced Facilities

HHI's Ulsan shipyard is equipped with the most advanced facilities, from fully automated steel-cutting lines to environmentally-controlled painting shops. With a high level of automation and new production technologies ranging from off-line welding robots and indoor production of 40 m long blocks, to the two-component proportioning system in painting, HHI offers a number of advantages-greater productivity gains, reduced building time, and, above all, superb ship quality. HHI provides an ideal site for shipbuilding that you cannot find anywhere else in the world.



The world's largest CNC Roll Press makes it possible to roll side shell plates up to 21 m without welding seams.



DNC (Direct Numerical Control) cutting machines to automate the character marking, cutting, feeding, and distribution of profiles and plates .



A high indoor PE (pre-erection) site can produce 40 m long blocks inside the panel shop. Additionally, all pre-outfitting work can be done indoors, making the site a virtual all-weather shipyard.



The indoor painting shops are where hull blocks are painted. The controlled ambient conditions, improve painting quality.



Automatic welding robots operated by an off-line program (controlled directly from the main yard computer) ensure high-quality welding.

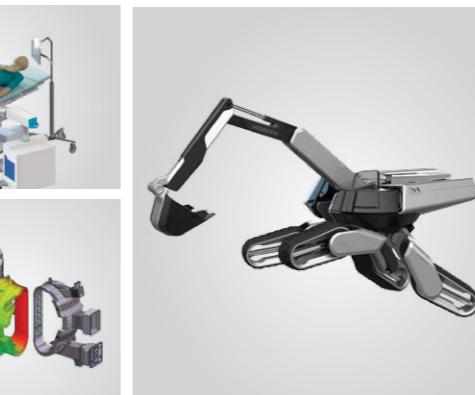


Profile and plate joints are mechanically blasted in the shop to remove rust, shop primer, and dampness to eliminate any possible welding defects.

# Research & Development

Research & Development is an essential requirement for improvement and advancement of modern technology.

HHI's commitment to research and development has been a motivating factor to company's many technical achievements and will continue to be a vital factor in the future. HHI's R&D comprises of Corporate Research Center six business division research institutes, and Technology Administration Office.



## Advanced Research Institute

The Advanced Research Institute (ARI) was founded in 2012 to support business divisions of HHI with the core technologies and systems required for the world-class products. It also develops new technologies essential for the HHI's long-term growth.

ARI is pursuing higher performance, safety & reliability, comfort and eco-friendliness of the products and making a lot of effort to satisfy valuable clients of HHI.

ARI's main research areas cover noise & vibration, offshore engineering, outfitting system, chemical engineering and thermal fluid system for ship and offshore/onshore oil & gas plants including engine & machinery and electro electric system.



## Industrial Research Institute

The Industrial Research Institute (IRI) was established in 1983 to play vital role in developing the production technology.

At present, IRI possesses advanced analyzing equipment and powerful simulation facilities to develop new concepts in design and production.

IRI's research fields cover production technologies for manufacturing steel structures such as welding, material development, structural design, protective coating and automation of manufacturing facilities.

IRI operates internationally authorized material testing laboratory to ensure the quality of HHI's products. IRI also joined the Korean Welding and Joining Society in 1982.

In addition to the practical R&D activities, IRI leads production technologies for all business divisions in HHI. IRI is researching new technologies and new products to ensure the long-term growth of HHI.

## Convergence Research Institute

Convergence Research Institute (CRI) has been established in 2015 to innovate products, production process by converging the technologies and to create industrial and brand design. The mission of CRI is to create smart products and services for the customers by converging the technologies.

CRI's research areas cover the development of smart products such as smart ship, smart engine and smart electro electric systems, the development of smart energy solution for industrial, utility application and micro-grid and the development of medical robots and devices.

CRI also serves as value-creator for the company products and brand with the advanced industrial design capability.

With the practical and innovative R&D activities, CRI is developing new technologies and creating new business to ensure the long-lasting growth of HHI consistently.

