



Since 2004
One-Stop-Shop solutions for Ports, Shipbuilding, Onshore and Offshore system

GIC GROUP

PRODUCT BROCHURE





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One-Stop-Shop solutions service

Established in 2004, GIC is a comprehensive One-stop-shop solutions service platform for Ports, Shipbuilding, Onshore and Offshore system. We're specialized in offering complete Turnkey shipbuilding & Offshore & Port engineering services. We have rich experience in supplying a wide range of products to shipyards, ports, cement plants, power plants, metallurgy plants, vessels, transportation constructions, textile industry, mining industry, beneficiation industry and the oil gas industry.



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Letter of Recognition and Appreciation
表彰感谢函

KNOWALL MEN by these presents:
谨以此函敬告:

HGC (Zhenjiang Huigang Machinery Equipment Co., Ltd. and Zhenjiang Huigang Machinery Trading Co., Ltd.), a company duly organized and existing under the laws of the People's Republic of China and having the registered office at No. 608 Beisheng Village, Xiejiu Town, Yangzhou City, Jiangsu Province, People's Republic of China (hereinafter referred to as "HGC"), is a professional General Contractor, engaging in the international trade, with professional production bay building team for the Shipbuilding the various ships including the Ice-Class ships, and with professional service team for the performance during the Warranty obligations period, including diagnostics and warranty repairs.

汇港公司 (镇江汇港机械装备有限公司及镇江汇港机械贸易有限公司) 是一家根据中华人民共和国法律合法成立并存续的公司, 注册地址为中国江苏省扬州市西梁桥北胜村 608 号 (以下简称 "HGC"), 是一家从事国际贸易的专业总承包方, 其专业的船舶建造团队和服务团队, 主要建造包括冰级船舶在内的各类船舶, 履行保修期内的义务, 包括诊断和保修服务。



Letter of Recognition and Appreciation



You are welcome to contact us.

GIC will be your correct source and integrated system solutions for your business. Our GROUP of Companies will always work hard hand in hand to modify the quality and service, We will be serious in every big or small order and pay more attention to product quality, delivery time and after service problem. Welcome to visit our factories and give new advice, which will be greatly appreciated.



Manufacturing Bases



With ocean shipping from Yangtze river connect to sea. The production bay has been formed to manufacture and installation of the main structure and with lifting facility for heavy pieces and blocks, lifting machinery products annual production capacity more than 100,000 tons, large pieces can be manufactured and exported to solve the large pieces of maritime transport and export problems in the Yangtze River Delta as steel assembly venue, the whole shipment hub sites and land and water circulation. Location makes transportation costs of our products is further reduced, thereby producing and shore-delivery period advantages is ensured.

Production bays along side the Yangtze river with quay and deep-water berths, with heavy lifting facility, indoor and outdoor yard area can carry equipment testing & commissioning, the base has the steel plate pretreatment, CNC cutting and non-destructive testing and automatic and semi-automatic welding of metal structures production equipment, large CNC gantry milling machine and so on.



GIC newly-developed Dry dock:
80,000 to 100,000 DWT (width 80m x length (about 255m after upgrading), equipped with Goliath-Gantry-Crane (Lifting-capacity-300t-span 120m);
Building berth: 50,000 DWT (width 36m x current length about 238m), equipped with Goliath-Gantry-Crane (Lifting-capacity-200t-span 36m);
Coastline: 370m;
Coastline of the Yangtze River: 468.2m and corresponding waters;
Standardized factory building: 90,000 square meters;
Staff living area: 20,000 square meters;
Main ship types:
30,000 to 50,000 DWT oil and chemical tankers;
Offshore platforms, bulk carriers; Icebreakers, ice-class container ships, ice-class oil and chemical ships;



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GIC GROUP



Merchant Base



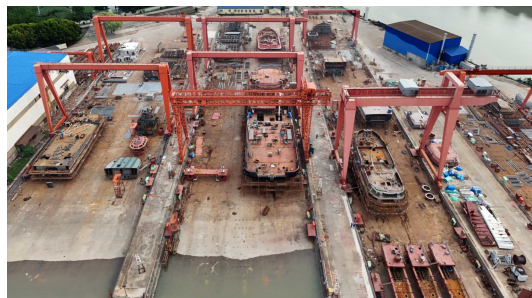
PRODUCTION BASES



Heavy Icebreaker Shipyard

Tug Base

Section Plant & Port Crane Base





- **GIC - International exhibition**

GIC participated in the International Marine Exhibition on September 23 to 26, 2025. The exhibition was a great success, attracting numerous clients and significantly enhancing GIC's brand awareness and market influence in the shipbuilding industry. On-site negotiations were lively and efficient, with many clients expressing clear intentions to collaborate after gaining a thorough understanding of GIC's capabilities. Some cooperation matters have already progressed to follow-up stages.





