



“夏长”轮沉船
打捞(2013)
Wreck
Removal of
“Trans
Summer”

受到第11号强台风“尤特”的影响，“夏长”轮于2013年08月14日在珠江口外小万山岛偏南方向约1.2海里的北纬21°55.388'东经113°40.470'处沉没。我司负责组织和管理工作进行沉船打捞及防油污作业。

Struck by NO.11 severe typhoon UTOR, M/V “Trans Summer” sank at 21°55.388'N/ 113°40.470'E, about 1.2nm away from the south of Xiao Wan Shan Island outside the Mouth of Pearl River, on 14th, August 2013. We are responsible for organizing and managing the wreck removal and anti-oil operations of the salvage companies.

“海泓达”沉船打捞 (2014)
Wreck Removal of “Hai Hong Da”



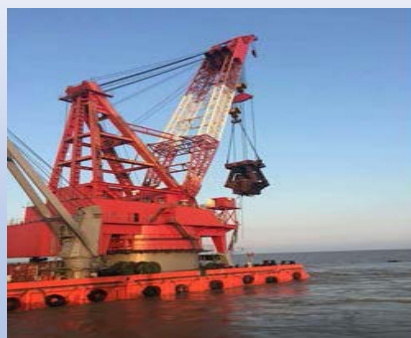
2013年8月7日,满载13500吨货物的“海泓达”在长江口南槽灯塔附近航行中与另一艘船发生碰撞,沉入水中。我司负责现场作业监督。

On August 7th, 2013, “Hai Hong Da” fully loaded with 13000t cargo crashed with a vessel when sailing around Nan Cao Beacon of Yangtze Estuary and sank into the water. We are responsible for supervising the removal operation.

载有3500吨袋装水泥的越南籍货船DONG THIEN PHU SILVER于2016年1月25日在缅甸与一油轮碰撞后沉没到海底,右倾55度。我司负责该轮的清障工作以及后续的残骸处理。船舶残骸在缅甸仰光当地拆解,拆解过程历时一个月。

M/V “DONG THIEN PHU SILVER” was a Vietnamese cargo ship carrying 3500T of bagged cement collided with a tanker offshore Myanmar on January 25th, 2016 and sank to the seabed, list heavily to starboard side 55°. We are responsible for the wreck removal and the wreck disposal in Yongon, Myanmar in one month.

“DONG THIEN PHU
SILVER”沉船打捞 (2017)
Wreck Removal of “DONG
THIEN PHU SILVER





大型油轮“AMURIYAH”沉船打捞
Wreck Removal of “VLCC
Amuriyah (2014)

150,000 吨大型油轮“AMURIYAH”于 1991 年遭受攻击，沉没伊拉克水域中。我们负责沉船打捞的项目管理，协助总承包商打捞的沉船打捞作业，并将 AMURIYAH 艏段被运往中国作最后的处理。

150,000 Oil Tanker “VLCC AMURIYAH” was attacked by a bomb in Iraq in 1991. It burst into flames and sank into the sea at 29°39'33.117"N; 48°50'33.871"E with 7,000 barrels of crude oil on board. The surrounding water depth is 28-32m. We are responsible for project management and remove the shipwreck as the subcontract of Mammoet Salvage B.V, and transporting the stern part of Amuriyah back to Zhoushan, China for final disposal.

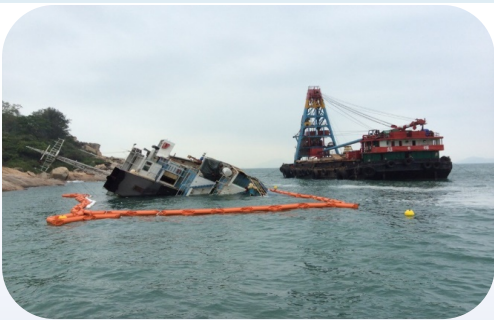
LOA: 285m; MB: 44.25m; MD: 22.43m

Light displacement: 34000T;

Loaded displacement: 155220T



舟山
33°C
2017/8/15



“日出东方”沉船打捞
(2014)
Wreck Removal of
“Sunrise Orient”