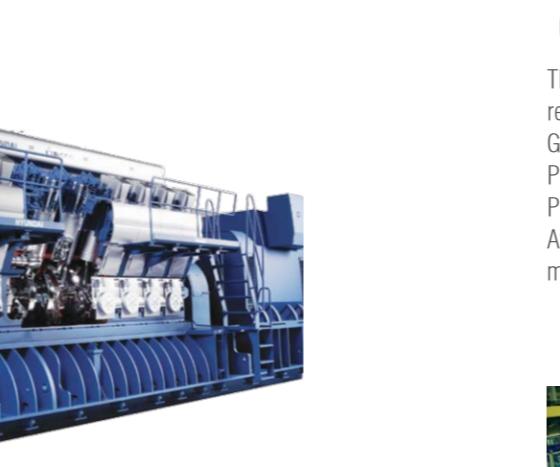


## Maritime Research Institute

The Maritime Research Institute (MRI) was founded in 1984 to assist HHI achieve its goals in the marine field. At present, MRI possesses first-class core technologies and assists in upgrading the quality of HHI's world-class products. The research fields of MRI include hydrodynamics, structural mechanics and experiment for ships and offshore structures. MRI possesses capital facilities and support equipment for hydrodynamic and structural research. MRI joined the International Towing Tank Conference in 1986. In addition to the practical R&D activities for the shipbuilding division, MRI is developing new technologies and businesses to ensure the long-term growth of HHI.

## Engine & Machinery Research Institute

The Engine & Machinery Research Institute (EMRI) was founded in 2012 as a part of company reorganization in order to supply global top brand products to customers. EMRI plays a leading role in developing the reliable, high-performed and cost-effective products and enhancing the competitive edge of technology. The research activities are focused on providing total solutions from a market-oriented product & technology development to customer's services in the global marine and power markets. EMRI is applying advanced simulation which is validated from a long-term field experience and delivers well-proven products by key component testing and full scale testing. EMRI continuously improves potential and key competences by cooperation with global partners and ICT technology.



## Electro Electric Systems Research Institute

The Electro Electric Systems Research Institute (EESRI) was founded in 1982 to provide a technological basis required to lead the electro electric systems business. At present, EESRI is filling the role of developing core technologies and products essential for electro electric systems business alongside with providing technical support for the field work departments. Through such activities, EESRI significantly contributes to the growth of the division to being a global corporation. EESRI is engaged in researches on vast technology fields including electro and electric engineering, mechanical engineering and control engineering for transformer, circuit breaker, rotary machine, power converter industrial control systems and so on. With emphasis on electric and mechanical engineering, EESRI is conducting a variety of R&D activities addressing technologies from the fundamental to applied and from the theoretical to practical. EESRI is giving its utmost effort as the driving force in HHI electro electric systems division taking a leap forward to global leading corporation as well as making the world a better place by providing our clients with better values.



## Overseas Research Centers

- Researches the development for technologically advanced products
- Develops power storage flywheels with integrated superconducting bearing applications
- Creates innovative high-voltage circuit breakers, rotating machinery, and transformers
- Writes analytical software for advanced capability



## Construction Equipment Research Institute

The Construction Equipment Research Institute (CERI) was established in 2012 to effectively support the product development and to systematically develop high-end technologies to lead the construction equipment business. The research areas of CERI include the performance, reliability and convenience of excavators, loaders and forklifts. Main tasks of CERI are improving the reliability of equipment, developing well balanced system for energy saving and increased productivity, and implementing optimized control system and IT convergence for better customer interface. CERI is also developing products adopting new energy-efficient hydraulic and structural systems.



## Green Energy Research Institute

The Green Energy Research Institute (GERI) was established in 2012 to provide research and development for HHI's renewable energy business. GERI has a strong track record of achieving industry-leading results in the area of high-efficiency and low-cost PERL-type silicon solar cells. The pioneering research was successfully commercialized in 2014 as the new Hyundai PERL photovoltaic module, the best-selling product in the current lineup. At the present, GERI is focused on the performance and reliability improvement of the Hyundai photovoltaic cells and modules, while also conducting research on the process development for the next-generation solar cells.