GLORIOUS MOMENT

ESTABLISHMENT

2004



Ship Loader, Ship Unloader & Multi-Purpose Port Crane – Shipped as Whole Units via Full Vessel from Yangzhong Base Overseas

2008



Ship-To-Shore Quayside Container Crane for Sri Lanka

2015

2015

Shipyards Portal Crane Shipped to Singapore
Max. Lifting Capacity: 300t,
Max. Working Radius: 100m



2018

Ship Loader, Ship Unloader & Multi-Purpose Port Crane – Shipped as Complete Units by Full Vessel from Yangzhong Base Directly to Belt & Road Countries



2024



Icebreaking Tug Boat
ARC4-60BT



Vessels & Special Marine Units







ICE-BREAKER TUG BOAT

Icebreaking ships from IACS PC7 to PC2

Multipurpose Icebreakers Equivalent to Icebreaker 5 to Icebreaker 8 fully in RS Class

“

The Ice-Breaker Tug Boat is a highly manoeuvrable, high performance, environmentally friendly tug of modern design with a bow shape optimized for both sailing in open water as well as in ice conditions

”



Towing of large-capacity trains

The Vessel is designed for towing on the hook, for push-pull and for pushing operations. As a harbor tug the Vessel is equipped with forward towing winch, the long distance between the towing point and the stern rudder propellers gives a good and safe manoeuvrability.



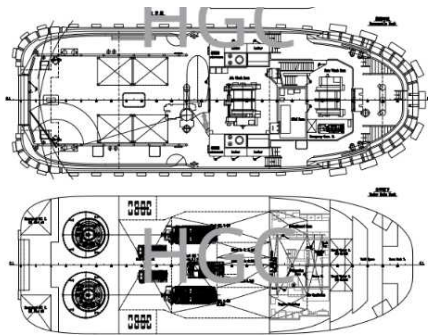
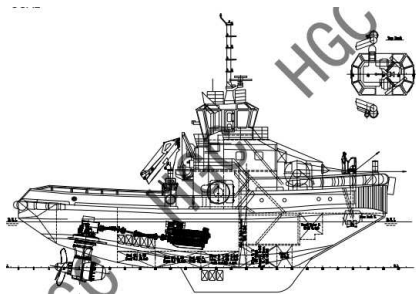
the Firefighting function

Beyond conquering the ice, the multipurpose icebreakers stand ready as powerful firefighting assets. Equipped with advanced firefighting systems, they possess the unique capability to respond swiftly and effectively to marine emergencies. This dual functionality makes them indispensable guardians for protecting critical infrastructure, vessels, and personnel operating in remote Arctic regions.

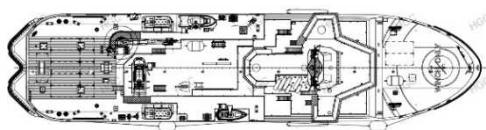
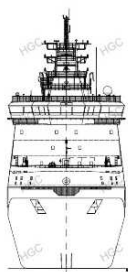
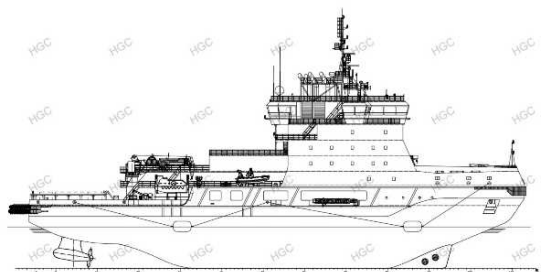
Pilotage of ships in ice

In summer/autumn navigation in Arctic — voyage in open floating first-year ice up to 0,9 m thickness. In winter/spring navigation in Arctic — voyage in open floating first-year ice up to 0,7 m thickness. Year-round voyage in freezing non-arctic seas in light ice conditions.