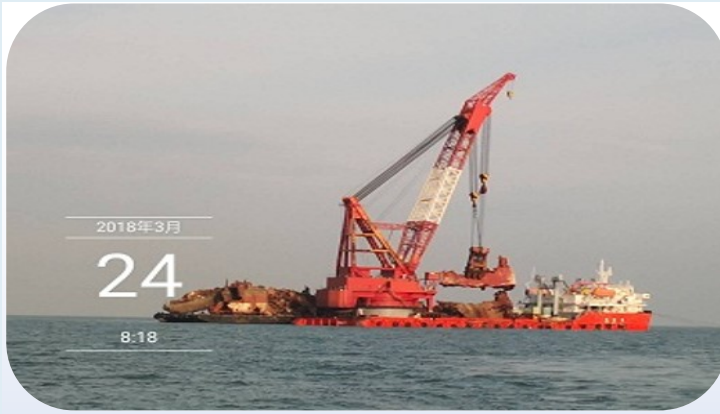


2014 年 02 月 21 日，装载有 2830 吨货物的越南籍货船“日出东方”因为货物倾斜和移位漂流到香港长洲岛东边海滩附近。我司负责将“日出东方”沉船及其货物成功打捞和清除。

On 21 February, 2014, a Vietnam-flagged cargo vessel “Sunrise Orient” loaded of 2830t soil stabilizer drifted to waters near the beach at the east side of Cheung Chau Island in Hong Kong caused by cargo inclining and shifting. We removed and disposed the shipwreck and its cargo successfully.

LOA: 89.99m; MB: 13.60m; MD: 7.66m; GT: 2580T; DWT: 4244T

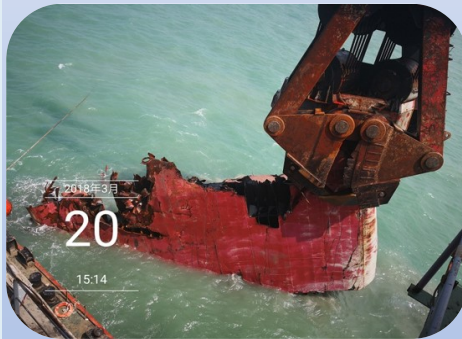




2017年7月12日，多米尼亚籍散货船“GT 5”在航行过程中突然断裂，遂沉没于 02°57'38.5N /101°05'12.7E。沉船周围水深 15-18 米。我司负责沉船打捞及残骸在马来西亚巴生港的处理，历时 2 个月。
On July 12th, 2017, Dominica bulker carrier MV “GT5” sank at 02°57'38.5N /101°05'12.7E after a sudden-breakage accident during a voyage, loaded with sea sand. Surrounding water depth is 15-18m. We are responsible for the wreck removal and wreck disposal in Port Kelang, Malaysia in two months.

LOA: 120.1m; MB: 19.8m; MD: 7.9m;

多米尼亚籍货船“GT5”沉船打捞
Wreck Removal of Dominica
Bulker Carrier “GT5” (2018)



“Ferryside 1”沉船打捞 (2019)
Wreck Removal of “Ferryside 1”

散装水泥驳船“FERRYSIDE 1”于 2019 年沉没于香港 Yau Tong 锚地 (Lat:22°17.45'N; Long:114°14.08')。周围水深约 13 米，海底为淤泥。我司以“重锤+抓捞”的方式成功抓捞了约 3500 吨水泥，成功清除了沉船残骸。

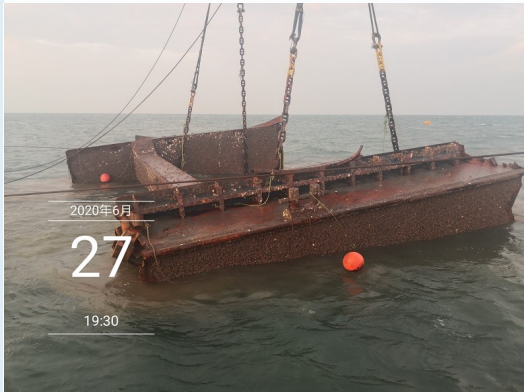
Bulk cement carrier barge “Ferryside 1” sunk at Yau Tong Anchorage, Hong Kong (Lat:22°17.45'N; Long:114°14.08') in 2019. Water depth of sunken position is about 13m and seabed is mud. We successfully retrieved 3500 tons of cement by means of “heavy hammer + grabbing” and removed the shipwreck and cargo.