## Robotics Research Institute

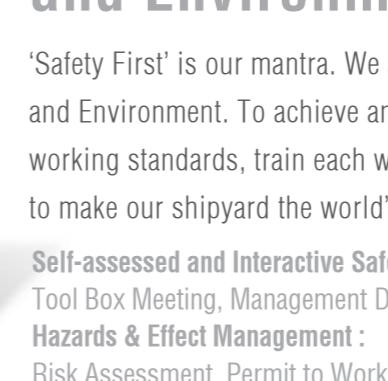
The Robotics Research Institute (RRI) was founded in 2015 to lead the field of industrial robots through developments of promising products and state of the art technologies with high performance, quality and cost competitiveness. The research areas of RRI include robot mechanism, control system and application solutions for automobile and electronic industry. Recently the main tasks of RRI are mechanical design for wide range of payloads and for weight reduction in robot mechanism area, control system design for multi-axis robot, dynamic model-based motion planning, development of vision/force based software applications, HMI based on ergonomics, and IT based remote diagnosis monitoring system. RRI is also developing automobile painting robots and vacuum robots for handling LCD panel to expand robot business of HHI.

## Hyundai Heavy Industries (Shanghai) R&D Co., Ltd

- Develops new technology and products targeting the global market
- Develops on-site products for the rapidly expanding Chinese market
- Builds global R&D network

# Quality Management

We at HHI take pride in the quality of our ships and service to our clients. With the ISO 9001 Quality Management Certificate, we are monitoring, inspecting, analyzing, and improving our quality and service at every step of the building process. This attitude extends to designing, purchasing, outfitting, painting, welding, and outsourcing as well. We will continue to train our workforce, develop technology, improve building methods, and invest on upgrading facilities to produce more competitive quality products for our clients.



# Health, Safety and Environmental Management (HSE)

'Safety First' is our mantra. We at HHI always put the highest priority on Health, Safety, and Environment. To achieve an accident-free workplace, we observe the strictest working standards, train each worker to be committed to safety and invest on facilities to make our shipyard the world's most eco-friendly.

- Self-assessed and Interactive Safety :**  
Tool Box Meeting, Management Daily Meeting, Owner's Joint Safety Forum
- Hazards & Effect Management :**  
Risk Assessment, Permit to Work, Root Cause Analysis, Safety Task Force Team
- Education and Training :** Regular Training Program, Safety Training Center, Feedback
- HSE qualifications :** ISO 14001 and OHSAS 18001



# Ships

HHI is internationally recognized for its excellence in shipbuilding . Over the past **44** years of operation, HHI has delivered more than **1,960** ships, an aggregate of over **186** million dwt, to **298** shipowners from **50** countries. HHI always strives for client satisfaction.

- Tankers
- Full Containerships
- Bulk Carriers / OBO Carriers
- Gas Carriers
- Drillships / FPSOs
- Car Carriers / RoPax / Ro-Ro Ships
- Naval Ships / Special Purpose Vessels

# Tankers

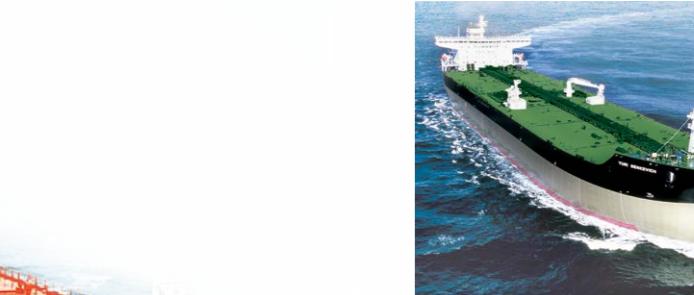


1	2
3	4
5	

1. 309,000 dwt VLCC for Hyundai Merchant Marine
2. 164,000 dwt Tanker for Tsakos Shipping and Trading
3. 114,000 dwt Product Carrier for Kyklades
4. 105,000 dwt Tanker for Novoship
5. 101,000 dwt Ice-class Tanker for Sovcomflot



159,000 dwt Tanker for Arcadia Shipmanagement



# Full Containerships



1	2	3
4	5	6
7	8	9

1. 13,800 TEU Containership for Enesel S.A.
2. 13,100 TEU Containership for B.Rickmers
3. 11,700 TEU Containership for MSC
4. 9,500 TEU Containership for Costamare Shipping Company
5. 8,600 TEU Containership for Hapag Lloyd Container Line
6. 7,800 TEU Containership for Conti Reederei Management
7. 6,788 TEU Containership for P&O Nedlloyd Container Line
8. 5,550 TEU Containership for Hyundai Merchant Marine Co.
9. 4,300 TEU Containership for Kawasaki Kisen Kaisha