Ice-Class-IceBreakingTug(PC7-6-5)



Ice-Class-IceBreakingTug(PC3)

	5 MW	13 MW	16,400 kW	17,400 kW	18 MW	25 MW
Length	79.85 m	95.6 m	114 m	119.4 m	119.8 m	143 m
Width	16.8 m	22.5 m	28.02 m	27.5 m	27.5 m	29 m
Depth	6.7 m	12 m	12.4 m	12.4 m	12.4 m	
Gross tonnage		8689 t	9491 t			
Net capacity		2606 t	2847 t			
Deadweight	1820 t	2130 t	7243 t			
Full displacement			14,300 t	14,000 t	14,300 t	22,258 t
Draught at full displacement	4.5 m	8 m	8.5 m	8.5 m	8.5 m	9.7 m
Speed in clear water	14 knots	16 knots	16 knots	17 knots	17 knots	17 knots
Crew	12 people	22 people	26 people	35 people	35 people	38 people
Autonomy	30 days	20 days	20 days	40 days	40 days	60 days
GDG power	Main-Engine: 2×2.6MW, Propeller-rudder complex: 2× adjustable pitch ice propellers in nozzles + 2× streamlined semi-suspended semi-balancing rudders with flaps; Power bow/ stern thrusters: 2×790/ 1×790kW	Main Diesel Generator: 4×4.32MW, Main Propulsion electricmotors: 2×6.5MW. Thermal boiler: 2×4.5MW	Power: 2×6MW, 2×4.5 MW, Propeller: 4×4.1 MW, 2×4.5MW	26000 hp/ 17.4 MW. The total propulsion power 18 MW provided by two full-circle azimuth thrusters	18 MW Power-Plant: 2×9MW, MDG: 4×6.75MW. Parking DG: 2×760kW. Emergency DG: 1×200kW/ Thermal boiler unit: 2×400kW.	Diesel-electric(4×8.7MW) Power: 25MW Rudder propeller includes teo Azipod rudder propellers with a capacity of 7.5 MW each and a 10 MW shaft line, can be rotated 360°.
Ice thickness in constant motion		1.5m	Icebreaker6	1.5m	Icebreaker7	2 m



ICE-BREAKER

TUG



Merchant

MultiPurpose Ship with DWT5200



MAIN DATA	
Length o.a.	89.98m
Breadth moulded	15.45m
Depth moulded	7.4m
Draft	6.2m
Deadweight	5200t
Maximum Speed	12kn
Fuel Consumption at Economic Speed	4.7t/d

MultiPurpose Ship with DWT5900

MAIN DATA	
Length o.a.	99.78m
Breadth moulded	15.45m
Depth moulded	7.4m
Draft	6.2m
Deadweight	5900t
Maximum Speed	12kn
Fuel Consumption at Economic Speed	5.2t/d



MultiPurpose Ship with RoRo & Container DWT6600

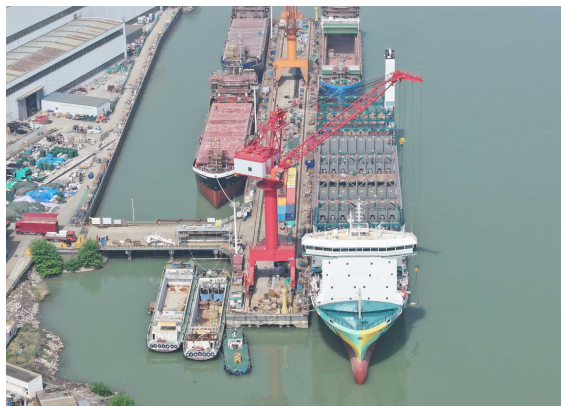


MAIN DATA	
Length o.a.	120m
Breadth moulded	22m
Depth at main deck	7.5m
Depth at weather deck	13.85m
Lane length	1150m
Container capacity	228TEU
Deadweight at summer draft approx.	6600t



Merchant

Container Ship with TEU1064



MAIN DATA	
Length o.a.	154.95m
Breadth moulded	24.5m
Depth moulded	7.6m
DWT	13 300 t
SMCR	8,2 kW

