
HJ SHIPBUILDING&
CONSTRUCTION
SHIPBUILDING DIVISION
ALWAYS
MOVING FORWARD

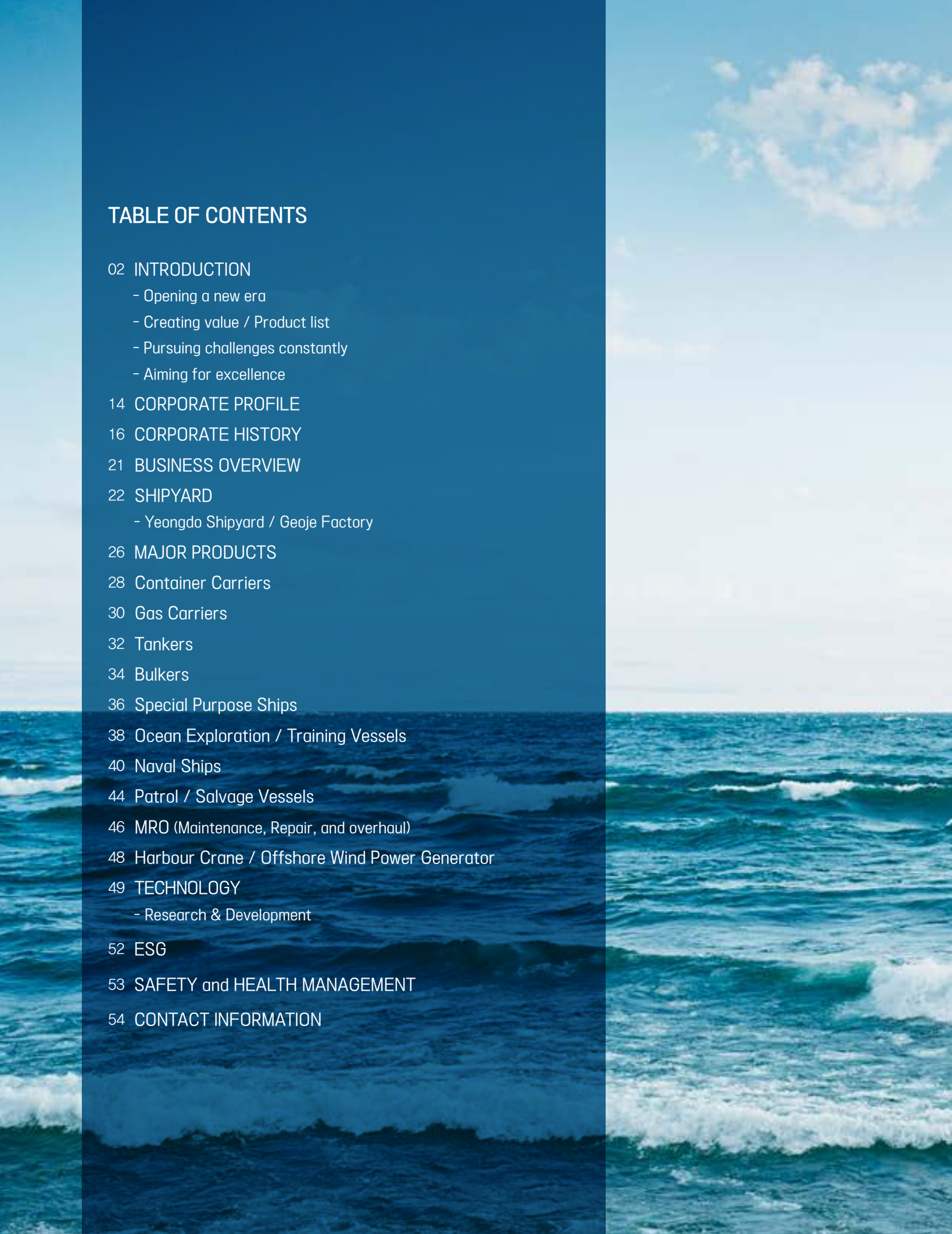


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How are we
leading change?

opening

Usher in a new era with numerous new records

It is certainly not easy to walk down the road not taken and do something before someone else. However, we always accept challenges and risks, thereby marking an epoch in shipbuilding.

We continue to discover yet-unexplored paths and fulfill our grand dreams. We will make groundbreaking events.

Plenty of our first-ever achievements will bring us the greatest glory. The Highest Journey to becoming a 100-year-old company has just begun.

TIMELINE OF FIRSTS THAT OPENED NEW CHAPTER IN SHIPBUILDING

1938
Built Korea's first steel ship

1969
Built Korea's first ship for export

1972
Built the Korean Navy's first patrol ship
Built Korea's first 18,000ton large cargo ship

1974
Built Korea's first 30,000ton large ship for export

1977
Built Korea's first oil rig and car carrier

1984
Built Korea's first reefer ship and Asia's first amphibious hovercraft

1995
Built Asia's first membrane-type LNG carrier

1998
Built Korea's first cable laying ship

2004
Developed the world's first underwater welding DAM construction method

2007
Built the Korean Navy's first large transportation ship, ROKS Dokdo

2009
Built Korea's first icebreaker

2017
Built the world's first 5.1K LNG bunkering vessel

2018
Built the world's largest 21,000 TEU container ship

2022
Built Korea's first multipurpose oil spill response vessel
Executed the JLOTS(Joint Logistics Over The Shore) system contract with the Navy of ROK

2024
Built Korea's first 3D/4D geographical exploration research vessel, TAMHAE- III

2025
Built two 7,700TEU LNG-fueled Container Ships
Built two 9,000TEU Methanol-fueled Container Ships
Won a contract for 18K LNG bunkering vessel
Won a contract for U.S. Navy logistics support maintenance, repair, and overhaul (MRO)

2026
Acquired MSRA (Master Ship Repair Agreement) certification from the US navy


a new era



creating **value**

Craft the perfect core values by leveling up our mindset



PRODUCT LIST

Container Carriers

- Container Carrier
- Multipurpose Container Carrier

Gas carriers

- LNG Carrier
- LPG Carrier
- LNG Bunkering Vessel

Tankers

- VLCC / Crude Oil Carrier
- Product Tanker
- Chemical Tanker

Bulkers

- Bulk Carrier
- Ro-Ro Vessel
- Reefer Vessel
- Woodchip Carrier
- Cement Carrier

Special purpose ships

- Ice Breaking Research Vessel
- 3D/4D Geophysical Exploration Research Vessel
- Multi-purpose Large Oil Spill Response Vessel
- Fisheries Supervision Vessel
- Hydrographic / Research Vessel
- Dredger

Ocean Exploration / Training Vessels

- Korea Maritime & Ocean University
- Mokpo National Maritime University
- Chonnam National University
- Kunsan National University
- Jeju National University
- Pukyong National University
- Korea Institute of Maritime & Fisheries Technology

Naval ships

- LPH
- LST - II
- ATS - II
- MTB
- FFK
- PCC
- PKG
- PKMR
- LSF - II
- LSF - I
- LCU

Patrol / Salvage vessels

- Offshore
- Inshore



CONTAINER CARRIERS



21,000 TEU ANTOINE DE SAINT EXUPERY



11,000 TEU CAPE AKRITAS



9,000 TEU HMM LEAF (Methanol DF)



