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REVIEW ON SHIPBUILDING AND SHIPREPAIR
SYRIAN ARAB REPUBLIC*

by

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The Syrian coast extends along the East Mediterranean part 140 KMS, forms a land bridge between Europe - America and Middle East & Gulf Countries, as the transit across the Syrian territories. This is through major Latakia and Tartous ports.

Additionally the oil terminals where at (70 - 100) x10 00 DWT tankers are calling for exported Syrian and soonest expected Iraqi crude oils.

Hitherto, nothing as shipbuilding industries is founded (apart from 1000 tons capacity mechanical slipway at Latakia Port), thus talking about shipbuilding in terms of industry and technical local experience and facilities, the Syrian Arab Republic suffers in a way, can not meet the pressure of calling in ships and tankers necessities.

This was the situation up to 1970, where the Reforming Motion took place, where the new regime found the substantial need for even a small start for such a maritime industry, hence, making benefit of local and old facilities, putting into consideration extension and expansion of those thoroughly discussed, and lastly priority to establishment of either private sector and public sector to own national fleets.

The private sector and public sector were both encouraged in accordance with the vital need of the country for such enterprises, thus private sector owned a fleet comprises of 40 coasters, range between 500 - 2500 Dwt ships flew the Syrian Arab flag within the last three years. As the public sector, three second hand vessels range between 3000 - 35000 DWT had been owned by Syrian Arab Navigation Company. Quite recently a joint new establishment known as Syria - Jordanian Shipping Company owned two new ships of 6300 DWT each are being build in Poland, considered to be the third stage of having own national fleet.

This fleet will serve Syrian need of maritime transportation, the coasters for near trade within MED-RED & BLACK SEA, the rest up to the CONTINENT.

Though, as the need for ship repair and drydocks suitable for the present conditions is showing itself, particularly and mainly for coasters, where such facilities will help to a large extend the maintenance and repair of them, bearing in mind the local available slipway (1000 tons capacity), is due to intensive activities is quite busy around the year, hence a suitable capable either/or floating docks is strictly needed thereto, meanwhile larger vessels can arrange within the scope of technical need to meet their requirements of regular drydocking and maintenance in foreign ports, untill the large scaled plan to cover such need is laid down.

Taking into consideration the new two ships, it is too early to foresee

whether an immediate action to be taken, hence quite considerable elements are playing big rolls in this concepts, they are may be outlined as follows:

1) PLANNING:

Such a plan to meet all needs by help of International Organizations such as UNIDO can offer a great assistance, upon data collections and field studies.

There is already before hands and similar study had been completed in a joint effort of CAMPSAX and B & W in I (1966). This could be revised again in high lights of new current situation in the area, the foresaid study concentrated on the following main elements:

- A) Drydock of 80 000 tons capacity, with dimensions of 250 x 42 x 12 MT.
- B) Two mechanical slipsways, each of 1000 tons capacity.
- C) Floating dock of 3000 tons capacity.
- D) Workshops incorporated with A, B and C.
- E) Project technical and specialized mannings.

II) Unless finance and backing of such a big projects are offered on either Credit Facilities or common exploitation, this will be remain on shelves.

Thus, a practical solution must be found if this project will be established, this is beyond the scope of the writers ability to furnish such solution, and a call for discussions requested, hence, a compromise can be found, bearing in mind that finance is always the developed countries major problem, where vital projects are put forward in all cases, when substantial need of Agriculture & other branches of Industry - Trade, etc. are taking into consideration.