Container Ship with TEU1400

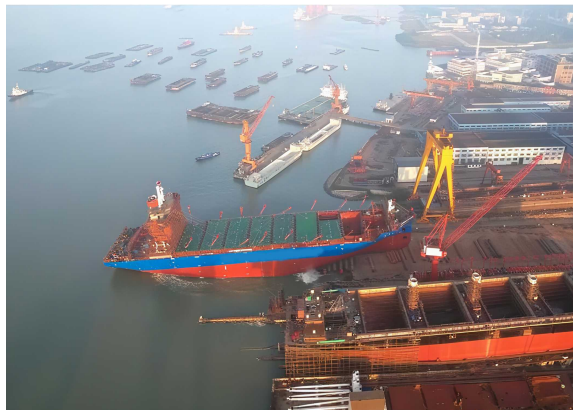


MAIN DATA	
Length o.a.	~172,00 m
Breadth (MLD.)	25,30 m
Depth (MLD.)	14,80 m
Designed Draft (MLD.)	8.00 m
Container Capacity on Deck	~732 TEU
Container Capacity in Holds	~608 TEU
Container Capacity Total	~1340 TEU
DWT (Design draft)	~17,500 t
SMCR	6390kW×137.0rpm



Merchant

Container Ship with TEU2680



MAIN DATA	
Length o.a.	188m
Breadth moulded	35m
Depth moulded	17m
DeadWeight	36600t

Container Ship with TEU4350



MAIN DATA	
Length o.a.	239.9m
Breadth moulded	37.3m
Depth moulded	19.5m
DeadWeight	54285t
Draft	12.5m



Merchant

Bulk Carrier with DWT8330



MAIN DATA	
Length o.a.	141.99m
Breadth moulded	18m
Depth moulded	6m
Design Draft	3.6m
Maximum Speed	10.5kn
Daily fuel consumption of twin engines at CSR (0.9 MCR)	8.73t/d

Bulk Carrier with DWT40400



MAIN DATA	
Length o.a.	179.9m
Breadth moulded	30m
Depth moulded	15.2m
Design Draft	10.95m
Compliant with EEDI III	



Merchant

Oil Chemical Tanker with DWT8500

MAIN DATA	
Length o.a.	141.99m
Breadth moulded	18m
Depth moulded	7m
Design Draft	4.7m
Deadweight	8500t
Maximum Speed	10kn
Fuel Consumption	10.3t/d



Oil Chemical Tanker with DWT9200

MAIN DATA	
Length o.a.	133.9m
Breadth moulded	19.2m
Depth moulded	10.7m
Design Draft	6.7m
Deadweight	9200t





Offshore Platform & Engineering

MultiPurpose IceBreaking Tug (IBT) (Arc 5)



MAIN DATA	
Length o.a.	52.2m
Breadth moulded	14m
Depth moulded	6.6m
Design Draft	5m
Deadweight	470t

Semi-Submersible Ship with Lifting-Capacity 5000T



MAIN DATA	
Length o.a	54m
Breadth moulded	35m
Depth moulded	4.8m
Design Draft	4m

Floating Crane Ship with Lifting-Capacity upto 1000T



MAIN DATA	
Length o.a	130m
Breadth moulded	37.2m
Depth moulded	8.8m
Maximum Operating Water Depth	50m
Speed	7kn
All-Electric Propulsion	
DP1 dynamic positioning	



Offshore Platform & Engineering

Piling Ship with Piling 110m Rotary type

MAIN DATA	
Length o.a	99m
Breadth moulded	34m
Depth moulded	7.2m
Maximum Operating Water Depth	30m



Piling Ship with Piling 137m



MAIN DATA	
Length o.a	109m
Breadth moulded	37.7m
Depth moulded	7.7m
Maximum Operating Water Depth	35m

MultiPurpose Anchor-Handling-Tug-Supply Ship (AHTS)

MAIN DATA	
Length o.a	74.6m
Breadth moulded	17m
Depth moulded	7.6m
Design Draft	5m



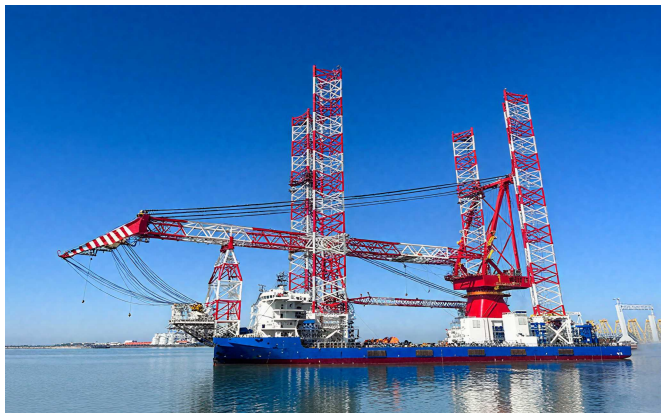


Offshore Platform & Engineering

Offshore Platform with Lifting-Capacity upto 1800T

MAIN DATA

Length o.a	135m
Breadth moulded	50m
Depth moulded	11m
Lifting capacity	1800t
Maximum installable unit	20MW