LOA: 46.5m; MB: 16.5m; MD: 5.6m



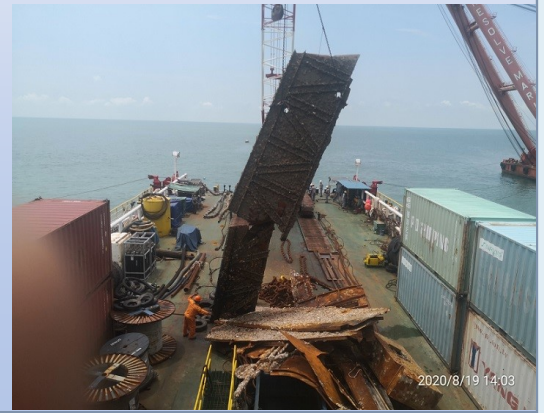
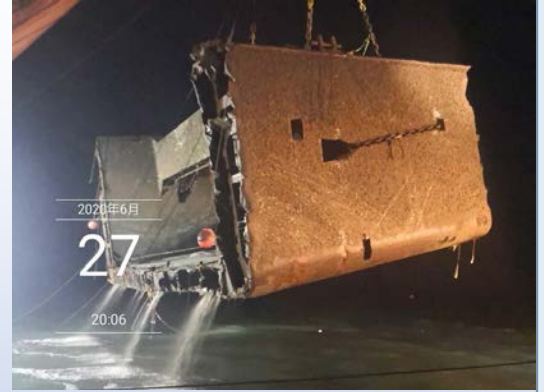


散货船“JIANG HAI TONG 178”沉船打捞 (2020)
Wreck Removal of Bulk Carrier “JHT 178”

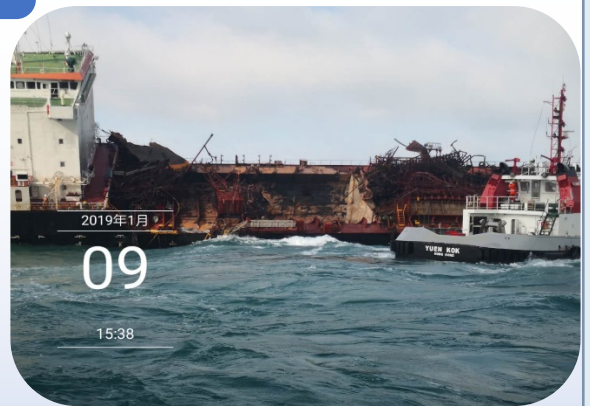


2018年7月23日，散货船 JIANG HAI TONG 178 在航行过程中突然断裂，遂沉没于马来西亚巴生港水域，附近水深 10 米。我司负责沉船的打捞及残骸处理。

On July 23, 2018, bulk carrier “JIANG HAI TONG 178” suddenly broke and sank during voyage in waters of Port Kelang. The surrounding water depth is 10m. We are responsible for the wreck removal and wreck disposal. LOA: 118.5m; MB: 18.5m; MD: 8.8m;



化学品船
“AULAC FORTUNE”沉船救助和拖带
Salvage and Towage of
“AULAC FORTUNE”



2019年1月8日，油品兼化学品船“AULAC FORTUNE”在香港南丫岛正南 0.8 海里水域抛锚等待加燃油期间发生起火爆炸，船体右倾 28°。我司负责救助拖带，处理油污水，将其从香港南丫岛拖带至深圳友联船厂维修。

On January 8, 2019, the oil and chemical tanker “AULAC FORTUNE” exploded 0.8 nautical miles away from south of Lamma Island in Hong Kong while waiting for refueling. It is listing about 28° to the starboard side. We are responsible for the salvage, towage and disposal of oily water. The ship was towed from Lamma Island, Hong Kong to Shenzhen Yaulian Shipyard for repair.