8,100 TEU MSC MAEVA



7,700 TEU HMM OCEAN(LNG DF)



6,200 TEU MAERSK KOWLOON



5,500 TEU MACKENZIE



5,100 TEU COSCO NEWYORK



4,300 TEU ARGOLIKOS



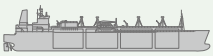
3,400 TEU CMA CGM EXCELLENCE



2,700 TEU HANJIN SINGAPORE



Container carrier ANDROMACHE



GAS CARRIERS



LNG carrier 153,000 m³ STX KOLT



LNG carrier 138,000 m³ HANJIN SUR



LNG carrier 138,000 m³ HANJIN MUSCAT



LNG carrier 130,637m³ HANJIN PYEONGTAEK



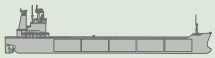
LPG carrier 38,000 m³ KAPRIJKE



LPG carrier 38,000 m³ TRAMMO DIETLIN



LNG bunkering vessel 5,100 m3 ENGIE ZEEBRUGGE



TANKERS



VLCC DWT 300,000 GENER8 HECTOR



Crude oil carrier DWT 159,000 BRIGHTWAY



Crude oil carrier DWT 114,000 DUBAI PRINCESS



Product tanker DWT 114,000 LEOPARD



Chemical tanker DWT 45,000 QUDS

BULKERS



Bulk carrier DWT 205,000 RTM COOK



Bulk carrier DWT 180,000 CHRISTINA BULKER



Bulk carrier DWT 135,000 HANJIN ROBERTS BANK



RoRo vessel ADA GORTHON



Reefer vessel SPRING DELIGHT



Woodchip carrier KEOYANG NOBLE



Cement carrier GOLIATH

SPECIAL PURPOSE SHIPS



Ice breaking research vessel



3D/4D geographical exploration research vessel



Multi-purpose large oil spill response vessel



Fisheries supervision vessel



Hydrographic survey vessel



Oceanographic research vessel



Dredger

OCEAN EXPLORATION / TRAINING VESSELS



Korea Maritime & Ocean University



Mokpo National Maritime University



Chonnam National University



Kunsan National University



Jeju National University



Pukyong National University



Korea Institute of Maritime & Fisheries Technology

NAVAL SHIPS



LPH (Landing Platform Helicopter) **ROKS Dokdo**



LPH (Landing Platform Helicopter) **ROKS Marado**



LST - II (Landing Ship Tank)



ATS - II (Salvage and Rescue Ship)



MTB (Multi-purpose Training Boat)



FFK (Fast Frigate Korea)



PCC (Patrol Combat Covette)



PKG (Patrol Killer Guided Missile)



PKMR (Patrol Killer Medium Rocket)



LSF - II (Landing Ship Fast)



LSF - I (Landing Ship Fast)



LCU (Landing Craft Utility)



JLOTS (Joint Logistics Over The Shore)

PATROL / SALVAGE VESSELS



3,000ton class coast guard patrol vessel



1,500ton class coast guard patrol vessel



1,000ton class coast guard patrol vessel



500ton class coast guard patrol vessel



300ton class coast guard patrol vessel



Offshore patrol vessel



1,900ton class hybrid fisheries supervision vessel



We are leading change with enduring passion and constant innovation

Breaking down the barriers of time and place, we have driven change significantly. Our pioneering spirit enables us to set or break records. We actively strive for sustainability for the sake of our customers, shareholders, community members, and society. We create value through bold thinking and quick execution. We thus innovate and grow.

Our unwavering commitment to change is a firm foundation that helps us develop into a top-class shipbuilder and open up the door to more prosperity for all stakeholders. We aspire to be a successful change leader and move forward into a bright future.

pursuing

Cultivate inspired ways of thinking

Neither a small workspace, a tight schedule, nor a harsh environment cannot impede our performance and hinder our progress. Under spatial constraints, when we construct a ship larger than a dock, we use the DAM method. Skid launching and underwater stern mounting allow us to overcome time limits.

With up-to-date technology, extraordinary enthusiasm, and a fearless mind, we turn a crisis into an opportunity and our limitations into sources of possibilities and advantages.

IMPACT OF CUTTING - EDGE TECHNOLOGY

9 times
Underwater stern mounting :
Number of stern-area mountings is reduced from 14 to 5.

80%
LOL(Lifting Off Launch) :
Cuts the launch period of a vessel by 80%.

10-fold
Vetical automaticl welding method :
Cut welding time by 10 times.

25m
DAM method :
Use dam structures in building a 325-meter-long vessel in a dock with a length of 300 meters.

3,000 tons
Weight of GPE blocks that can be lifted with an offshore crane



challenges constantly

aiming for

Unveil the best ships in the world

Since our establishment, we have been dedicated to building ships of the highest quality. Based on 90 years of craftsmanship, we implement a quality management system throughout the whole procedure and foster vibrant innovation ecosystems.

Our superior quality has been recognized by prominent global certification agencies. With an unwavering commitment to excellence, HJSC is upholding its reputation as a builder of world class ships.





excellence

CERTIFICATION

July 1954
Acquired Korea's first Lloyd's Register certification

February 1984
Acquired world's first DNV(Det Norske Veritas) certification in hull and painting

November 1993
Acquired ISO 9001, KS A 9001 certification in all areas of shipbuilding from DNV

February 2002
Acquired patent from Korean Intellctual Property Office for SKID system (Patent No. 0328309)

June 2002
Acquired certification from Korea's Defense Quality Assurance Agency

September 2005
Acquired patent from Korean Intellectual Property Office for iProCon(Integrated Prodution Control System) for shipbuilding (Patent No. 0516752)

June 2006
Acquired OHSAS 18001:1999, ISO 14001:2004 certification for all shipyards from DNV

October 2008
Acquired patent from Korean Intellectual Property Office for 'Lift and launching method by floating crane' (Patent No. 0864144)

December 2008
Acquired ISO 9001:2000, KS A 9001:2000 certification from DNV

December 2011
Acquired ISO 9001:2008, KS A 9001:2008 certified from DNV

October 2017
Migrated to ISO9001:2015 (quality management)

June 2018
Acquired KOSHA 1800
(occupational health and safety management)

June 2021
Migrated to ISO45001:2018
(occupational health and safety management)

November 2023
ESG : Republished the first 'Sustainability Reports'

September 2024
HJSC obtained Approval in Principle (AIP) for the basic design of hydrogen-powered vessels and ammonia-powered vessels from the Korean Register (KR)

November 2024
HJSC received an integrated ESG grade of 'A' from the Korea ESG Standards Institute (KCGS)

January 2025
HJSC obtained Approval in Principle (AIP) for the structural safety of an ammonia carrier (VLAC) from Lloyd's Register (LR)

January 2026
Acquired MSRA certification from the US navy

CORPORATE PROFILE

Long tradition of firsts

On the basis of advanced production systems, we will reinforce our ability to build high value-added vessels and develop innovative techniques and building methods to emerge as a global technology leader.
We are making the transition from "Korea's starting point for shipbuilding" to the "Center of the global shipbuilding industry."





Builder of world leading ships

We have contributed immensely to making Korea a shipbuilding powerhouse since our inception in 1937 as the first steel shipbuilding company in Korea. We produce a variety of Container carriers, LNG and LPG carriers, Tankers, Bulkers, Naval ships, and Special purpose ships, serving international clients.

