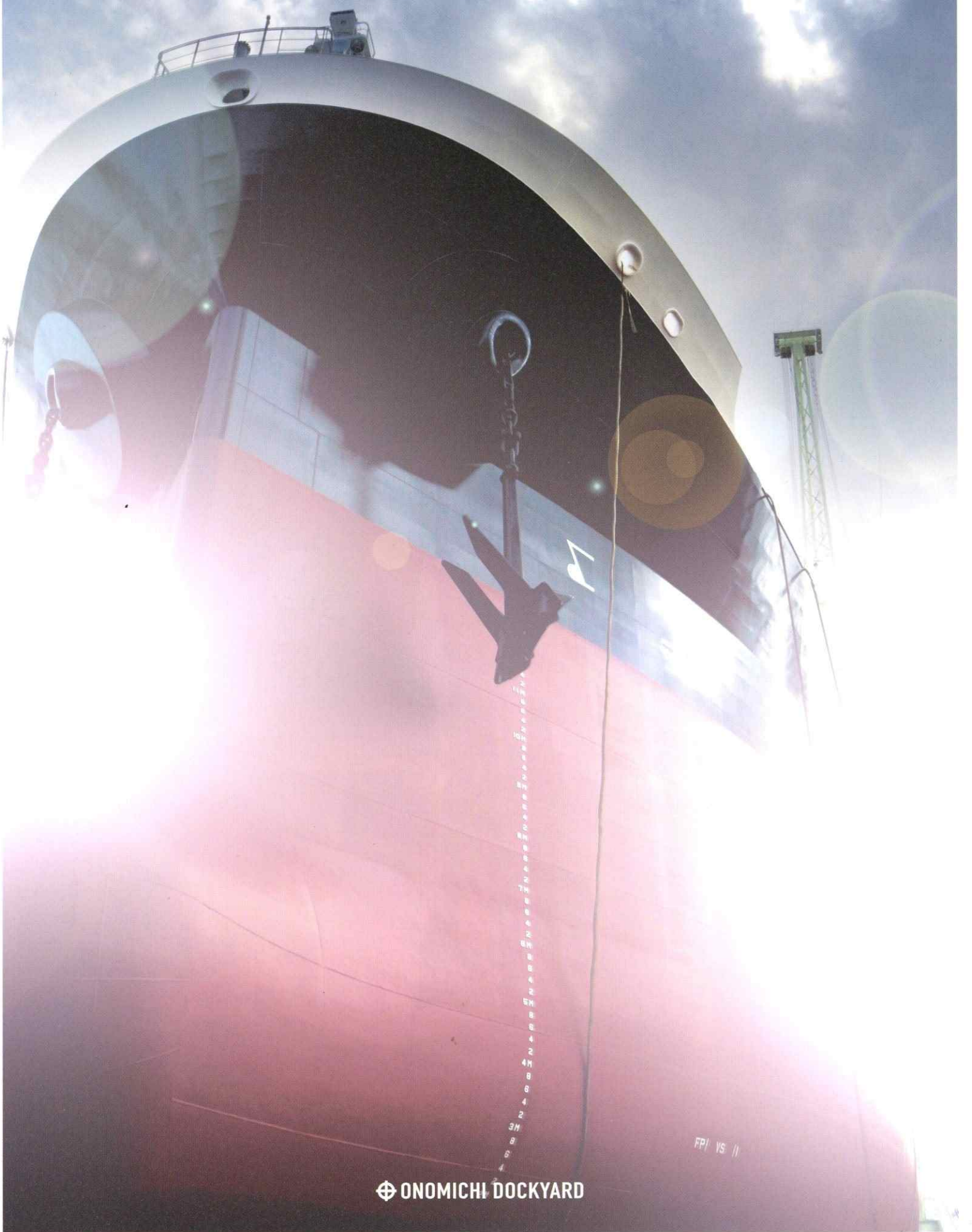


# BUILT IN ONOMICHI



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その情熱は、尽きることなく。

瀬戸内海の安定した気候に恵まれたロケーションの尾道。  
自然と海と街が程よくミックスされたその成り立ちは、  
造船だけでなく、日本の歴史ある文学や映画をはじめ  
さまざまな分野でとてもクリエイティブな環境にある。  
その繊細で大胆な発想は、オリジナリティ溢れるものづくりに繋がり、  
私たちの"ONOZO SPIRIT"へと繋がっていく。

SPIRIT

Our Passion is Never-ending.