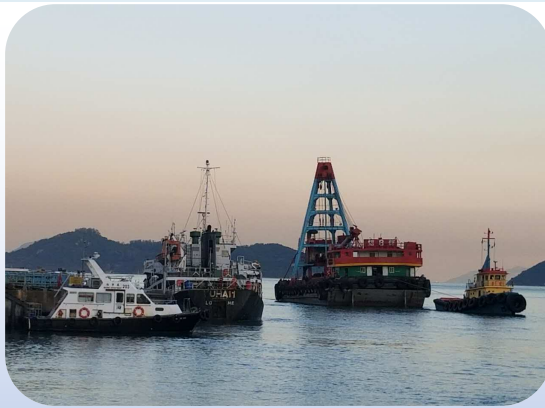
“浙海 168”应急救助（2016）
Emergency Rescue of “ZHE HAI 168”



2016年4月20日，“浙海 168”散货船满载 54,800 吨镍矿石从菲律宾巴拉望岛的贝隆港运往中国。在大约 09 40.845N / 117 58.780E 的位置，碰触不明物体。事故发生后，船舶独自航行，抛锚偏离贝隆港。我司与菲律宾打捞机构合作，指导现场作业，直至船舶驶回中国。

On 20 April, 2016, M/V “ZHE HAI 168” laden with about 54,800mt of Nickel Ore in bulk departed Berong, Palawan, Philippine for China. She accidentally touched unknown object(s) underwater at an approximately position of 09 40.845N / 117 58.780E. After the accident, the vessel sailed by herself and anchored in a position off port of Berong. We cooperated with local salvage company in Philippine and supervised onsite operation until the vessel sailed back to China.

“玉海 1”轮
拖带和残骸
处理（2017）
Towage and
Wreck
Disposal of
“YU HAI 1”



散货船“YU HAI 1”由于遭受2017年第17号强台风“天鸽”影响，沉没于香港愉景湾水域，沉船“YU HAI 1”起浮以后，受协会委托，我司接收“YU HAI 1”并拖带交给拆船厂进行拆解处理。

Bulk carrier “YU HAI 1” sank in Discovery Bay waters in Hong Kong due to the influence of #17/2017 typhoon Hato. After the refloat of the casualty “YU HAI 1”, appointed by the P&I club, we took over “YU HAI 1” and towed her to the scrapping yard for disassembly and disposal.

“采浚 3”应急救助(2017)
Emergency Response of “CAI JUN 3”



2017-4-16 14:02

2017年3月13日，一艘载有 15000T 海沙的沙船“采浚 3”轮在疏浚作业过程中船舶横倾到 40°，随后在 01°25.915N/104°27.389E 倾覆，船舶左倾 118°。受马来西亚海事局的指派，我司派遣拖轮和浮吊到现场进行应急救助。On 13th March 2017, when engaged in dredging operations off Malaysia, CAI JUN 3 capsized after developing a reported list of about 40 degrees. She subsequently sank in position at 01°25.915N/104°27.389E. The ship is list 118° to the portside. Designated by the Malaysian Marine Department, we mobilized our tug boat and crane barge to site for emergency response to the ship.



越南籍货船
“HTK HOPE”
救助及拖带
Salvage &
Towage of
HTK HOPE
(2019)