We will do our utmost to raise the level of global competitiveness by developing and adopting innovative construction techniques required for high-tech and high-value-added ships. We are ready for the next challenge and will spearhead the future of the shipbuilding sector.

HJSC

Commercial Ships

- Container carriers
- Gas carriers
- Tankers
- Bulkers

Special Ships

- Special purpose ships
- Ocean exploration / Training vessels
- Naval ships
- Patrol / Salvage vessels

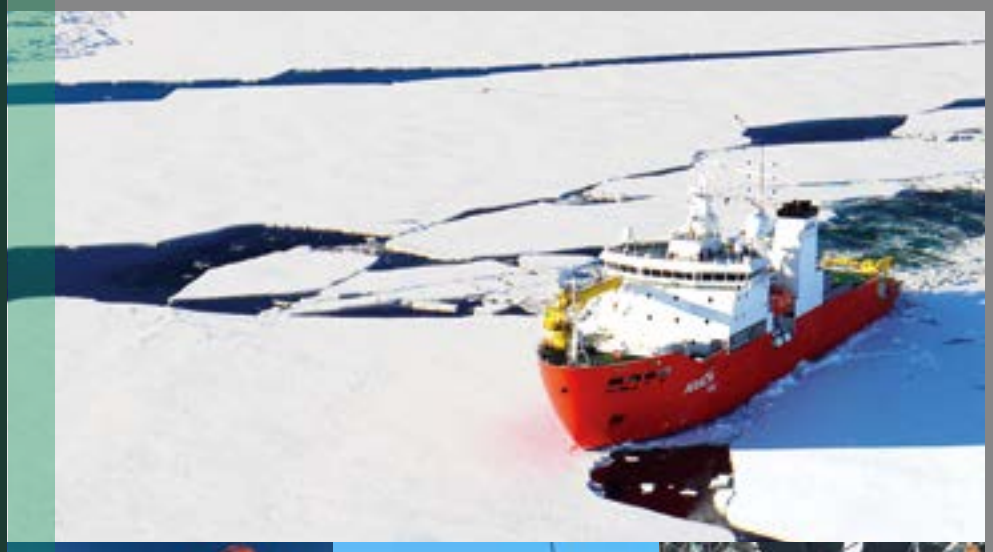
Maritime Projects· MRO

- Harbour crane
- Offshore wind power Generator
- Offshore support vessels
- Maintenance, Repair, and Overhaul (MRO)











CORPORATE HISTORY



A journey in creativity that has led Korea's shipbuilding industry.

The history of HJ Shipbuilding & Construction(HJSC) is synonymous with the history of Korea's shipbuilding industry. The 90-year journey in creativity has been full of challenges and achievements as we spearheaded advances in the global shipbuilding industry.

Now, we look forward to writing a new chapter in innovation.



July 10, 1937

- Founded as Korea's first shipbuilding company

Signaled the start of the modern shipyard with businesses spanning the entire spectrum of heavy industries from ship construction and repair to machine tool and steel structure production



November 1938

- Built Korea's first steel cargo ship

Completed two 390ton steel cargo ships and ushered in the era of steel ship construction in Korea



1940s

- A panoramic view of Yeongdo Shipyard in its early days

1937-1950

The beginning

Starting point of Korea's shipbuilding industry

The founding of Korea's first shipbuilding company in July 1937, a time when both capital and technology were lacking, sowed the seeds of aspiration to foster a shipbuilding powerhouse. However, in just one year since establishment, the company constructed two 3,000-ton building berths and one 6,000 ton dock, laying the framework for a shipyard that can build steel ships. In November 1938, Chosun Heavy succeeded in manufacturing Korea's first steel cargo ship(390 ton).

1951-1970

Early phase

Facility expansion and Korea's first ship export

In the 1960s, we expanded our production facilities to secureannual shipbuilding capacity of 66,000 tons, with the ability to build vessels weighing up to 12,000 tons. As for our annual repair capacity, we could handle up to 30 ships, with the maximum ship size being 20,000 tons.







1950s

- Bird's-eye view of Yeongdo Shipyard

August 1966

- First in Korea to acquire international certification for ships

The 1,600ton cargo ships Shinyang and Deokcheon received certification from the American Bureau of Shipping (ABS)

December 1969

- Built Korea's first ships for export

Exported twenty 250ton steel fishing vessels to Taiwan

1971-1989

Growth phase

Rapid growth through constr uction of large vessels

In the 1970s, we expanded Dock 2 from a 12,000-ton facility to a 60,000 ton dock; newly built a hull shop, oxygen plant, and large assembly yard; and lengthened quay wall 2. Our long record of firsts brought us recognition for our superior technology; we built Korea's first oil prospecting ship in 1977, Korea's first chemical tanker in 1978, the world's first 37,000-ton multipurpose cargo carrier in 1983, and the first Asian hovercraft in 1984.

1990-2005

Development phase

A leader in building highvalue added ships

We accomplished so many firsts, ranging from Asia's first membrane-type LNG carrier to the world's fastest container ship and submarine cable layer. We made technological revolutions, including GPE, SKID, and DAM methods, as well as new products, including wing-in-ground effect vehicles and RoPAX ferries; therefore, we elevated the reputation of Korea on the global stage.







November 1972

- Built Korea's first large cargo ship PAN KOREA, a DWT 18,000 bulk carrier

September 1995

- Built Asia's first membrane type LNG carrier

Featuring basic requirements of an LNG carrier and a fully automated system for the main propulsion engine to produce the safest and advanced ships

March 1996

- Built Korea's largest 5,000 TEU container ship

1999

- Development of SKID system

A system representing a shift toward GPE(grand pre-erection) blocks to significantly reduce work time on the dry dock

2004

- Development of DAM construction method

A system of building ships larger than the dock by fabricating blocks on land and using a dam(a structure to contain water) to enable underwater welding of floating vessels

2006-2020

Accumulation phase

Preparation for another jump-off with accumulated technology as a stepping stone

We are a proud maker of Korea's first icebreaker(Araon), diving support vessels, super large container carriers, LNG / LPG carriers, the world's first LNG bunker vessel, ocean exploration ships, and the Korean Navy's multipurpose large transportation ship 'ROKS Dokdo', amphibious high-speed Hovercrafts 'LSF-II', next-generation landing ships & high-speed patrol forces, multipurpose training boat; we are armed with experience and expertise.













June 2007

- Built the Korea Navy's multipurpose large transportation ship, ROKS Dokdo
- Built the Korea Navy's LSF-II

November 2009

- Ice breaking research vessel

March 2011

- Built a diving support vessel

2008 - 2014

- Built eight Navy's PKG(Patrol Killer Guided-missile)

December 2014

- Built ROKS Cheonwangbong, a tank landing ship

September 2016

- Built ROKS Gwangyang, a Auxiliary Towing Salvage Ship

February 2017

- Built the world's first LNG Bunkering vessel

January 2018

- Built the world's largest 21,000 TEU container carrier

2015 - 2019

- Built seven ocean exploration/ training vessels for Korean Government

2019 - 2020

- Built five 500 ton class coast guard patrol vessels

2021-

Take-off phase

A leap towards becoming a world leading shipbuilder

Adapting to a changing business environment, we are expected to create synergy effects between the existing segments and eco-friendly and high value-added ships.

We will further strengthen our competitiveness whilst we improve technological innovation and production efficiency.