Onomichi, is located in an area graced by the calm climate of the Seto Inland Sea.  
The Seto Inland Sea area, made up of a perfect mix of nature, sea and city,  
provides a creative environment perfect not only for shipbuilding but also  
Japanese literature and film-making which has a rich history, among many other fields.  
This sensitive yet bold way of thinking is linked to a tradition of manufacturing,  
full of originality and thus is also intimately tied to the "ONOZO Spirit".

## まだ見ぬ船舶を探求し新たな時代へ 「ONOZOブランド」の進化を目指す

In Pursuit of Completely Original Ships for the New Era  
Our Goal is the Evolution of the "ONOZO Brand"

現在、日本の輸出入の99.6%を占めているのは海上輸送です。私たちは、それを担う質の高い船舶を提供するため、社員一人ひとりが真摯に向き合い、これまで培われてきた技術と経験をもって船舶建造に取り組んできました。環境規制への対応や燃費低減、船舶の環境改善など、お客様のご要望や時代のニーズに沿った技術開発も積極的に進めています。また、日本でも数少ない新造と修繕の2つの事業を行うことで、自ら建造した船舶の竣工後ケアが可能となるだけでなく、さまざまな船舶の入渠により未知なる情報や工夫を学ぶこともできます。その多くの経験の中で蓄積された知識や技術が、新造船建造、船舶修繕、新たな設備の搭載や大型改造工事に至るまで、幅広い領域への対応を可能にしました。これからの造船業界には、デジタル化の到来による大きな変化が予想されます。その変化に対応するため、今後は従来の発想を超えた船舶の可能性を具現化するなどの取り組みが必要不可欠であると考えています。近年、国内外で注目されその評価が高まる尾道。私たちはこの地で造船を営み発展することで、お客様にパートナーとして選ばれ求められる造船所を目指します。地元経済へ貢献し魅力あふれる企業として認めていただけるよう、全社一丸となり尽力いたします。

尾道造船株式会社

代表取締役社長 中部 隆

Currently, 99.6% of all Japanese imports and exports are transported by sea. In order to provide the high quality ships to meet these needs, every employee at Onomichi Dockyard takes on this challenge with great pride as we incorporate the technology and experience gained over the long history of our company into every aspect of shipbuilding. We are actively developing technology to meet the needs of our customers and the current era such as compliance with environmental regulations, reduced fuel consumption, and improved ship environment. Additionally, as one of the few companies in Japan that both builds new ships and performs repairs, we not only provide care for ships after we built, but we can also put various ships in dry dock to study previously unknown information and innovations. This vast amount of knowledge and technology accumulated over our long history allows us to provide a wide range of services and products from new shipbuilding, ship repair and installation of new equipment, all the way to the large-scale conversion. The shipbuilding industry is expected to undergo massive changes with the advent of digitalization. In order to respond to such changes, it is absolutely essential to make great efforts such as being able to realize ships that far exceed our traditional concepts of such vessels. Onomichi Dockyard has been receiving high praise in both Japan and abroad in recent years. Located in Onomichi, we have been operating and expanding our shipbuilding business in order to become a shipyard that works as a partner with our customers and selected by them to meet their every need. All of our employees are strongly united in our efforts to be recognized as a highly attractive company contributing to the local economy.

Onomichi Dockyard Co., Ltd.

President Takashi Nakabe





D/W 80,000 M.T. TYPE PRODUCT TANKER



D/W 50,000 M.T. TYPE PRODUCT / CHEMICAL TANKER



D/W 60,000 M.T. TYPE BULK CARRIER



D/W 37,000 M.T. TYPE SUPER BOX SHAPED BULKER



PASSENGER SHIP



RO-RO CARGO SHIP

尾道の地で育んだ確かな造船技術と建造実績  
日本の造船業を牽引し世界の海運を支える

Solid Shipbuilding Technology and Proven Experience and Results  
Cultivated in Onomichi  
Leader in the Japanese Shipbuilding Industry and  
Supporting Global Marine Transport

創業以来、当社はこれまで築き上げてきた伝統と実績を礎に、新たな研究開発に努めてきました。近年の船舶に求められる環境規制にもいち早く対応するなど、最新の技術を駆使した船造りを進めています。タンカー、バルクキャリア、RO-RO船、フェリーなど、多種多様な船舶を建造してきました。中でも、シリーズ5世代となるミディアムレンジ型(MR)タンカーは、100隻以上の建造実績を誇る「ONOZOブランド」を代表するものです。また、当社は船舶の建造だけでなく修繕及び定期検査も行います。当社で建造した船舶は、引渡後もきめ細やかな保船管理をサポートします。造船産業が集積する尾道で、今後も刻々と変化する海運業界のニーズに応えられる高品質・高付加価値な船舶を建造していきます。