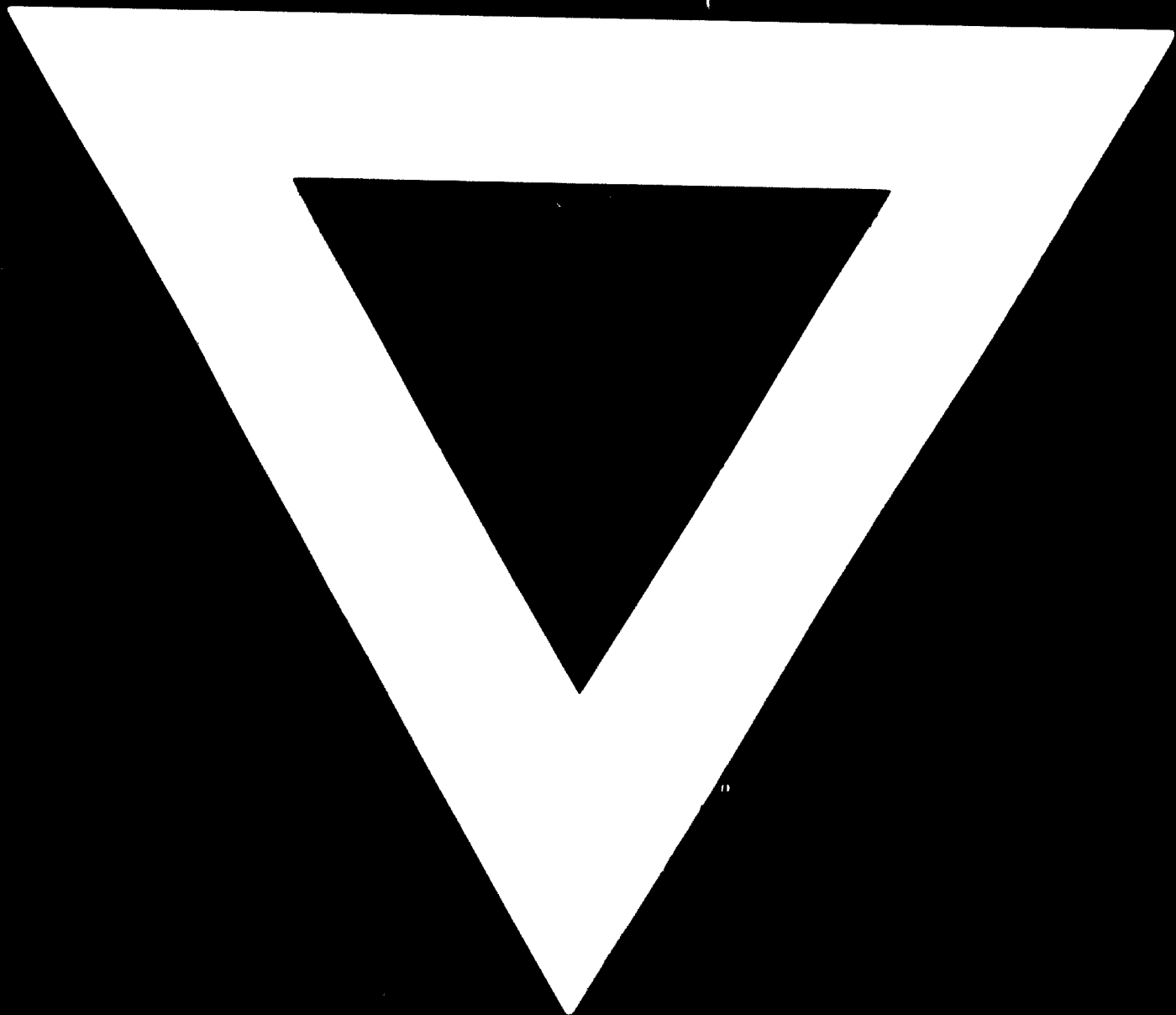
III) It is well known, that manning is a major element in this concept, owing to, the local available skilful personel, are few in quantity and they suffer lack of experience in quality.

Thus, improving the local personnel's experience on one hand, and preparation of additional skilled personnel in the other hand, will add further expenditures and costs, and a need again for support & assistance is showing itself.

Finally, the writers may suggest the following:

- 1) A looking to the existance & distribution of drydocks, shipyards and floating docks surrounding the Mediterranean coast, illustrates how it is necessary to complete the lost ring of ship building enterprises and build such drydock on the SYRIAN COAST, allowing damaged ships to be repaired wherever it is required.
- 11) Such organization as UNIDO, is invited present support in data collections, carrying out studies, making statistics, and suggest methods to solve the forementioned problems.

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