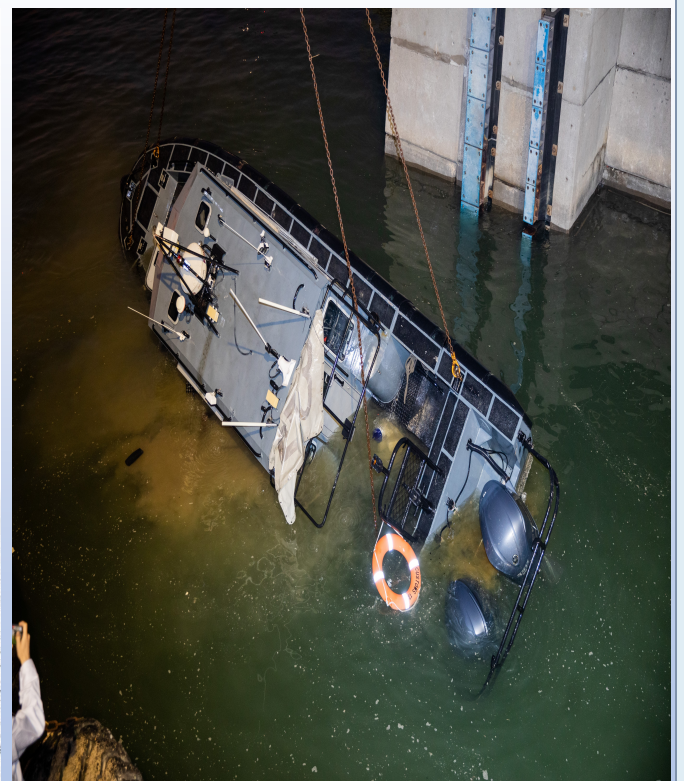


2019年7月，越南籍散货船“HTK HOPE”在南海14°02'24"N/116°07'20"E位置航行时爆炸，引起机舱失火。大火被船员扑灭，船舶处于不受控制的漂流状态。我司负责救助该船，并成功将其拖带至16°11'11"N/108°57'49"E位置。

In July 2019, a Vietnam flagged bulk carrier “HTK HOPE” explored and caused fire in her engine room when sailing in South China Sea at 14°02'24"N/116°07'20"E. The fire was extinguished by the crew and the ship is in uncontrolled drifted status. We salvaged the ship and successfully towed it to the position of 16°11'11"N/108°57'49"E.



香港海关巡逻艇“CUSTOMS 13”打捞
Removal of Hong Kong Customs Patrol Boat “CUSTOMS 13” (2020)





香港海上液化天然气接收站总承包工程
LPS 海管后挖沟项目(2021)
HK Offshore LNG Terminal Project
Post-Trenching Services for LPS
Pipeline

本项目为一座新建的海上天然气接收站的 LPS 海管的后挖沟工程，该海管共 18km，从接收站至南丫发电厂的 20 英寸海管（LPS）。这条 20 英寸 LPS 海底管道路线以 FSRU 终端码头作为 KP0 的起点，长约 18 公里，然后转向东北，进入最终的路线曲线，与现有的预装 LPS 管道对齐。LPS 管道采用喷射挖沟埋管法埋深至少为 3.6m。我司负责作业现场管理和监督、提供施工船舶、环保架及泥幕帘、施工人员及潜水支持，协助后挖沟作业等。

Hong Kong Offshore LNG Terminal Project involves the construction of an offshore LNG receiving facility, which shall include the post trenching works for LPS pipeline, with an 18km subsea gas pipeline of 20 inch, connecting from the Gas Receiving Station to Lamma Power Station. This 20 inch LPS pipeline starts from KP0 at FSRU Jetty, turn to northeast and be connected to the pre-laid LPS pipe. It shall be buried at a depth of more than 3.6m by means of a jetting machine. GOW is responsible for site monitor and supervision, providing working vessels, environmental-protection frame and silt curtains, engineering personnel and diving support, facilitating the post-trenching operation etc.





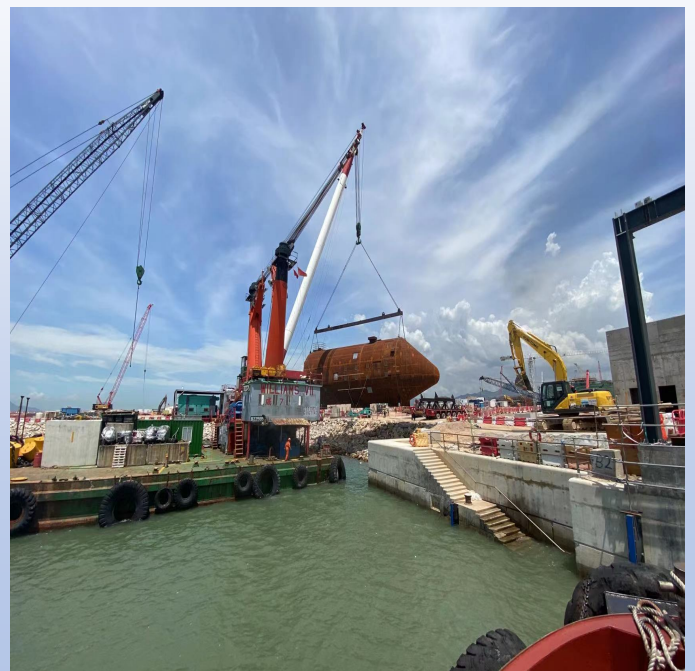
香港启德预制件安装 (2019)
Lifting Installation of Precast Blocks at
Kai Tak, HK