We are highly active in new research and development based on our foundation of a great tradition and proven experience and results gained over the long history of our company since its founding. Our shipbuilding efforts make full use of leading-edge technology such as early compliance with the environmental regulations required of ships in recent years. We have built a wide variety of ships including tankers, bulk carriers, RO-RO cargo ships and ferries. Among these, our medium range (MR) tankers, now in the fifth generation series is the flagship of the "ONOZO Brand" and we are extremely proud of the proven results of the over 100 ships of this type we have built. Our company not only builds ships but can also perform repairs and periodic inspection of them. We provide full detailed support of ship management for ships built by Onomichi Dockyard after they are delivered to the customer. Located in Onomichi, where the shipbuilding industry is concentrated, We are building high-quality high value-added ships that can meet the constantly changing needs of the marine transport industry.

設備や空間を最大限活かした「船台建造」

建造中の本船の前方で次の船の船尾部分を同時に建造し、船台上で1.5隻建造できる「セミタンデム方式」を採用しています。限られた設備を最大限活用することで効率よく船舶の建造を進めています。

"Building Berth Construction" that Maximizes the use of Equipment and Open Space

We can build the stern of the next ship in front of the one currently being built by using the "semi-tandem building procedure" that is capable of building one and a half ships in the same building berth. Maximise to use of limited equipment makes us to build ships in a highly efficient manner.



建造船の誕生をともに喜び祝う「進水式」

進水式とは、新たに建造された船舶を初めて水にふれさせる儀式的なことです。当社では、巨大な船が船台よりドラッグチェーンの轟音とともに、尾道水道に滑り降りていきます。どなたでも見学ができるよう場内を一部開放し、船や造船を知ることができる機会を提供しています。迫力と感動に心動かされる進水式を是非ご体感ください。

"Launching Ceremonies" to Celebrate the Birth of Newly Built Ships

We hold a launching ceremony when a newly built ship is first launched into the sea. Our huge ships glide from the building berth into the Onomichi Channel accompanied by the thunderous roar of the drag chain. We open our shipyard so that everyone has an opportunity to learn first-hand about our ships and shipbuilding. Be sure not to miss an impressive and exciting ship launching ceremony.







デッキ切替工事  
Deck plate renewal



バラスト水処理装置設置工事  
Retrofit of Ballast water management system



エンジン場火災修繕工事  
Repaired engine room for fire damage



バルバスバウ切替工事  
Damage repair works of Bulbous bow



ラダーストック取替工事  
Rudder stock renewal



入出渠作業  
Docking and undocking work

修繕だけでなく大型改造工事にも対応できる  
積み重ねた経験の中で培われた技術力

Repairs as well as Large-scale Conversion  
Technical Prowess Accumulated over Our Many Years of Experience

当社は、載貨重量6万トン型ばら積み運搬船が入渠可能なドックを含め、修繕用ドック2基を運用しています。当社が手がける修繕船は多岐に渡り、特に工事量の多い、内航の旅客フェリーとRO-RO船の修繕工事に注力し、本船の「主治医」として計画的な修繕工事の提案と徹底した納期管理のもと、安全性・正確性・信頼性の高い工事を実現しています。他にも、高い技能と豊富な経験が求められるPielstick型中速機関の開放整備や、可変ピッチプロペラ、長尺プロペラ軸などの仕上整備作業も評価いただいています。新造船建造の技術や経験を活かし、通常の受検工事だけでなく大規模な改造工事も手がけ、お客様のあらゆるご要望に応え確固たる信頼をいただくため、日々研鑽を重ねています。

Onomichi Dockyard has two repair docks including one that can be in dock bulk carriers with a dead weight of 60,000 tons. We can handle a wide variety of ship repairs, especially those involving a large amount of work with a focus on repairs of coastal passenger ferries and RO-RO cargo ships. Our repair work provides high levels of safety, accuracy and reliability through proposal regarding planned repairs and thorough delivery date management in our role as your ship's family doctor. Onomichi Dockyard has additionally been highly praised for device-equipping abilities that require advanced technology and ample experience. Devices include open maintenance of Pielstick-type medium-speed engines, controllable pitch propellers (CPP) and long propeller shafts. Utilizing our technology for and experience in new shipbuilding construction allows us to not only perform ordinary inspection work but also large-scale conversion works as we are constantly devoted to meeting the various needs of our customers and maintaining their solid confidence.