# Bulk Carriers / OBO Carriers



323,000 dwt Ore Carrier for Bergesen D.Y. A/S



- |   |   |
|---|---|
| 1 | 2 |
| 3 | 4 |
| 5 |   |
1. 208,000 dwt Bulk Carrier for Oldendorff
  2. 180,000 dwt Bulk Carrier for Santoku Senpaku
  3. 172,000 dwt Bulk Carrier for Wah Kwong Shipping Holdings
  4. 160,000 dwt Bulk Carrier for Cenargo Limited
  5. 73,000 dwt Bulk Carrier for Anangel Shipping Enterprises



110,000 dwt OBO Carrier for K.G. Jebsen

# Gas Carriers



216,000m<sup>3</sup> LNG Carrier for Overseas Shipholding Group Inc.

1	2	3	4
5	6	7	8
9	10	11	

1. 177,300m<sup>3</sup> LNG Carrier for Mitsui O.S.K.Lines Shipping
2. 176,760m<sup>3</sup> LNG Carrier for BGT
3. 155,000m<sup>3</sup> LNG Carrier for BP Shipping
4. 150,000m<sup>3</sup> LNG Carrier for Tsakos Shipping
5. 137,000m<sup>3</sup> LNG Carrier for Bonny Gas Transport ( MOSS )
6. 84,000m<sup>3</sup> LPG Carrier for KSS Line
7. 84,000m<sup>3</sup> LPG Carrier for Solvang
8. 82,000m<sup>3</sup> LPG Carrier for Petredec
9. 60,000m<sup>3</sup> LPG Carrier for Yara
10. 35,000m<sup>3</sup> LPG Carrier for Unique Shipping
11. 22,500m<sup>3</sup> LPG Carrier for Naftomar



LNG-FPSO



170,000m<sup>3</sup> LNG FSRU for Höegh LNG



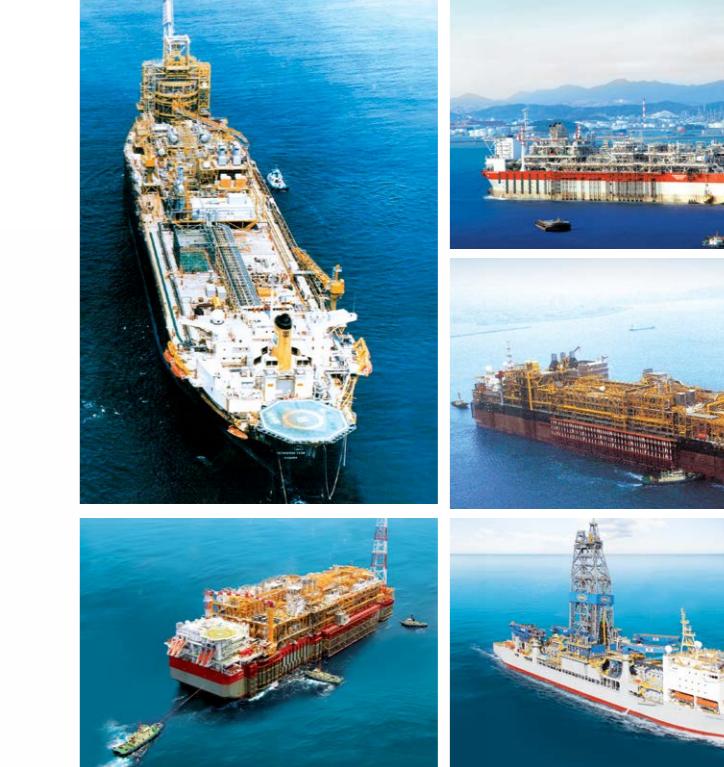
## Drillships / FPSOs

	2
1	3
4	5

1. Petrobras FPSO
2. FPSO Greater Plutonio
3. Total Girassol FPSO
4. AKPO FPSO
5. Drillship For Noble



Drillship for Transocean





## Car Carriers / RoPax / Ro-Ro Ships



## Naval Ships / Special Purpose Vessels

## OTHER DIVISIONS



### Offshore & Engineering

HHI's involvement in offshore structures began with the Jubail Industrial Harbor Project in Saudi Arabia in the late 1970's. As a reliable EPCI (Engineering, Procurement, Construction & Installation) contractor for offshore oil & gas projects, the division has completed 3.2 million metric tons of offshore facilities and 5,800 kilometers of sub-sea pipeline over 170 projects for more than 30 clients worldwide.