Through the implementation of the mid-to-long-term development strategies, we will consolidate our position as a major shipbuilding company that has proven abilities.













2017 – 2026

- Awarded contracts for and constructed 32 PKMR(Next generation patrol killer) for Republic of Korea Navy.

June 2021

- Construction of the Navy's second large amphibious transport ship, ROKS Marado.

October 2021 – July 2024

- Resumed commercial shipbuilding business
- Awarded contracts for and delivered six 5,500 TEU eco-friendly container ships.

May 2022

- Constructed the multi-purpose large oil spill responsive vessel, ENDAM

December 2022

- Signed a contract for the JLOTS system for ROK Navy

2022 – 2025

- Awarded contracts for and constructed two 3,000ton class patrol vessels for Korea Coast Guard

December 2023

- Delivered 3 Hybrid fisheries supervision vessels for The Government of the Republic of Korea

2024

- Signed a contract for eight 7,900TEU eco friendly container ships
- Built the 3D/4D geophysical exploration research vessel, TAMHAE- III

2025

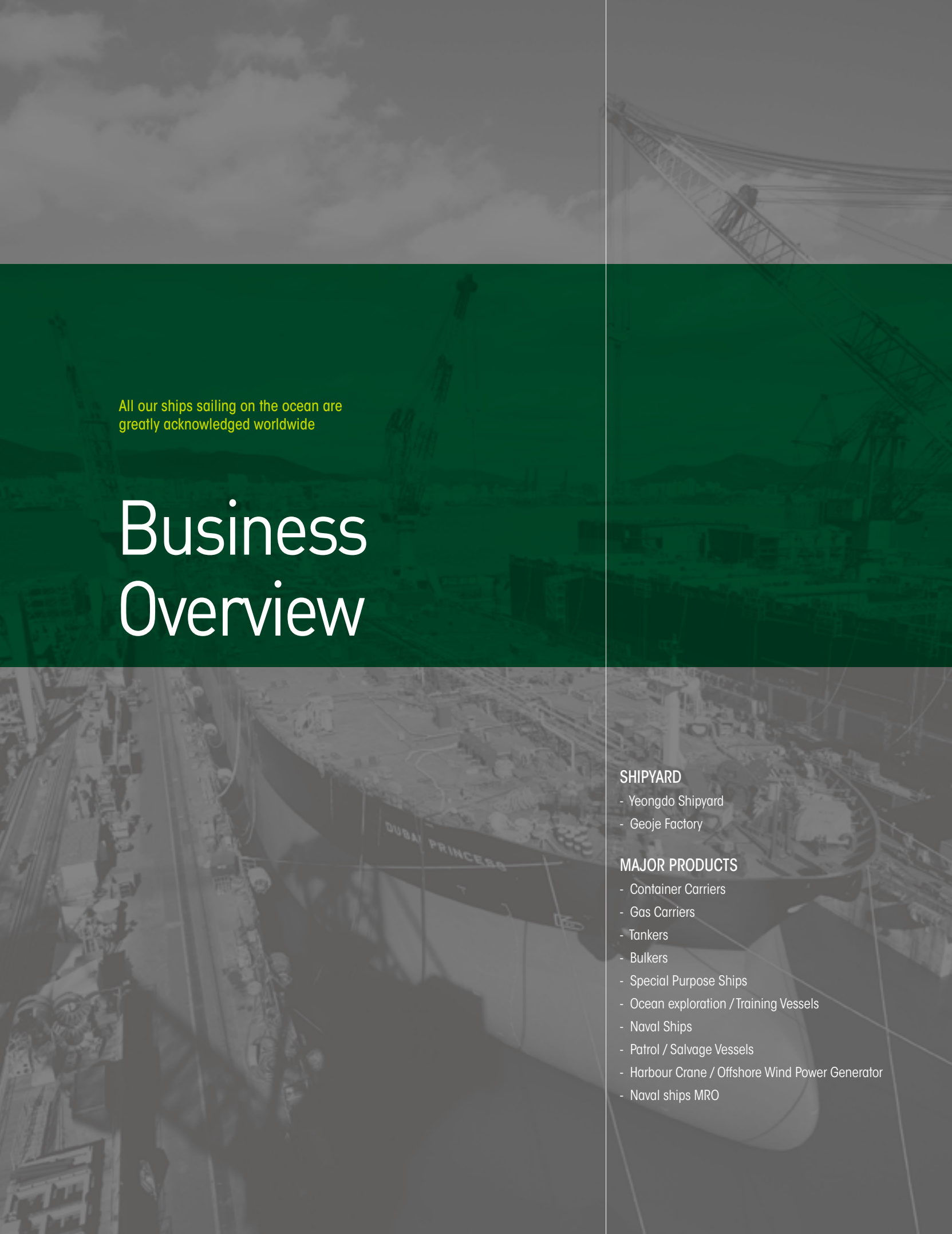
- Delivered two 7,700TEU LNG DF container ship
- Delivered two 9,000TEU Methanol DF container ship
- Signed a contract for 18K LNG bunkering vessel
- Won a contract for four 8,850TEU eco friendly container ships
- Won a contract for 1,900ton class multi-purpose large oil spill responsive vessel for Korea Coast Guard
- Won a contract for U.S. Navy logistics support maintenance, repair, and overhaul (MRO)