汽船を家畜輸送船へ「生体牛輸送改造工事」

汽船かりゆしの家畜輸送船への改造工事は、定期検査と並行した短い工期で、通風機や風雨密閉増設、ドライミストの設置など換気や湿度の環境改善や、牛の飲み水やデッキ清掃用水を確保する配管・機器の設置など大規模なものでした。お客様のご要望に応え、既存船舶の可能性を広げる新造船建造と修繕の技術を融合した改造工事になりました。

"Live Cattle Transport Conversion" to Convert Steamship to Cattle Transport Ship

Conversion work for conversion of the steamship KARIYUSHI was a large-scale operation consisting of periodic inspection together with a short building time. Conversions included improvements to the ventilation and humidity environment such as increasing the number of ventilators and weathertight doors, and installation of dry mist equipment, as well as the installation of piping and devices to ensure drinking water for cattle and water for washing decks. This conversion work increased the capabilities of the already existing ship to meet the needs of the customer, and consisted of a combination of new shipbuilding and ship repair technology.

確実な整備工事を支える人材と設備

当社は、国内フェリーの推進装置として数多く採用されている、可変ピッチプロペラ (CPP) 及び軸系の軸抜き整備工事を得意とし、多くのお客様より厚い信頼をいただいています。工事を外部委託せず、経験ある当社社員が施工を行うことにより、責任をもって安全・確実な工事をお約束いたします。

Human Resources and Equipment in Support of Reliable Maintenance Work

Onomichi Dockyard is especially proficient in maintenance work involving the removal of controllable pitch propellers (CPP) and shafting widely used as propulsion equipment of Japanese domestic ferries. As we do not outsource any of our work, all of our operations are performed by our experienced employees so that we can promise to provide safe and reliable work under our full responsibility.







# QUALITY

その品質は、世代を超えて。

尾道造船の船は、ライフサイクルの安定した品質を保っている。  
 そこには永い間、新造と修繕の両方を手がけてきた技術が活かしている。  
 世界の海を何十年も渡りきれ、また環境にも優しいサステナビリティを持った船、  
 それを常に考え、追い求め続けてきたから今の尾道造船がある。  
 そして、決して工場スペックだけでは語れない  
 "ONOZO QUALITY"があるからに他ならない。

## Our Endless Quality

Ships of Onomichi Dockyard maintain quality throughout their lifecycle.  
 That's because we use our technology gained through performing  
 both new shipbuilding and repair for many years.  
 We have constantly focused on building ships with sustainability  
 that allows them to travel the oceans of the world for decades while being environmentally friendly,  
 and the relentless pursuit of this goal has made Onomichi Dockyard the company it is today.  
 The quality of our ships cannot be related solely to our superior plant specifications.  
 "ONOZO Quality" because nothing else will do.



## 「ONOZOブランド」を生み出す基盤

当社の国内生産工場であり、高品質な船舶を  
 建造するための最新生産設備をそなえる造船所

## Foundation for Creating the "ONOZO Brand"

Our Japanese production plants are shipyards equipped with the latest  
 production equipment in order to build the highest quality ships.

## FACTORY AND EQUIPMENT

		Length (m)	Breadth (m)	Dock Entrance Water Depth (tide height 0) (m)	Capacity (D/W)	Crane Capacities (t)
<b>A</b>	Building Berth No.2	264.50	43.00		105,000	240, 160
<b>B</b>	Drydock No.5	205.00	32.26	4.30	60,000	80, 60
<b>C</b>	Drydock No.6	175.00	27.80	4.30	40,000	20×2
		Length (m)	Tide Height at Low Tide (m)		Capacity (D/W)	Notes
<b>D</b>	Wharves No.0-1	300.00	6.50		100,000	
<b>E</b>	Wharf No.2	180.00	5.50		40,000	
<b>F</b>	Wharf No.5	150.00	5.00		20,000	
<b>G</b>	Wharf No.7	140.00	5.00		15,000	
<b>H</b>	Wharf No.8	220.00	6.00		50,000	Outfitting Wharf



向島工場  
Mukaishima Factory



松永工場  
Matsunaga Factory





スリランカの先駆者

スリランカ最大の造船会社が培った技術に日本の技術を融合したサービスを海外で提供

Sri Lanka's Pioneer

Providing services abroad through a combination of technology cultivated by one of the largest shipbuilding companies in Sri Lanka with Japanese technology