Hoisting height	193m
Leg length	135m
Operating water depth	70m
Variable load	6500t
Deck area	4000m ²
Speed	8.6kn

Electric propulsion

DP2 dynamic positioning





Offshore Platform & Engineering

MultiPurpose Aquaculture Platform



MAIN DATA	
Length o.a.	154m
Breadth moulded	44m
Depth moulded	24.25m
Aquaculture Water Body	80000m ³

Offshore Platform with Living-Support 200P



MAIN DATA	
Length moulded	65m
Breadth moulded	36.2m
Depth moulded	7.2m
Leg length	103m
Maximum Operating Water Depth	65m
Variable Load	1300t
Speed	6kn
Electric propulsion	
DP2 dynamic positioning	



Public Service & Navy Support

MultiPurpose Surveying Ship



MAIN DATA	
Length o.a.	80.8m
Breadth moulded	15.2m
Depth moulded	7.3m
Design Draft	4.7m
Deadweight	918t
Maximum Speed	14kn
Range	9000nm
Crew quota	25p
Special personnel	106p
Unlimited navigation area	

Pilot Ship



MAIN DATA	
Length o.a.	118m
Breadth moulded	19m
Depth moulded	7.8m
Design Draft	4.5m
Deadweight	1600t
Speed	15kn
Range	2500nm
Crew quota	54p
Pilot capacity	100p



Public Service & Navy Support

Border-Control patrol Ship



MAIN DATA	
Length o.a.	53m
Breadth moulded	8.5m
Depth moulded	4.3m
Design Draft	2.1m
Displacement	400t
Speed	18kn

Port Ship



MAIN DATA	
Length o.a.	47m
Breadth moulded	8m
Depth moulded	4m
Design Draft	2.1m
Displacement	310t



Shipyard & Yard Equipment



Container Ports



Containerization greatly reduced the expense of international trade and increased speed worldwide. Maritime and inland container terminals operations have considerably improved to provide storage facilities for both loaded and empty containers. The essential factors for container terminals are low operational costs, high performance and permanent availability, and in detail it depends on efficient and safe handling of containers, maximization of handling rates and short turnaround times of ships, economical unloading, low maintenance and operational costs and long service life.



	Nos. of Rows	Container width	Stack width	Length	Draft	TEUs
1 st Generation	6	2.4	14.4	135-200	9	500~800TEU
	8	2.4	19.2			
2 nd Generation	10	2.4	24	215	10	1000~2500TEU
3 rd Generation	13	2.4	24	250-290	11~12	3000~4000TEU
	15	2.4	36			
4 th Generation	16	2.4	38.4	275-305	11~13	4000~5000TEU
	18	2.4	43.2			
5 th Generation				335	13~14	5000~8000TEU
6 th Generation	23	2.4	55.2	397	15.5	11,000~14,500TEU

We provide the following equipments solutions for container handling at Container quay, Container yard, Container railway station.

Ship-to-Shore quayside container cranes(STS Cranes with Machinery trolley/Rope trolley)

Rail-mounted container yard gantry cranes(RMG Yard cranes)

Rubber-tyred container yard gantry cranes(RTG yard cranes)

Multi-purpose portal Jib cranes with container slings(Single boom/Double jib, Rope balance/Drum balance level luffing)

Fixed revolving jetty cranes with container slings

Straddle carriers

Reach stackers



Bulk material in bulk terminals corresponds to a large percentage of the global movement of goods. Ores, coal, raw sugar, sand, stones and more recently also wood chips for special power stations have to be transported from the places of their extraction to the places of their further utilization.

Bulk Cargo Ports

We provide the following equipments solutions for bulk handling at coal jetty, cement yard, and related bulk terminals in inland ports and seaports.