January 2026

- Won a contract for two 10,100TEU eco friendly container ships

All our ships sailing on the ocean are
greatly acknowledged worldwide

Business Overview



SHIPYARD

- Yeongdo Shipyard
- Geoje Factory

MAJOR PRODUCTS

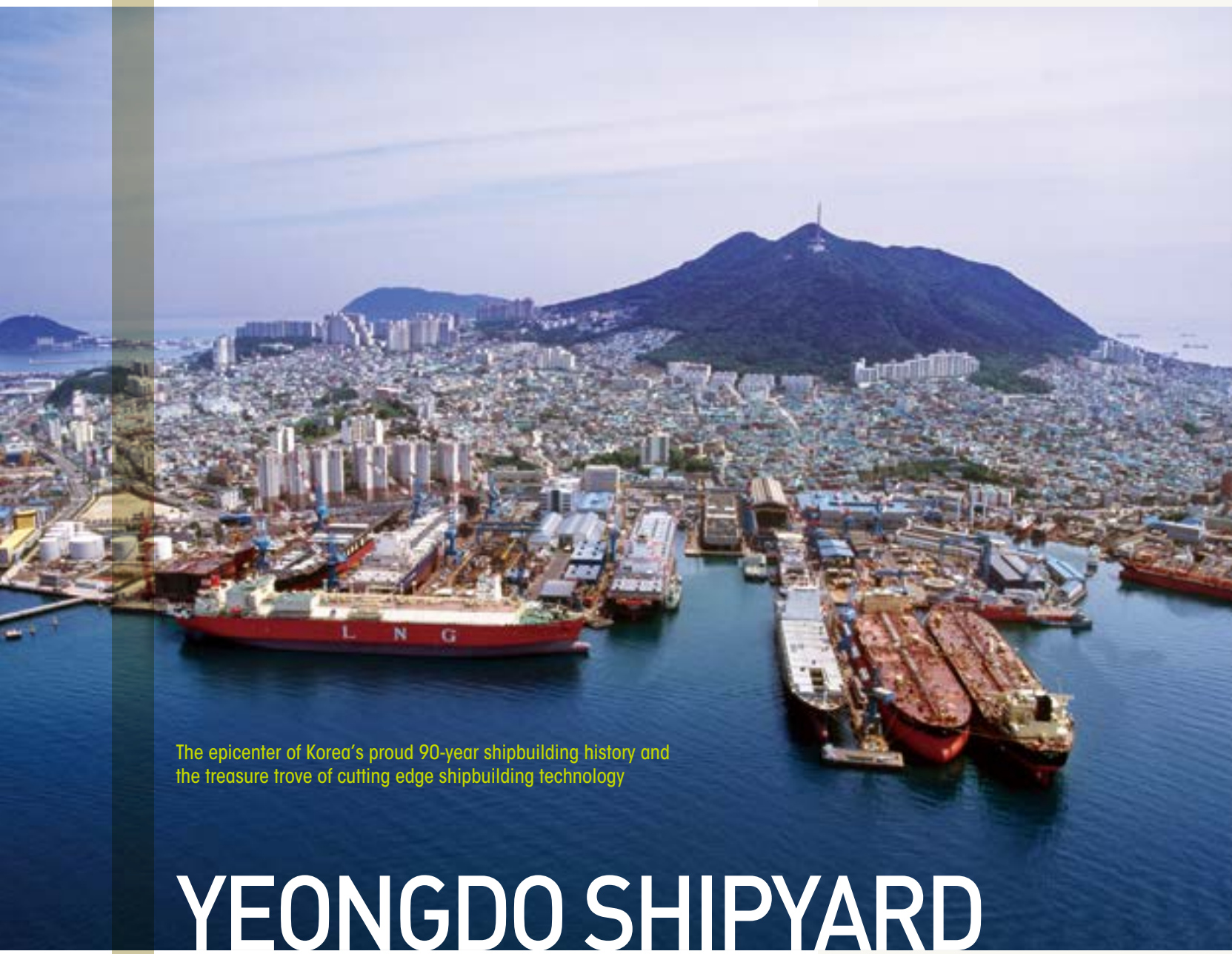
- Container Carriers
- Gas Carriers
- Tankers
- Bulkers
- Special Purpose Ships
- Ocean exploration / Training Vessels
- Naval Ships
- Patrol / Salvage Vessels
- Harbour Crane / Offshore Wind Power Generator
- Naval ships MRO





Shipyard

We leap at the starting point of the Korean shipbuilding industry to a shipbuilding center in the world



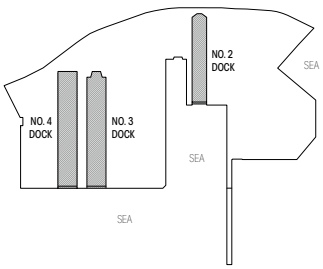
The epicenter of Korea's proud 90-year shipbuilding history and the treasure trove of cutting edge shipbuilding technology

YEONGDO SHIPYARD

The Yeongdo Shipyard is the birthplace of cutting-edge shipbuilding technology. It transformed the global shipbuilding landscape and came to represent the best in Korean shipbuilding. The variety of special purpose vessels and high value added ships manufactured at Yeongdo will continue to offer the best possible service as they navigate across the seven seas.

YEONGDO SHIPYARD

DRY DOCKS	DIMENSIONS (L x B x D) (m)	MAX. CAPACITY (DWT)	CRANES
NO. 2	230.00 x 35.00 x 9.00	60,000	80, 20T
NO. 3	300.00 x 50.00 x 10.50	180,000	100T x 3
NO. 4	300.00 x 50.00 x 10.50	180,000	100T x 3



- Korea's first modern shipyard and the capital of state-of-the-art technology
- Competitive advantage stemming from accumulated technology and know-how
- Capacity to build 1,000 vessels including high value-added ships such as diving support vessels and arctic expedition ice breakers
- Adoption of a 3,000 ton crane to decrease the number of loads at the dock, resulting in shorter project duration, higher quality, and safer construction



GEOJE FACTORY

Another engine that boosts production capacity

At Geoje Factory, we produce 20,000 tons of blocks annually-from small to GPE blocks. Utilizing docks and barges, we also assemble, preinstall, paint, and deliver blocks to Yeongdo Shipyard. Geoje Factory is a backbone that makes shipbuilding works in Yeongdo Shipyard successful.

GEOJE FACTORY

ARTICLES MANUFACTURED	PRODUCTION CAPACITY	AREA
Block Assembly for shipbuilding	20,000 ton / year	51,210m^2

• Small / Medium / Lage / GPE Steel Structure





Major products

Our ships have been recognized for their excellence by international shipping publications every year

- Container Carriers
- Gas Carriers
- Tankers
- Bulkers
- Special Purpose Ships
- Ocean exploration / Training Vessels
- Naval Ships
- Patrol / Salvage Vessels
- Harbour Crane / Offshore Wind Power Generator
- Naval ships MRO

We have the confidence to hold a leadership position. Starting with a 2,700-TEU class in 1990, we have constructed approximately 200 vessels in varying sizes, including 3,400-TEU, 6,200-TEU, 8,100-TEU, and 11,000-TEU ones. Also, we received an order for a 21,000-TEU containership in 2015 and successfully launched it in 2018. At present, we focus more on green technology-such as hybrid ships and methanol-powered ships. Playing to our strengths, we will further strive for containerships satisfying both functionality and quality.



CONTAINER CARRIERS

World-leading confidence and technology

HMM LEAF
9,000TEU Methanol DF Container Carrier
L x B x D x T(m) : 282.00 x 45.60 x 24.80 x 12.00





CMA CGM ANTOINE DE SAINT EXUPERY
21,000TEU Container Carrier
L x B x D x T(m): 400.00 x 59.00 x 33.00 x 14.50



CAPE AKRITAS
11,000 TEU Container Carrier
L x B x D x T(m): 330.00 x 48.20 x 27.20 x 13.00

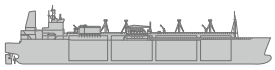


HMM OCEAN
7,700 TEU LNG DF Container Carrier
L x B x D x T(m) : 272.00 x 42.80 x 24.60 x 12.50



MACKENZIE
5,500 TEU Container Carrier
L x B x D x T(m) : 255.00 x 37.30 x 22.00 x 12.00

In 1988, we began building an LPG carrier, named 'Ulsan Gas.' Afterward, we built 'Hanjin Pyeongtaek,' Asia's first membrane-type LNG carrier, in 1995 and 'Hanjin Muscat,' 'Hanjin Sur,' and 'Hanjin Ras Laffan' in a row. Ceaseless research and development forged superior technology to unveil a state-of-the-art linear LNG tanker in 2008 and the world's first LNG bunkering vessel in 2017.