FACTORY AND EQUIPMENT

		Length (m)	Breadth (m)	Depth (m)	Capacity (D/W)	Crane Capacities (t)
A	Drydock No.1A	148	26	9.7	30,000	160
B	Drydock No.1B(Shipbuilding)	62	26	9.7		160
C	Drydock No.2(Shipbuilding)	107	21.5	6.7	9,000	160
D	Drydock No.3	122	16	5.5	8,000	20
E	Drydock No.4	263	44	8.9	125,000	50



中型船の「佐伯ブランド」

中小型のバルクキャリアをメインにRO-RO船、フェリーなどの高付加価値船の建造を行う

"SAIKI Brand" for Midium Sized Ship

Building mainly small handy size bulk carriers, such as RO-RO cargo ships, ferries and similar high value-added ship

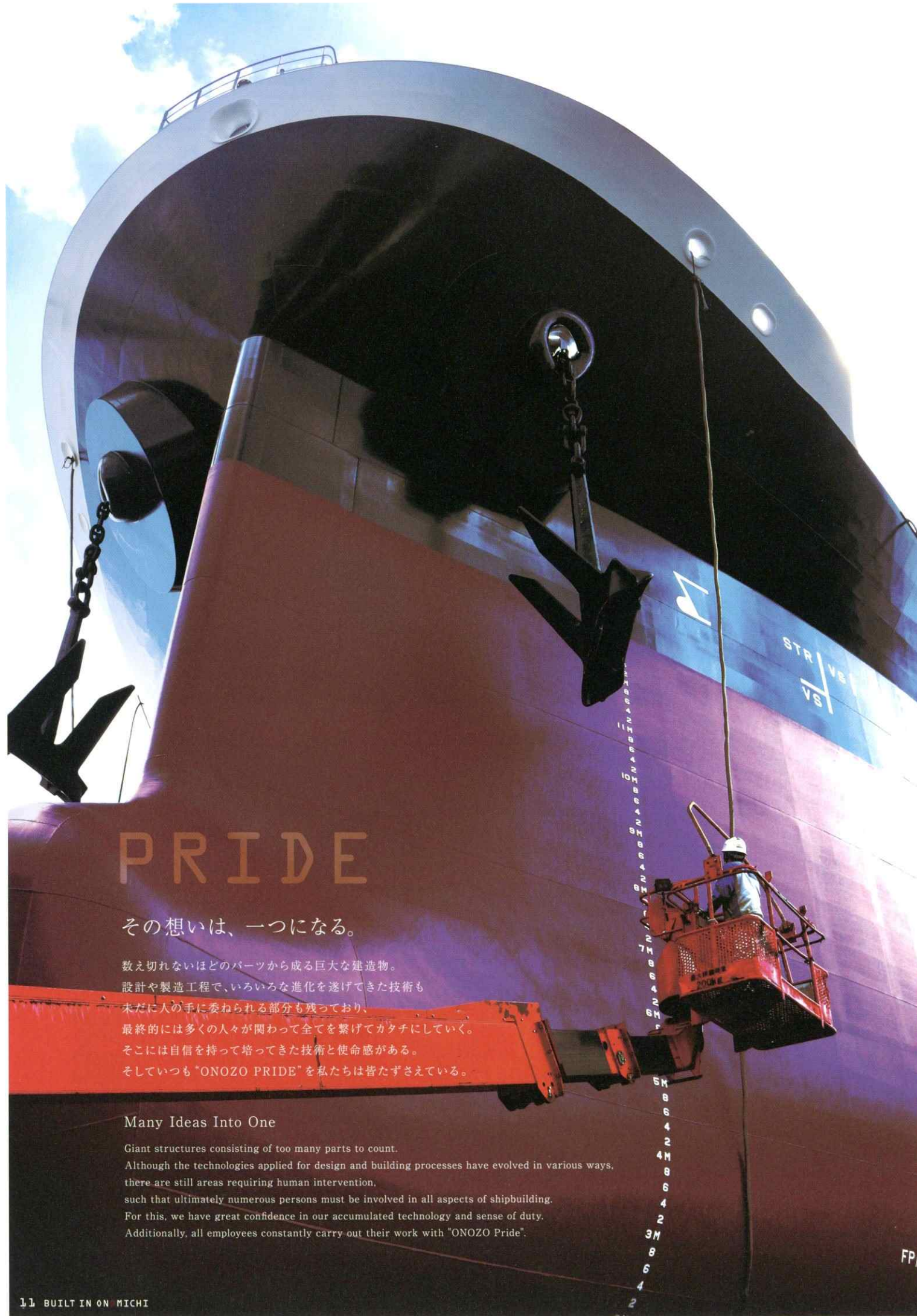


FACTORY AND EQUIPMENT

		Length (m)	Breadth (m)	Capacity (D/W)	Crane Capacities (t)
A	Building Berth	222.75	35.5	42,500	300×2, 120, 60
		Length (m)	Capacity (D/W)	Remarks	
B	1G Wharf	142			
C	2G Wharf	121			
D	3G,5G Wharf	142	60,000	Outfitting Wharf	
E	6G Wharf	46			