香港葵涌码头吊装工程 (2019)
Lifting Installation at Kwai
Chung Ferry Pier, HK



香港将军澳大桥吊装水下桥墩
Lifting Installation of Underwater
Piers of Tseung Kwan O Bridge, HK

香港机场吊装 A380 飞机模型
Lifting Installation of A380 Airplane
Model at HK Airport





经典案例/ Classic Cases

No.	Name of Project	Project Description	Location	Work Period
1	“夏长轮”项目 "TRANS SUMMER" Project	受到第 11 号强台风“尤特”的影响，“夏长轮”在珠江口外小万山岛偏南方向沉没。 Struck by NO.11 violet typhoon UTOR, M/V “Trans Summer” sank at the south of Xiaowanshan Island at the Mouth of Pearl River.	广东 Guangdong	Aug. 2013 - Sep. 2013
2	“海泓达”沉船打捞项目 "Hai Hong Da" Wreck Removal Project	满载货物的 13000 吨“海泓达”在长江口南槽灯塔附近航行中与另一艘船发生碰撞，沉入水中。 13000t “Hai Hong Da” fully loaded with cargo crashed with a vessel when sailing around Nan Cao Beacon of Yangtze Estuary and sunken.	上海 Shanghai	Sep. 2013 - Jan. 2014
3	“日出东方”沉船打捞项目 "Sunrise Orient" Wreck Removal Project	装载着 2830 吨土壤稳定剂的越南籍货船“日出东方”因为货物倾斜和移位漂流岛香港长洲岛东边海滩附近。 The Vietnam-flagged cargo vessel “Sunrise Orient” loaded with 2830t soil stabilizer drifted to waters near the beach at east side of Cheung Chau Island in Hong Kong caused by cargo inclining and shifting.	香港 Hong Kong	Mar. 2014 - Jun. 2014
4	大型油轮“AMURIYAH”沉船打捞项目 Very Large Crude Oil Carrier (VLCC) “AMURIYAH” Wreck Removal Project	200,000 吨大型油轮“AMURIYAH”于 1991 年遭受攻击，沉没水中。 200,000t Oil Tanker “VLCC AMURIYAH” was attacked in 1991 and then sank into the sea.	伊拉克 Iraq	Aug. 2014 - Feb. 2017
5	“浙海 168”应急救援 MV "Zhe Hai 168"	载有约 5400 万吨镍矿的“浙海 168”离开菲律宾巴拉望岛的 Berong 开往中国，在大约 09 40.845N / 117 58.780E 处意外接触水下不明物。 On 20 April, 2016, M/V “ZHE HAI 168” laden with about 54,800MT of Nickel Ore in bulk departed from Berong, Palawan, Philippine for China, when sailed at approximate 09 40.845N / 117 58.780E, she accidentally touched unknown underwater object(s).	菲律宾 Philippine	Apr. 2016 - May. 2016
6	越南籍货船“DONG THIEN PHU SILVER”沉船打捞项目 "DONG THIEN PHU SILVER" Wreck Removal Project	载有 3500 吨袋装水泥的越南籍货船 DONG THIEN PHU SILVER 在缅甸与一油轮碰撞后沉没到海底，右倾 55 度。 M/V “DONG THIEN PHU SILVER” was a Vietnamese cargo ship carrying 3500T of bagged cement collided with a tanker offshore Myanmar and sank to the seabed, list heavily to starboard side 55°.	缅甸 Myanmar	Mar. 2017 - Apr. 2017
7	Amuriyah 艏段运输及处理 Transportation & Disposal of Amuriyah Stern Part	大型邮轮“AMURIYAH”的打捞位于中东，我司负责把 Amuriyah 艏段运输到中国进行拆解。 Wreck removal of VLCC Amuriyah was in the Middle East. We transport the stern part of Amuriyah back to China for disposal.	中东 Middle East	110 Days