Grab type gantry ship unloaders

Continuous ship unloaders

Double jib level luffing cranes with integrated hopper(Kangaroo pouch type jib crane)

Single jib cranes with hopper

Multi-purpose portal Jib cranes with grab(Single boom/

Double Jib, Rope balance/ Drum balance level luffing)

Fixed revolving jetty cranes with grab

Ship loaders



	Ship Size	Ship Width	Hatch Width (0.45*Width)
Saimax	2000~4000	12.6	5.7
Handysize	15,000~35,000	27	12.1
Seawaymax	40,000~50,000	24	10.8
Handymax	50,000~60,000	30	13.5
Panamax	60,000~75,000	32.3	14.5
Post-Panamax	75,000~85,000	38	17.1
Capesize	140,000~160,000	47	21.2
Japanmax	80,000~85,000	50	22.5





General Cargo Ports

All the operations related to handling and storage of the conventional general cargo (including steel products such as steel plates, bars, pipes, beams and coils for construction and marine engineering industries, project cargo and machinery), paper material, timber, metallurgical products, dangerous cargo, heavy cargo, frozen and conditioned food and those connected with the facility for the goods processing operations are carried out in the general cargo terminal.

General cargo berths handle vessels that carry a diverse range of cargo, are supported by well-developed infrastructures such as wide aprons, open storage yards and modern ware-houses for cost effective cargo handling.



DWT	Length	Width	Design draft	Design cargo capacity	Power
1000 DWT	60m	11.3m	3.4m	1000t	2*294kW
2000 DWT	79m	14.1m	4m	2000t	2*441kW
3000 DWT	84m	15.7m	4.2m	3000t	2*570kW
5000 DWT	100m	18m	5.2m	5000t	2*750kW
7000 DWT	105.6m	18.6m	5.46m	7000t	2*993kW
10,000 DWT	114m	20m	6m	10000t	2*1072kW
12,000 DWT	128m	22.6m	6.3m	12000t	2*1324kW
19,000 DWT	149.8m	24.2m	8m	19000t	2*2206kW
23,000 DWT	149.8m	24.4m	9.8m	23000t	2*2800kW
Remark : Ship Speed Range 11kn-12.5kn					

We provide the following equipment solutions for general cargo handling at breakbulk jetty, conventional cargo terminal, and related terminals in inland ports and seaports.

Fixed revolving jetty cranes

Portal Jib Cranes(Single boom/Double jib, Rope balance/Drum balance level luffing)

BTC cranes(Electro Magnet cranes) for steel unloading quay(20t-25m),(36t-36m)

For handled steel plate size(20mx4.5m)(4.4m~12.5m in length, 0.65m~2.4m in width)

Gantry cranes

Over-head cranes

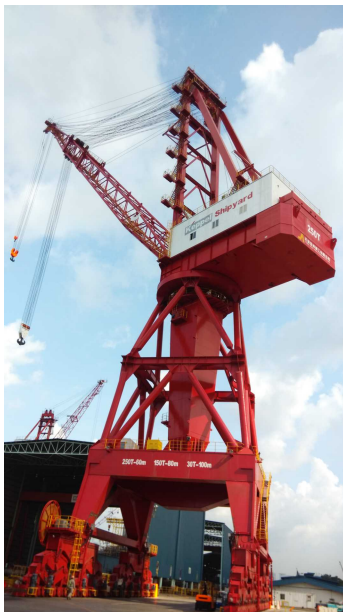
Floating crane barge





Shipyard

Block construction in shipbuilding makes considerable use of prefabricated sections. Entire multi-deck segments of the hull or superstructure will be built elsewhere in the yard, transported to the building dock or slipway, and then lifted into place. Most shipyards pre-install equipment, pipes, electrical cables, and any other components within the blocks, to minimize the effort needed to assemble or install components deep within the hull once it is welded together.



We provide the following equipments solutions for accomplishment of building, repair, conversion, and breaking works at Structure shop, Dry dock, Slipway, Unloading quay, Outfitting quay.

Repair yard.

Fixed revolving jetty cranes

Portal Jib Cranes(Single boom/Double jib, Rope balance/Drum balance level luffing)

BTC cranes(Electro Magnet cranes) for steel unloading quay(20t-25m),(36t-36m)

For handled steel plate size(20mx4.5m) (4.4m~12.5m in length, 0.65m~2.4m in width)

Gantry cranes

Goliath gantry cranes(600t-175m),(2200t-230m)(Single / Double girder construction, Single / inTandem use)

Over-head cranes

Main gates for dry docks

Floating dock

Floating dock cranes(Lifting capacity up to 50T-40m, rail span 3m -6m)

Floating crane barge



**If you want to go fast, go alone.
If you want to go far, go together.**

GIC GROUP

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One-Stop-Shop solutions for Ports, Shipbuilding, Onshore and Offshore system

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