# PRIDE

その想いは、一つになる。

数え切れないほどのパーツから成る巨大な建造物。  
設計や製造工程で、いろいろな進化を遂げてきた技術も  
未だに人の手に委ねられる部分も残っており、  
最終的には多くの人々が関わって全てを繋げてガタチにしていこう。  
そこには自信を持って培ってきた技術と使命感がある。  
そしていつも“ONOZO PRIDE”を私たちは皆たずさえている。

## Many Ideas Into One

Giant structures consisting of too many parts to count.  
Although the technologies applied for design and building processes have evolved in various ways,  
there are still areas requiring human intervention,  
such that ultimately numerous persons must be involved in all aspects of shipbuilding.  
For this, we have great confidence in our accumulated technology and sense of duty.  
Additionally, all employees constantly carry out their work with "ONOZO Pride".

## CORPORATE HISTORY

沿革・あゆみ

1943年	尾道造船株式会社創立	1943	Onomichi Dockyard Co., Ltd. was founded
1955年	2号船台D/W 2,400新設	1955	Constructed Building Berth 2, capacity D/W 2,400
1966年	2号船台をD/W 6,500に拡張	1966	Expanded Building Berth 2 to D/W 6,500 capacity
1970年	総合事務所新設	1970	Constructed the new General Office
1973年	2号船台をD/W 85,000に拡張	1973	Expanded Building Berth 2 to D/W 85,000 capacity
1975年	資本金を1億円に増資	1975	Increased stock capital to 100 million yen
1978年	初のフルコンテナ船竣工	1978	Completed construction of first full-size container vessel
1981年	セミタンデム工法を開始	1981	Began using the semi-tandem building procedure
1988年	2号船台をD/W 105,000に拡張 佐伯重工業株式会社の株式を取得し、経営に乗り出す	1988	Expanded Building Berth 2 to D/W 105,000 capacity Acquired shares in Saiki Heavy Industries Co., Ltd. and became engaged in the management of the company
1989年	初のD/W 100,000トン型油槽船(AFRA MAX)竣工	1989	Completed construction of first D/W 100,000 oil tanker (AFRA MAX)
1992年	修繕船部門強化を図るためコロポドライドックス、コロポドックヤード2社の株式を取得し経営に乗り出す	1992	Acquired shares in Colombo Dry Docks and Colombo Dockyard in order to strengthen our ship repair division, and became engaged in the management of the companies
1993年	4,229TEUコンテナ船(R TYPE)竣工	1993	Completed construction of 4,229 TEU container vessel (R-Type)
1994年	進水装置をボール方式に変更	1994	Changed to ball-type launching system
1996年	D/W 47,172油槽船(MR Mark I)竣工	1996	Completed construction of D/W 47,172 oil tanker (MR Mark I)
1998年	ISO9001取得	1998	Acquired ISO9001 certification
2001年	初のハンディーマックスバルク竣工	2001	Completed construction of first Handymax bulk carrier
2004年	D/W 47,094油槽船(MR Mark II)竣工	2004	Completed construction of D/W 47,094 oil tanker (MR Mark II)
2006年	D/W 70,377油槽船(ICE CLASS)竣工	2006	Completed construction of D/W 70,377 oil tanker (Ice Class)
2007年	省エネ・省力型RO-RO船「わかたつ」 「シップ・オブ・ザ・イヤー2006」を受賞 松永工場新設	2007	Received "Ship of the Year 2006" award for energy and labor-saving RO-RO cargo ship "WAKANATSU" Constructed Matsunaga Factory
2008年	向島工場新設	2008	Constructed Mukaishima Factory
2010年	安全研修センター、新塗装工場新設 D/W 50,093油槽船(MR Mark III)竣工	2010	Built Safety Training Center and new painting shop Completed construction of D/W 50,093 oil tanker (MR Mark III)
2011年	D/W 49,936油槽船(MR Mark IV)竣工	2011	Completed construction of D/W 49,936 oil tanker (MR Mark IV)
2017年	佐伯工場新設 省エネ・省力追求のシンプルフェリー「フェリーしまんと」 「シップ・オブ・ザ・イヤー2016」大型客船部門賞を受賞	2017	Constructed Saiki Factory Received "Ship of the Year 2016" award for energy and labor-saving large passenger ship "FERRY SHIMANTO"
2018年	総合事務所竣工	2018	Constructed the General Office