GAS CARRIERS

Result of technological integration

STX KOLT
153,000m³ LNG Carrier
L x B x D x T(m): 288.00 x 44.00 x 26.20 x 11.50





ENGIE ZEEBRUGGE
5,100m³ LNG Bunkering Vessel
L x B x D x T(m): 107.60 x 18.40 x 9.00 x 4.70



HANJIN MUSCAT
138,000m³ LNG Carrier
L x B x D x T(m): 280.00 x 43.00 x 26.20 x 11.30



HANJIN PYEONGTAEK
130,637m³ LNG Carrier
L x B x D x T(m): 268.00 x 43.00 x 27.00 x 11.00

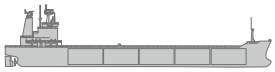


TRAMMO DIETLIN
38,000m³ LPG Carrier
L x B x D x T(m): 180.00 x 28.80 x 18.20 x 9.50



KAPRIJKE
38,000m³ LPG Carrier
L x B x D x T(m): 180.00 x 29.40 x 18.00 x 9.20

We established an early lead in the domestic tanker market by building the country's first oil carrier in 1974 and the first chemical tanker in 1978, Since then, we continued to build up a portfolio of diverse tankers. In 2000, our chemical tanker was selected as the best ship in the world. In 2014, by signing a contract on a DWT 300,000 VLCC, we again uplifted our stature internationally.



TANKERS

From Korea's first to the world's best

GENER8 HECTOR
DWT 300,000 VLCC
L x B x D x T(m): 333.00 x 60.00 x 29.50 x 20.50





BRIGHTWAY
DWT 159,000 Crude Oil Carrier
L X B X D X T(m): 274.00 X 48.00 X 23.50 X 16.00



LEOPARD
DWT 114,000 Product Tanker
L X B X D X T(m): 249.90 X 44.00 X 21.35 X 13.60

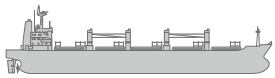


DUBAI PRINCESS
DWT 114,000 Crude Oil Carrier
L X B X D X T(m): 250.00 X 44.00 X 21.40 X 13.60



QUDS
DWT 45,000 Chemical Carrier
L X B X D X T(m): 183.20 X 32.20 X 18.90 X 10.97

We took the initiative in Korea's ascent in the shipbuilding industry by launching Korea's first large cargo ship in 1972. Having a wealth of experience and skills, we are able to prioritize and meet the needs of customers across the globe. In particular, Yeongdo Shipyard, which succeeded in maximizing manufacturing efficiency, has a competitive edge in ultra-large bulk carriers, such as 180,000-ton Capesize vessels.



BULKERS

Pathfinder in large ship construction

CHRISTINA BULKER
DWT 180,000 Bulk carrier
L x B x D x T(m): 292.00 x 45.00 x 24.75 x 16.50





RTM COOK
DWT 205,000 Bulk carrier
L x B x D x T(m): 299.90 x 50.00 x 24.85 x 16.10



MV RAHI
DWT 175,000 Bulk carrier
L x B x D x T(m): 289.00 x 45.00 x 24.60 x 18.10



HANJIN ROBERTS BANK
DWT 135,000 Bulk carrier
L x B x D x T(m): 267.00 x 43.00 x 23.10 x 16.00



KEOYANG NOBLE
DWT 48,000 Woodchip Carrier
L x B x D x T(m): 222.00 x 32.20 x 22.70 x 10.70

We continuously study and launch new types of ships, which include cable layers, icebreakers, diving support vessels, 3D/4D geographical exploration research vessels, and the nation's largest multipurpose oil spill response vessel. We are a reliable trendsetter and technology pioneer. Now, we will explore an unprecedented pathway toward Korea's most sustainable shipbuilder that achieves a high level of performance as well.



SPECIAL PURPOSE SHIPS

Spearheading global market trends

ARAON, Ice Beaking Research Vessel
L x B x D x T(m): 95.00 x 19.00 x 9.90 x 6.80





Diving Support Vessel
L x B x D x T(m): 115.40 x 22.00 x 9.00 x 7.15



Cable Laying Ship
L x B x D x T(m): 142.50 x 21.00 x 12.90 x 7.40

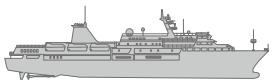


Multi-purpose Large Oil Spill Response Vessel
L x B x D x T(m): 102.00 x 20.60 x 8.30 x 6.20



3D/4D Geographical Exploration Research Vessel
L x B x D x T(m): 92.00 x 21.00 x 9.00 x 6.50

We keep our ocean exploration and research vessels aligned with the needs of colleges and institutes. Our innovative efforts enable us to contribute not only to the development of Korea's maritime resource and personnel but also to the expansion of Korea's maritime territory.



OCEAN EXPLORATION / TRAINING VESSELS

HANNARA, Korea Maritime & Ocean University
L x B x D x T(m): 133.00 x 19.00 x 11.05 x 6.20



SAEDONGBAEK, Chonnam National University
L x B x D x T(m): 96.45 x 15.00 x 7.60 x 5.50





SEGYERO, Mokpo National Maritime University
L X B X D X T(m): 133.00 X 19.00 X 11.05 X 6.20



SAEHAERIM, Kunsan National University
L X B X D X T(m): 96.45 X 15.00 X 7.60 X 5.50



ARA, Jeju National University
L X B X D X T(m): 96.45 X 15.00 X 7.60 X 5.50

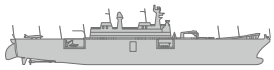


HANBADA, Korea Institute of Maritime & Fisheries Technology
L X B X D X T(m): 102.00 X 16.00 X 7.80 X 5.60



NARA, Pukyong National University
L X B X D X T(m): 70.70 X 13.50 X 7.40 X 4.70

From Korea's first patrol boat "Haksaeng" in 1972 to high-speed vessels, patrol combat corvettes, convoy ships, landing ships and submarines, HJSC has built a wide range of vessels for the Korean navy. The company has also exported naval combat and support ships to the middle east, Asia and South America. We also delivered large transportation ships 'ROKS Dokdo', 'ROKS Marado', tank landing ship, auxiliary towing salvage ships, amphibious high-speed hovercrafts, high-speed patrol vessels, and multipurpose training ships to the Navy. We are proud that our works provide credible maritime defense capabilities.



NAVAL SHIPS

Unique technology and experience to build naval combat and support ships

The most elite flagship of the ROKN, Marado
LPH (Landing Platform Helicopter) ROKS MARADO
L x B x D x T(m): 199.40 x 31.00 x 20.00 x 6.60











The Korean Navy's first multipurpose large transportation ship, Dokdo

LPH (Landing Platform Helicopter) ROKS DOKDO
L x B x D x T(m): 199.40 x 31.00 x 20.00 x 6.60

LST-II (Landing Ship Tank)
L x B x D x T(m): 126.90 x 19.40 x 12.40 x 5.40

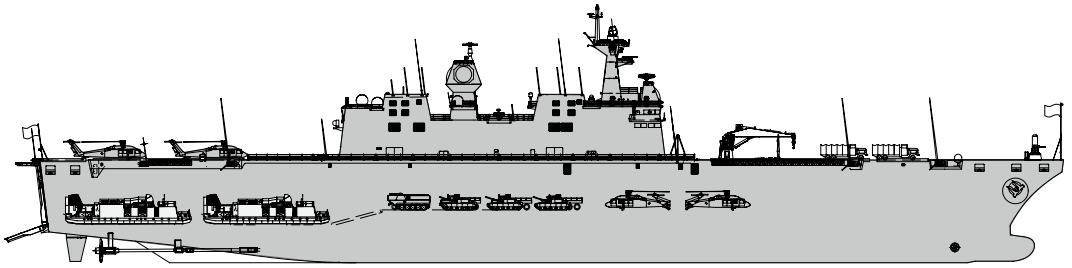
ATS-II (Auxiliary Towing Salvage)
L x B x D x T(m): 107.62 x 16.80 x 8.00 x 4.76

MTB (Multi-purpose Training Boat)
L x B x D x T(m): 40.00 x 13.85 x 4.15 x 2.04

LSF-II
(LANDING SHIP FAST)

Air-cushioned High-Speed Landing Ship Fast

This air-cushioned landing ship fast (hovercraft), operated by the Republic of Korea Navy, can swiftly travel between sea and land.
Two high-speed landing ship fast (LSF-II) are embarked on a Navy Large Landing Platform Helicopter (LPH), supporting amphibious operations for tanks and troops.