经典案例/ Classic Cases

No.	Name of Project	Project Description	Location	Work Period
8	“采浚 3”应急求助 Emergency Response for MV "CAI JUN 3"	载有 15000T 海沙的沙船“采浚 3”轮在疏浚作业过程中船舶横倾到 40°，随后在 01°25.915'N/104°27.389'E 倾覆，船舶左倾倾 118°。 While engaged in dredging operations off Malaysia, CAI JUN 3 capsized after developing a reported list of about 40 degrees. She subsequently sank in position Lat01° 25.915'N Long 104° 27.389'E.	马来西亚 Malaysia	Jun. 2017 - Jul. 2017
9	“玉海 1”轮拖带和残骸处理 Towage and Wreck Disposal of YU HAI 1	散货船“YU HAI 1”由于遭受 2017 年第 17 号强台风“天鸽”影响，沉没于香港愉景湾水域。 Bulk carrier “YU HAI 1” sank in Discovery Bay waters in Hong Kong due to the influence of #17/2017 typhoon Hato.	香港 Hong Kong	Oct. 2017 - Nov. 2017
10	多米尼亚籍货船“GT5”沉船打捞项目 Dominica Bulker Carrier "GT5" Wreck Removal Project	多米尼亚籍散货船“GT 5”在航行过程中突然断裂，遂沉没于 02°57'38.5N/101°05'12.7E。沉船周围水深 15-18 米。潮流最大流速：1.5 节，方向东南；3 节，方向西北。 Dominica bulker carrier MV “GT5” sank at 02°57'38.5N/101°05'12.7E after sudden-breakage accident during a voyage. Surrounding water depth: 15-18m. Maximum tidal current velocity: 1.5 knots, southeast; 3 knots, northwest.	马来西亚 Malaysia	Feb. 2018 - Apr. 2018
11	越南籍化学品船 AULAC FORTUNE 沉船救助项目 Salvage of Chemical Tanker "AULAC FORTUNE"	油品兼化学品船“AULAC FORTUNE”在香港南丫岛正南 0.8 海里水域抛锚等待加燃油期间发生起火爆炸，船体右倾 28°。 Oil and chemical tanker “AULAC FORTUNE” exploded 0.8 nautical miles away from south of Lamma Island in Hong Kong while waiting for refueling. “AULAC FORTUNE” is listing about 20°-22° to the starboard side, the floating condition is relatively stable, latitude and longitude.	香港 Hong Kong	Jan. 2019 - Feb. 2019
12	散装水泥驳船“FERRYSIDE 1”沉船打捞项目 Wreck Removal of Bulk Cement Barge FERRYSIDE 1	散装水泥驳船“FERRYSIDE 1”沉没于香港 Yau Tong 锚地。我们以“重锤+抓捞”的方式成功抓捞了约 3500 吨水泥，成功清除了沉船残骸。 Bulk cement barge "FERRYSIDE 1" sunk at Yau Tong Anchorage in Hong Kong. We removed the cargo and hull wrecks of FERRYSIDE 1, adopt the method of "Hammering & Grabbing" to remove estimated 3500t cements from the wreck and successfully remove the hull wrecks from the seabed.	香港 Hong Kong	Aug. 2019 - May 2020
13	散货船 JIANG HAI TONG 178 沉船打捞	散货船 JIANG HAI TONG 178 在航行过程中突然断裂，遂沉没于马来西亚巴生港水域，附近水深 10 米。 Bulk carrier “JIANG HAI TONG 178” suddenly broke and sank during voyage in waters of Port Kelang. Wreck location: Malaysia. Surrounding water depth: 10m.	马来西亚 Malaysia	Jan 2020 -