The story of ONOZO



Onomichi office building



創立当時の工場風景  
Shipyard when company was founded



1970年 旧総合事務所  
Old General Office



1978年 初のフルコンテナ船 第283番船 EVER VALOR  
First full container ship, the EVER VALOR, our 283rd ship



1988年 2号船台拡張工事  
Expansion works of Building Berth 2



1996年 MR MARK I 第398番船 NOL SAGITTA  
MR MARK I ship, the NOL SAGITTA, our 398th ship

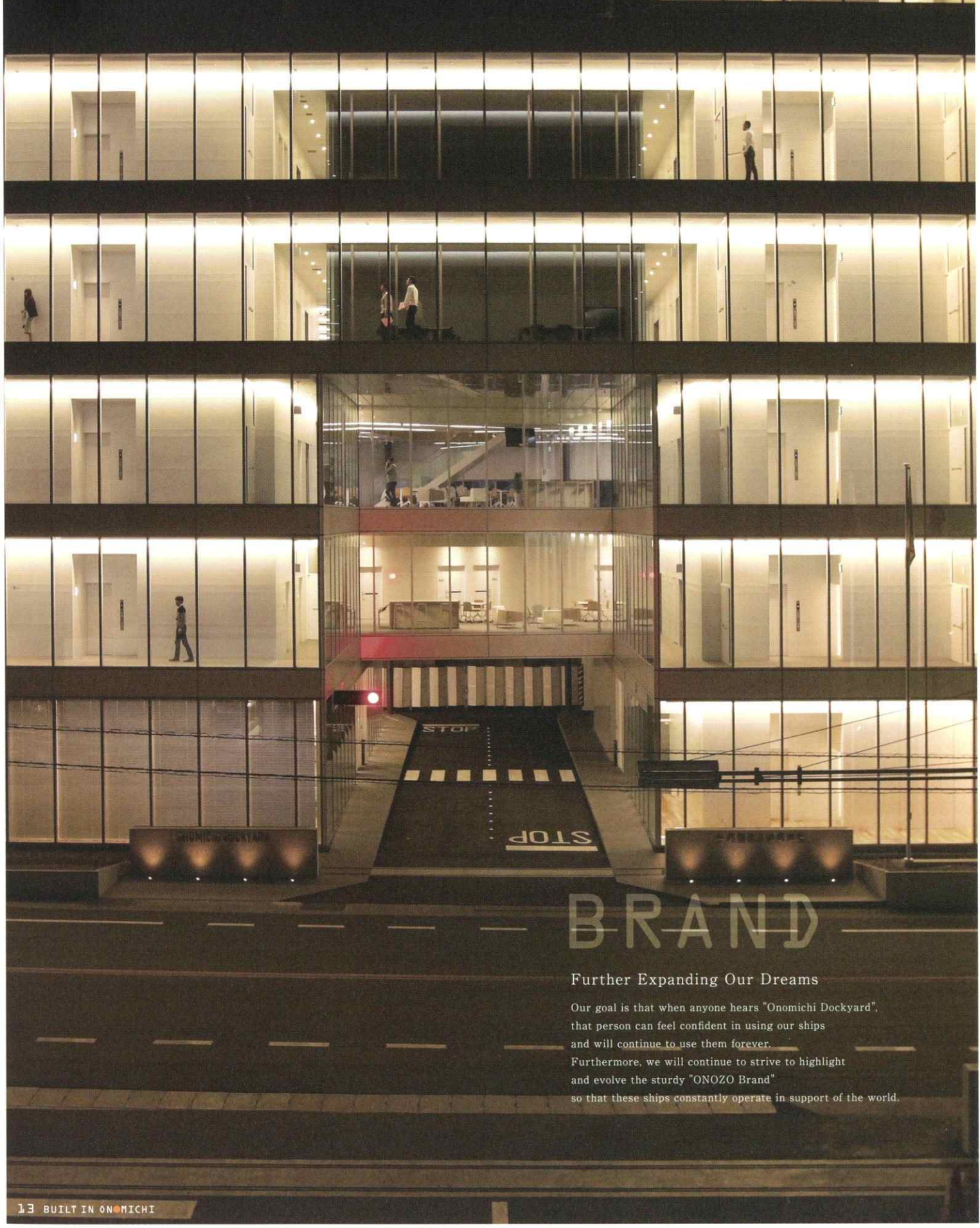


2018年 総合事務所  
General Office



その夢は、もっと広がる。

私たちが常に目指していることは“尾道造船製”と聞けば誰もが安心し納得してその船を永く使い続けてもらえること。そしてその船が世界を支え動かしていくため、揺るぎない“ONOZO BRAND”をカタチにすべく、これからも努力を重ね進化させていく。



**BRAND**

Further Expanding Our Dreams

Our goal is that when anyone hears "Onomichi Dockyard", that person can feel confident in using our ships and will continue to use them forever. Furthermore, we will continue to strive to highlight and evolve the sturdy "ONOZO Brand" so that these ships constantly operate in support of the world.