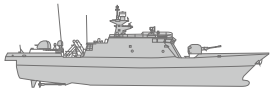




L x B x H(m) : 27.90 x 14.60 x 7.90 I SPEED(knot): 40







PATROL KILLER GUIDED MISSILE

PKG – Guided – Missile Fast Attack Craft

A guided-missile fast attack craft developed to safeguard the coastal and nearshore waters of the Republic of Korea.

It is fitted with waterjet propulsion for high maneuverability and is armed with anti-ship guided missiles as well as 76mm and 62mm naval guns.

PKG (Patrol Killer Guided missile)
L x B x D x T(m) : 63.00 x 9.10 x 5.00 x 2.50
DISP.(tons) : 560, SPEED(knot) : 40







PATROL KILLER MEDIUM ROCKET

PKMR – Next Generation Fast Attack Craft







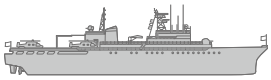


Next Generation Fast Attack Craft PKMR of ROK Navy

The PKMR is equipped with advanced combat systems including 130mm guided rockets and a decoy launching system against anti-ship missiles (MASS). Then, it has significantly enhanced firepower and survivability compared to previous patrol craft.

PKMR (Patrol Killer Medium Rocket)
L x B x D x T(m) : 44.70 x 7.06 x 4.00 x 2.10
DISP.(tons) : 276, SPEED(knot) : 40

The latest patrol and salvage vessels built by HJSC are carrying out maritime security missions within the Republic of Korea's territorial waters and Exclusive Economic Zone (EEZ). They are also engaged in diverse operations such as search and rescue for persons in distress at sea and pollution prevention in disaster-affected areas, demonstrating their excellent performance and multifunctional capabilities.



PATROL / SALVAGE VESSELS

High stability and maneuverability suitable for various operations, including maritime patrol.

3,000 ton Class Coast Guard Patrol Vessel
L x B x D x T(m) : 122.20m x 15.00m x 7.10m x 4.40m



1,900ton Class Hybrid Fisheries Supervision Vessels
L x B x D x T(m) : 91.44 x 15.00 x 7.40 x 4.65





1,500 ton Class Coast Guard Patrol Vessel
L x B x D x T(m): 98.10 x 14.00 x 6.80 x 4.30



1,000 ton Class Coast Guard Patrol Vessel
L x B x D x T(m): 91.00 x 11.85 x 5.50 x 3.30



500 ton Class Coast Guard Patrol Vessel
L x B x D x T(m): 62.00 x 9.10 x 5.00 x 2.60



300 ton Class Coast Guard Patrol Vessel
L x B x D x T(m): 57.00 x 8.50 x 4.50 x 2.30

Since being designated in 1974 as Korea's first defense industry shipbuilder, HJSC has provided the full spectrum of services related to the development, production, maintenance, and repair of naval vessels, from the construction of ships for the Republic of Korea Navy and Korea Coast Guard to performance upgrades, inspections, repairs, and the supply of military materials.

In 2026, HJSC will formally enter the U.S. Navy's vessel MRO (Maintenance, Repair, and Overhaul) market by signing a Master Ship Repair Agreement (MSRA) with the U.S. Navy.

Based on its outstanding technical capabilities and expertise, HJSC will serve as a reliable partner in enhancing the operational capabilities of both the Republic of Korea Navy and the U.S. Navy.

NAVAL SHIPS MRO

Maintenance, Repair, and Overhaul



Highest Journey – From Korea's pioneer to global leader in the maritime defense industry



US Navy Master Ship Repair Agreement (MSRA) signing documents



Skilled workers of HJSC



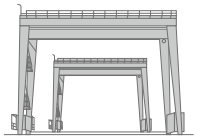
ROKS Dokdo conducting training to enhance operational capabilities.



USNS Amelia Earhart, a U.S. Navy military sealift vessel, arriving at HJSC Yeongdo Shipyard for MRO work.

Building and installing port cranes in the Port of Busan and the Port of Gwangyang, we exhibited superb abilities and accomplishments. In 2019, we were also able to reaffirm our status when we won an order for Stage 2-5 transtainers for West Container Terminal in Busan New Port.

HARBOUR CRANE



Left : Transfer crane in Busan New Port West Container Terminal
Right (Top) : Transport of cranes manufactured in Yeongdo Shipyard to Busan New Port via barge
Right (Bottom) : Gantry crane in Gamman Container Terminal





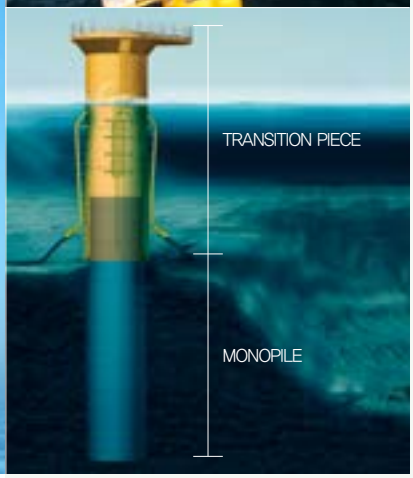


We got into the renewable energy sector as well—especially, offshore wind turbines. Beginning with the production of monopiles and transition pieces, which are the foundations for turbines, we will offer the blueprint for carbon neutrality and clean energy.

