



# Durban





The Port of Durban has the busiest container terminal in the Southern Hemisphere. Durban has become a major city in South Africa with the port being the busiest on the African continent and the biggest in terms of container capacity. Strategically placed on the world shipping routes, the port plays a vital role in the life of the city and the sub continent. Durban is one of the only Ports on the East African Coast to provide first world ship repair services.

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## Dormac Durban

Dormac Durban is the Company's statutory Head Office and is situated at the heart of the Ship Repair zone within the Port.

The yard is less than 500m from the Dry Docks and a short distance from the Freeway for easy access.

The yard was founded in 1903 as the original shipbuilding yard in Durban and has a proud history of constructing more than 108 vessels.

## Dormac Steel Fabrication Shop

Dormac's fabrication shop has an undercover area of 1300 square meters that is equipped with cutting, rolling, pressing, welding equipment and a furnace with capacity for shafts, rudder stock and tail shafts. Additional fabrication outdoor grillages with 120 ton underhook capacity gives Dormac the ability to build substantial fabricated structures including barges and accommodation modules.

Fabrication of ferrous, non-ferrous parts or complete assemblies are quoted on and manufactured on a 24-hour basis. When working in conjunction with the other divisions on a common project, costs are drastically reduced.

## Dormac Electrical Workshop

The electrical workshop carries out repairs to all electrical ships equipment, including but not limited to: portable equipment, fans, drilling machines, grinders, lighting, cables, overhauling of electrical motors, and fault finding on equipment in the plant, cranes.

Dormac Electrical have also carried out numerous Ship Fire damage repairs including complete re wiring of accommodation, engine room and engine control rooms.

## Blasting, Painting & Cleaning

- Ultra High Pressure Blasting
- HP Washing at 200 bar
- Standard Panamax full blasting and coating in 10 days
- Silicone hull treatment application
- Grit blasting to SA 2,5

This division now operates with the largest blasting pots in South Africa and is able to operate more than 60 blast nozzles simultaneously. The waste materials are disposed of using environmentally approved/certified waste disposal companies. All major paint brands are available in South African Ports.

## Workshops

The workshops are divided into the following:

- Fabrication and Welding with 5 and 7 ton crange
- Heavy Bay machining with 2 x 25/5 ton overhead cranes
- Light Bay Machining with 2 x 5 ton overhead cranes
- Pipe Shop with 2 x 2ton overhead travelling cranes

The Machine Shop is equipped with State of the Art CNC capability (Catia 5) as well as large capacity equipment, including: 16m lathe beds, 5 axis borers, and significant capacity for almost all engineering requirements.



## Dormac Private Repair Quay

- Length of quay, 195m and a draft 8m
- Capacity with use of mooring buoy to accommodate panamax vessels up to 260m
- Liebherr quayside luffing crane with 50t lifting capacity at 30m and 15 ton lifting capacity at 50m
- Quay is serviced by shore power (380V, 50 Hz at 600amps), freshwater, firewater and compressed air
- Hatch repair area can accommodate up to thirty seven, 30 ton hatch covers
- The quay is well suited to Seismic vessels requiring streamer spooling

**A second quay is also available to vessels with an LOA not exceeding 125m at a depth of 5m.**

Dormac's Grillage Area is supported by the following Crange:

- Demag Goliath 30t / 60t / 30t maximum lifting capacity in tandem of 120ton using a spreader beam
- Demag Goliath 25t / 5t with a lifting capacity of 25t
- Demag Goliath 15t / 5t with a lifting capacity of 15t

The Grillage areas are used for hatch cover repairs and large fabrications.



## Prince Edward Graving Dock

- Overall docking length: 352,04 m
- Length on keel block: 327,66 m
- Length on bottom: 352,04 m
- Width at entrance top: 33,52 m
- Width at coping: 42,21 m
- Inner Dock: 138,68 m
- Outer Dock: 206,90 m
- Depth on Entrance MHWS: 12,56 m
- Depth on inner sill MHWS: 13,17 m
- Crane capacities:
  - 1 x 50t with a 10t attached
  - 1 x 24t
  - 1 x 15t
  - 1 x 10t
  - 2 x 8t

NB: The Prince Edward Graving dock can be divided into two compartments of 206,9m and 138,68m.

## Floating Dock

The floating dock has a lifting capacity of 4500 tons and has 2 electric cranes capable of traveling the full length of the starboard and port side of the dock.

- Overall length: 100m
- Length on keel blocks: 95m
- Length on bottom: 100m
- Overall Width: 21.6m
- Width at entrance: 22m
- Height on keel blocks: 1.4m
- Draft on keel blocks at MHWS: 6m
- Lifting capacity displacement: 4500t
- 2 x 5t electric cranes (1 port and 1 starboard)

## TNPA Repair Quay

- Overall Length: 225m
- Maximum available depth: 7m

DORMAC utilises the National Port Authority's facilities in conjunction with its ship repair facilities. The Port of Durban is equipped to handle ship repairs at the Prince Edward Graving Dock, which can be divided into two separate compartments as well as on a floating dock at Bayhead, while small craft can be repaired on the slipway.





1 Belfast Road, Bayhead, Durban.  
P.O. Box 12568, Jacobs, 4026  
Tel: +27 31 274 1500, Fax: +27 31 205 5027.  
Email: [ship@dormac.net](mailto:ship@dormac.net)