## COMPANY OUTLINE

会社名	尾道造船株式会社	Company Name	Onomichi Dockyard Co., Ltd.
代表取締役社長	中部 隆	President	Takashi Nakabe
創立	1943年(昭和18年)4月1日	Established	April 1, 1943
資本金	1億円	Capital	100 million yen
主な事業内容	(1)船舶の製造、修繕、解体並びに運営 (2)各種構築物及び機械の製作並びに修繕 (3)土木、建築、鋼構造物並びに管工事の設計、施工及び監理の請負 (4)船舶の貸渡 (5)前各号に付帯する一切の業務	Business	(1)Construction, repair, scrapping and operation of ships (2)Manufacture and repair of structures and machines of various kinds (3)Subcontracting of design, construction and supervision of civil engineering, buildings, steel structures and piping work (4)Leasing of ships (5)All operations incidental to the foregoing



## COMPANY / GROUP COMPANIES

<p><b>本社</b> 〒650-0033 兵庫県神戸市中央区江戸町104 TEL 078-391-3424(代) FAX 078-391-3428</p> <p><b>東京支店</b> 〒103-0023 東京都中央区日本橋本町1丁目1-8 KDX新日本橋ビル TEL 03-6214-0303(代) FAX 03-6214-0306</p> <p><b>尾道造船所</b> 〒722-8602 広島県尾道市山波町1005番地 TEL 0848-37-1111(代) FAX 0848-20-2969</p> <p><b>向島工場</b> 〒722-0062 広島県尾道市向東町9215-1 TEL 0848-20-6455 FAX 0848-20-6456</p> <p><b>松永工場</b> 〒729-0105 広島県福山市南松永町4丁目12-10 TEL 0848-20-3971 FAX 0848-20-3972</p> <p><b>佐伯工場</b> 〒876-0811 大分県佐伯市鶴谷町2丁目5-25</p> <p><b>佐伯重工業株式会社</b> 〒876-0811 大分県佐伯市鶴谷町2丁目5-37 TEL 0972-22-3331 FAX 0972-25-0030</p> <p><b>コロンドックヤード株式会社</b> P.O.Box.906, Port of Colombo, Colombo 15, Sri Lanka TEL +94-11-242-9000 FAX +94-11-244-6441</p>	<p><b>Head Office</b> 104 Edo-machi, Chuo-ku, Kobe, Hyogo 650-0033 TEL +81-78-391-3424 FAX +81-78-391-3428</p> <p><b>Tokyo Branch</b> KDX Shinnihonbashi Bldg. 1-1-8 Nihonbashi-honcho, Chuo-ku, Tokyo 103-0023 TEL +81-3-6214-0303 FAX +81-3-6214-0306</p> <p><b>Onomichi Shipyard</b> 1005 Sanba-cho, Onomichi, Hiroshima 722-8602 TEL +81-848-37-1111 FAX +81-848-20-2969</p> <p><b>Mukaishima Factory</b> 9215-1 Mukaihigashi-cho, Onomichi, Hiroshima 722-0062 TEL +81-848-20-6455 FAX +81-848-20-6456</p> <p><b>Matsunaga Factory</b> 4-12-10 Minamimatsunaga-cho, Fukuyama, Hiroshima 729-0105 TEL +81-848-20-3971 FAX +81-848-20-3972</p> <p><b>Saiki Factory</b> 2-5-25 Tsuruya-machi, Saiki, Oita 876-0811</p> <p><b>Saiki Heavy Industries Co., Ltd.</b> 2-5-37 Tsuruya-machi, Saiki, Oita 876-0811 TEL +81-972-22-3331 FAX +81-972-25-0030</p> <p><b>Colombo Dockyard PLC</b> P.O.Box.906, Port of Colombo, Colombo 15, Sri Lanka TEL +94-11-242-9000 FAX +94-11-244-6441</p>
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⊕ ONOMICHI DOCKYARD