### Industrial Plant & Engineering

The division carries out EPC turnkey projects for power generation and oil & gas plants. It also has capability to manufacture major equipment for the nuclear and process plants. The division has gained global recognition for its outstanding project execution capability and initiatives, by successfully completing numerous, large-scale industrial plant projects.



### Engine & Machinery

HHI is the world's largest ship engine builder with a 35% share of the marine engine market. The division has set a record in the production of the ship engines with 160 million brake horsepower (bhp) in 37 years since its first engine was produced. The Division's business includes marine engine & machinery, power generation, and industrial machinery.



### Robotics

Hyundai Heavy Industries which began the robot business in 1984 is a world-class robot system maker, leading in factory automation through advanced technology. The robot for automobile industry is the core business product created by the cutting-edge technology of the robotics division. After starting the business, Hyundai Heavy Industries developed its own model and is currently selling more than 20 kinds.



### Eletro Electric Systems

The division offers total solutions to design, engineering, manufacturing, supplying, installation and commissioning of major electrical systems in power plants, substations, locomotives, subways, and marine vessels. The division's product lines cover a wide range of electrical equipment such as gas insulated switchgears (GIS), transformers, high-voltage circuit breakers, motors, generators, instrument & control systems, and power electronics.



### Green Energy

The Green Energy Division provides services in the fields of solar energy, which is one of the future growth engines for Hyundai Heavy Industries. The division provides solutions to global energy and environment issues, specifically through research & development into improving the commercial benefits of green energy.



### Construction Equipment

The Construction Equipment Division of Hyundai Heavy Industries is widely recognized as an industry leader for its use of advanced ergonomic engineering and technology. The Construction Equipment Division started production in 1985, and now manufactures hydraulic excavators, wheel loaders, backhoe loaders, rollers, skid steer loaders as well as industrial vehicles. The Construction Equipment Division markets and supports its products through 540 local distributors in 140 countries. The Construction Equipment Division also maintains nine global operation centers in the United States, Europe, India, Indonesia, Brazil and the Chinese cities of Jiangsu, Shandong and Beijing.

## COMPANY CHRONICLE


**In 1972**

ground was broken for the construction of a large-scale shipyard in Mipo Bay on the southeastern tip of the Korean peninsula.

**In 1973**

the shipyard was incorporated under the name of Hyundai Shipbuilding and Heavy Industries Co., Ltd. and construction work began on two supertankers for Livanos of Greece.

**In 1974**

the naming ceremony for the two VLCCs caught the attention of shipowners and shipbuilders throughout the world, as the ceremony coincided with the dedication of the shipyard.

**In 1975**

the yard set up the Industrial Plant & Steel Fabrication Division to meet the increasing demand for industrial plant facilities. Subsequently, the Hyundai Engine Division was formed to produce marine engines of world-renowned brands such as Sulzer, B&W, MAN and SEMT Pielstick. With the technical collaboration of Siemens, the Electrical Engineering Division was created to manufacture electrical equipment.

**In 1978**

the company name was changed to Hyundai Heavy Industries Co., Ltd. (HHI) to reflect its diverse activities more accurately. In the same year, the Engine Division and the Electrical Engineering Division were incorporated into Hyundai Engine & Machinery (HEMCO) and Hyundai Electrical Engineering respectively.

**In 1982**

HHI took over three dry docks from Hyundai Mipo Dockyard (HMD) when the ship repair company completed its new repair dockyard.

**In 1983**

the Maritime Engineering Department was organized into the Special & Naval Shipbuilding Division to specialize in the construction of special ships and naval craft. It was also in 1983 that the Offshore Steel Fabrication Yard No. 2 was constructed on a site adjacent to HMD.