OFFSHORE WIND POWER GENERATOR



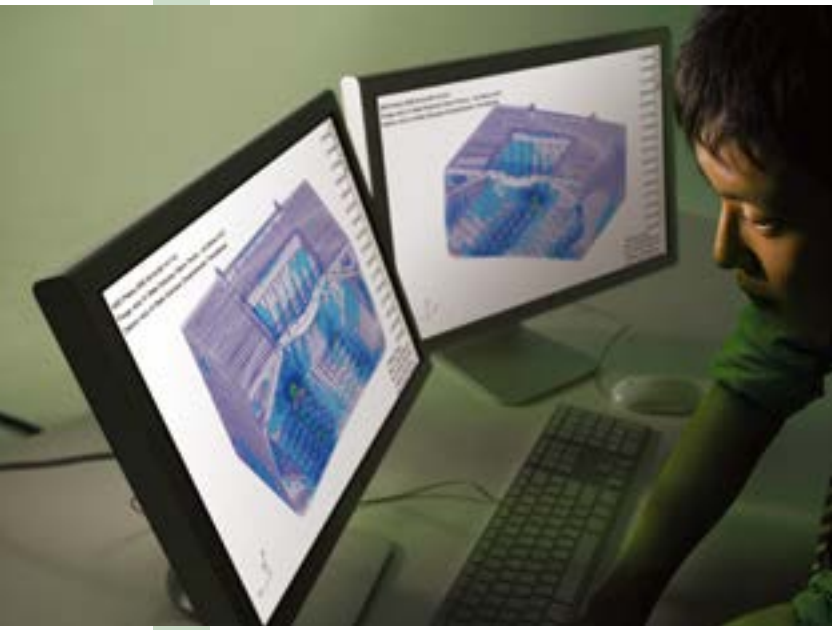




technology

**Looking to industrial progress,
we take the lead in sustainable and high-efficiency technologies**





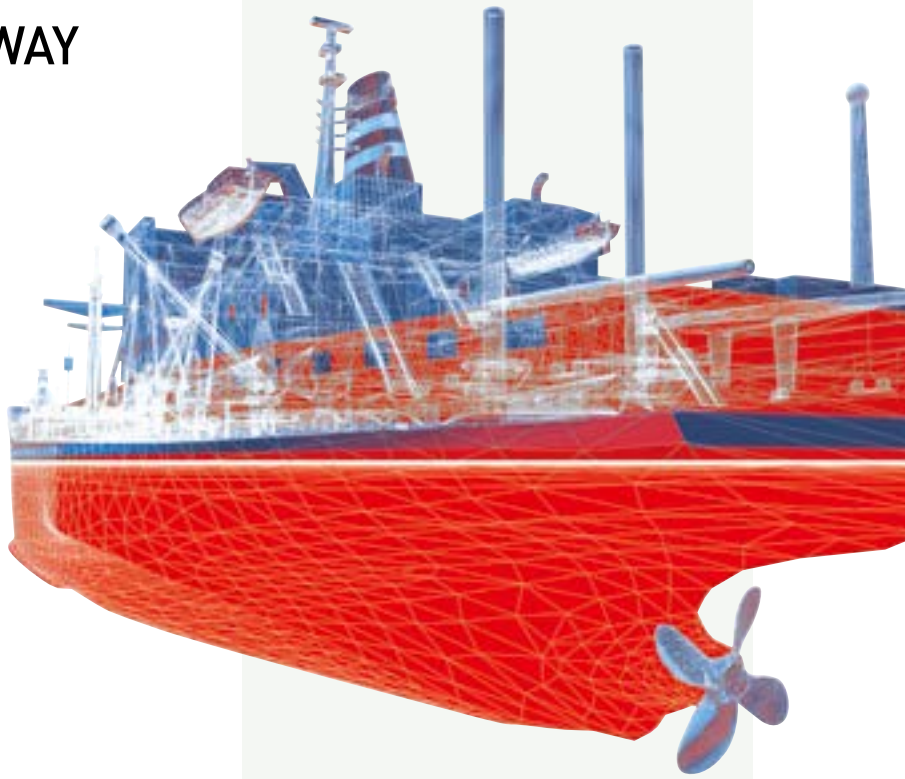
RESEARCH & DEVELOPMENT

Pushing the limit, we have left a mark through a tireless devotion to innovation in technology—building grand pre-erection blocks for a shorter construction time and dams for a vessel that is longer than a dock.

In line with current trends, we pay close attention to energy-efficient eco-ships and safe and intelligent shipyards.

R&D PROJECT UNDER WAY

- Eco-friendly Ship Development and Technological Advancement.
- AI-based autonomous navigation vessels.
- Transition to smart shipyards.





Busan R&D Center

OUR R&D HISTORY IS INEXTRICABLY LINKED TO THE HISTORY OF SHIPBUILDING IN KOREA







Our leading-edge technology exists in the place where the best ships are made

PRODUCTION TECHNOLOGIES

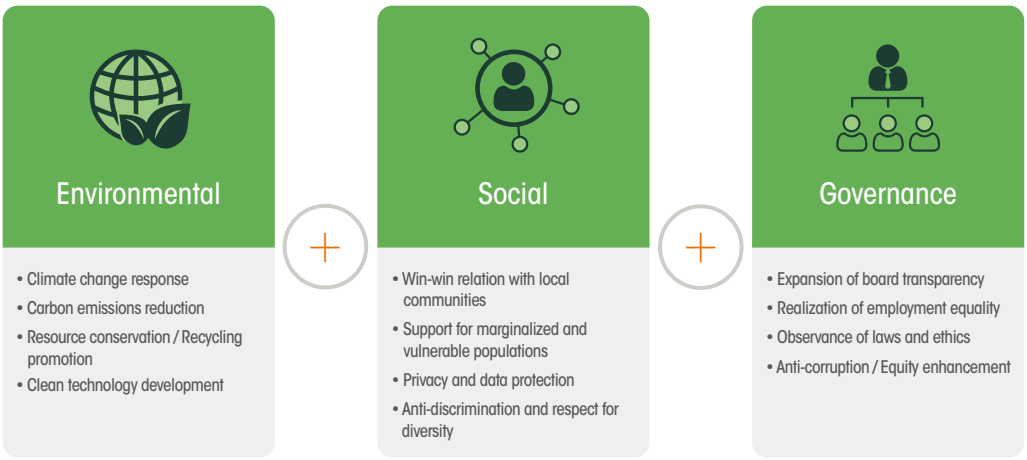
With experience and competence accumulated over the last 80 years, we developed SKID—loading giant blocks with a 3,000ton offshore crane, underwater stern mounting, and DAM—the world's first hyperbaric welding process. Due to these outstanding techniques, our prestige and leadership can soar.

ESG (Environmental, Social and Governance)

For sustainable growth, we progressively manage ESG performance.

Intending to address environmental challenges, such as climate change, international communities have suggested integrative paradigms for sustainability. With the expansion of sustainable investing, non-financial factors become valuable intangible assets that measure a company's competitive advantage and profitability.

We thus seek to define a sustainable business model, fiercely committed to eco-friendly practices, corporate social responsibility, and open and accountable governance.



Putting corporate social responsibility at the heart of our business, we will discover new values and continue flourishing.

Companies increasingly adopt environmental and social responsibility. Meeting the needs of the times, ESG has emerged as one of the most trending business topics. Through ESG organizations, we crafted a mid-to long-term roadmap and will forge ESG operating systems and make gradual improvements.

We are poised for a global ESG enterprise.

Not only financial but also social values are absolute principles that a company must uphold. Accordingly, as a good corporate citizen, we will earnestly observe international recommendations and regulations, including the Sustainable Development Goals, the Universal Declaration of Human Rights, and the OECD Guidelines.

We will then foster a carbon-free economy, a law-abiding ethical climate, and a preemptive approach to occupational safety; and we will share ideas, concerns, and expectations for sustainability with stakeholders and make our efforts shine.



Achieved 'A' grade
in the 2024
[KCGS ESG evaluation & Rating]

Safety and Health Management

Placing emphasis on the safety and health of personnel, we take the initiative in building a zero-accident culture.

We acquired the safety and health management certification for the sixth time as a domestic constructor in 2005 and strived for the standardization of safety and health management in each division, led by the Safety Team. Keeping up with updates on international guidelines on safety and health management, we also change our process, where all directors and employees participate. We will create a safer and more caring workplace and enhance stakeholder happiness.



Proclamation for the elimination of serious industrial accidents

We pursue happiness through the strict management of safety and health.

As we earned KOSHA-MS and ISO 45001 certifications, a more systematic approach is available. We identify and manage hazards and risk factors; all employees endeavor to avoid unsafe work practices. We were selected as the best workplace having employee health promotion programs and also won the Safety Management Award.

Shipbuilding





Construction







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