**In March 1984**

HHI surpassed 10 million deadweight tons in ship construction after only 10 years of shipyard operation.

**In October 1984**

a complete, integrated research center with the latest test facilities, the Hyundai Maritime Research Institute was established within HHI's shipyard compound.

**In 1985**

HHI was ranked as the world's top shipyard among the 50 largest shipbuilders by the Japanese economic monthly journal, Diamond.

**In 1988**

the Robot & Factory Automation and Hydraulic Equipment departments were separated to become an independent company, Hyundai Robot Industries (HRI).

**In 1989**

the Construction Equipment Division was incorporated with Hyundai Construction Equipment (HCE). Later that year, Hyundai Engine & Machinery (HEMCO) merged with HHI and became the Engine & Machinery Division.

**In 1991**

HHI was awarded the contract to build two 125,000m<sup>2</sup> Moss-type LNG carriers for South Korean LNG project.

**In May 1992**

HHI was awarded ISO 9001 Quality Assurance Certificate in the area of shipbuilding as well as offshore & engineering and became the first ISO-certified shipbuilder in the world.

**In 1993**

Hyundai Robot Industries (HRI), Hyundai Steel Tower Industries, Hyundai Electrical Engineering (HEECO), and Hyundai Construction Equipment Industries (HCE) were acquired by HHI.

**In June 1994**

HHI delivered South Korea's first LNG carrier to Hyundai Merchant Marine.

**In 1996**

the yard completed new VLCC docks (Nos. 8 & 9) featuring a high level of automation and ultramodern facilities.

**In 1997**

HHI surpassed 50 million DWT in aggregate ship production -an unprecedented record for the largest tonnage built in the shortest time.

In November of the same year, HHI won the Korean Grand Quality Award, the most prestigious award in quality management granted by the South Korean government.

**In August 1999**

HHI listed its shares on the South Korean Stock Exchange (KSE).

**In April 2009**

completion of the dry dock specializing in FPSO construction

**In November 2000**

HHI was selected as the main contractor for South Korea's next-generation submarines.

**By March 2002**

HHI had built 1,000 ships. In May of the same year, HHI acquired Samho Heavy Industries.

**In 2004**

HHI was selected as the builder for the 'Aegis' Destroyer (KDX-III) by the ROK Navy, and launched the first ship built via the "On-ground Build" method.

**In 2005**

HHI secured a newbuilding order for ultra-large 10,000 TEU containerships.

**In 2007**

HHI delivered the world's largest 216,000 m<sup>3</sup> LNG carrier to OSG.

**In 2008**

groundbreaking for Gunsan Shipyard

**In 2014**

completion of the world's largest 19,000 TEU class containership  
constructing the world's biggest semi-submersible rig

**In 2015**

HHI set new milestone of delivering 2,000 ships  
HHI and Saudi Aramco signed MOU for new business opportunities collaboration



## A M E N I T I E S



### Comfortable Life

HHI provides its employees, expatriate workers, and visitors with accommodation and amenities for a more comfortable life in Ulsan. For ship owner's supervisors, apartments of various sizes are provided and a foreigner's school opens for their children. Convenient amenities near the shipyard and the residence include a general hospital, a business hotel, a department store, recreation centers, gyms, football grounds, etc. All of these help our employees and residents from around the world enjoy a more convenient, healthy lifestyle. A number of activities are also arranged by HHI to promote pleasant, harmonious relationships in the community.



Foreigner's school

Apartments for shipowner's super visors

# Performance Record

## Performance by Ship Type

As of December 31, 2015

Ship Type	No.
Crude Oil Tankers	390
Product Carriers	131
Full Containerships	596
Bulk Carriers	376
LNG Carriers	52
LPG Carriers	145
Drillships	16
Car Carriers	52
OBO Carriers / VLCC	46
Ro-Ro Passenger Ships	2
FPSO / Offshore Rigs	14
Chemical Tankers	12
Ro-Ro Ships	17
Multipurpose Cargo Carriers	44
PROBO Carriers	3
Refrigerated Cargo Vessels	5
Special Purpose Vessels	60
Total	1,961













































# GLOBAL NETWORK

We Build a Better Future

