Babcock

New Zealand Ship Repair
and Marine Engineering

Our dry-dock capabilities

Delivering engineering and ship repair services for all commercial vessels and superyachts.

Trusted to deliver when it matters most.

Operating New Zealand's largest marine engineering facility and dry-dock, our team combines technical expertise with a deep understanding of maritime operations to support complex projects for a range of vessels with confidence and precision.

Located in Devonport, Auckland, our dry-dock and marine engineering facility is designed to accommodate a wide range of vessels, including superyachts. With extensive project management experience and technical resources, we work in close partnership with our clients to deliver tailored solutions efficiently and reliably.

Our facility offers a full suite of marine engineering, design, and refit services. Our team of marine architects and engineers are trusted to deliver highly technical projects where innovation and accuracy are essential.

Dry-dock and repair berths

Operating from New Zealand's principal Navy location, our secure and private dry-dock measures 181.4 metres in length and can accommodate vessels up to 22 metres in beam. Adjacent berths support vessels up to 275 metres long with a draft of 14 metres.

The site is equipped with a 40-tonne travelling dockside crane and mobile cranes up to 100 tonnes. Utilities including electricity, water, and compressed air are purpose-built to support demanding marine operations.

Full-service ship repair facility

Our facility includes dedicated workshops for marine fitting and machining, hull surveys and coatings, steel and pipe fabrication, electrical fitting, and diesel and fuel injection systems. We also offer calibration services certified to ISO 17025 and AS/NZS ISO 9001:2008 standards.

We collaborate with specialist contractors to deliver dry-docking repairs and vessel conversions, and are trusted by global clients for our quality, reliability, and technical excellence.

Marine engineering and design

Every project begins with detailed planning to ensure alignment and reduce technical and scheduling risks. We provide real-time cost and budget updates throughout the process to maintain transparency and meet expectations.

Our engineering and design services range from retrofitting subsea research equipment to structural modifications for yachts.
We also offer technical services such as electronic equipment calibration, marine surveying, and 3D scanning.

MV Aotearoa Chief

Vessel type	Cargo Ship/Cement Carrier
Vessel size	125 metre LOA, 8,745 grt

New Zealand's coastal cement carrier, the 125 metre LOA, 8,745 grt MV Aotearoa Chief is operated by Swire Shipping NZ Ltd as part of a long-term partnership with New Zealand's Golden Bay Cement.

Docked by Babcock in 2021 and 2024, class renewal and survey docking activities have included:

- Water blasting and painting of 5,429 sqm of underwater and topsides hull area.
- Modifications to strengthen the main mast; and overhaul of the vessel's three thrusters, cement cargo pumps and cargo air slide connections.
- General survey activities included servicing of main switchboard, engine room fan motors, ship's crane, engine room oil and air coolers and inspection of underwater equipment.

MV Buffalo

Vessel type	Cargo Ship/Cement Carrier
Vessel size	130 metre, 6,311 grt

The New Zealand 130 metre, 6,311 grt cement carrier MV Buffalo, operated by Holcim New Zealand, part of global building materials manufacturer LaFargeHolcim, has dry-docked with Babcock in 2021 and 2023.

Docking activities have included:

- Overhaul of the rudder and steering gear, water blasting and painting of 4,188 sqm of underwater and topsides hull area.
- Steelwork repairs to the hull shell plating, ballast tank plating and pipework, and servicing of the ships crane.
- General survey activities include bow thruster service, bulkhead insulation and outfitting repairs, anchor chain survey and replacement, sea valves, sea strainers and hull anodes.

FNS Vendémiaire

Vessel type	French Navy frigate
Vessel size	93 metres, 3,000 grt

The French Navy frigate Vendémiaire completed a 12-week dry-docking and refit period in Devonport, Auckland with Babcock in 2023, which was the 4th consecutive 3 yearly refit for the Vendemiaire in Devonport.

As well as planned maintenance and class survey works, improvement works carried out on Vendemiaire through the multiple refit periods have included: upgrade of the vessel's Galley, supporting compartments and refrigerated spaces; replacement of main and auxiliary exhaust systems; installations of a Hi-Fog water mist fire suppression system; installation of Harding type boat davit, and varied plant and equipment. Maintenance has included: overhaul of fin stabilisers, propeller shafting and main engines; survey of pumps and electrical motors; repairs to vessel superstructure steelwork and ventilation as well as extensive hull, superstructure and tank painting.

Babcock has successfully partnered with French Prime Contractors Naval Group and Chantiers de l'Atlantique to deliver the refits outlined above. Through a strong understanding of both client and French Navy requirements, and close collaboration throughout each project, Babcock has consistently completed these complex undertakings safely, on schedule, and to the highest quality standards..

FV Tomi Maru

Vessel type	Fishing trawler
Vessel size	69 metres, 411 grt

The 69 metre factory fishing trawler Tomi Maru 87 is a regular dry dock customer, with recent dry-dockings with Babcock in 2020 and 2022. Tomi Maru 87 has been coming to the Devonport Dockyard for approximately 20 years for a mix of dry-docking and engine and machinery overhaul projects.

Babcock provided machinery, outfitting repairs and maintenance services as well as transom and structural steel work repairs. Mechanical works included:

- Servicing fish factory pumps, motors, coolers and separators.
- Survey of sea valves and underwater equipment.
- Preservation work included underwater hull antifouling, hull topsides and superstructure areas.

FV Tokatu

Vessel type	Fishing trawler
Vessel size	83 metres, 4,706 grt

The 83 metre, 4,706 grt, factory fishing trawler Tokatu, dry-docked with Babcock in 2023 for its five-yearly class survey, repair, and preservation work package. Dry-dock critical path is through propeller shaft and rudder removal and survey and underwater and topsides hull preservation.

Other works included:

- Bow thruster service.
- Gear box service assist.
- Sea valve survey and sea chest steelwork.
- Miscellaneous steelwork repairs and pipework modifications.
- Tank cleaning.

RV Sonne

Vessel type	Research vessel
Vessel size	118 metre, LOA 8,544 grt

The research vessel SONNE completed a scheduled maintenance period at Babcock's Auckland facility in July 2025. Managed by Briese Schiffahrt, RV SONNE is operating in New Zealand waters throughout 2025, supporting scientific missions for the German Ministry of Research, Technology and Space.

In the lead-up to the vessel's planned laytime, Babcock's project team worked closely with Briese Schiffahrt's vessel manager, as well as SONNE's captain and chief engineer, to ensure all requirements were clearly defined and coordinated. Over a 16-day in-water maintenance period, the team—alongside ship staff, subcontractors, and Briese Schiffahrt—demonstrated outstanding collaboration and commitment, working extended hours to successfully complete all scheduled works safely, on time, and to specification.

Key works included:

- Support to customer OEM for main engine overhaul and engine mount exchange.
- Cold water system insulation and supply and installation of combi steamers.
- Repairs to forecastle hatch coaming and deck equipment repairs and deck crane hydraulic repairs.
- Switchboard survey and servicing of electrical equipment.
- Removal of lifeboats for inspection and additional cleaning and preservation.

Tangaroa

Vessel type	Research vessel
Vessel size	70 metres, 2,291 grt

The Tangaroa, a 70 metre, 2,291 grt research survey vessel operated by the New Zealand National Institute of Water and Atmospheric Research (NIWA), is a valued and regular customer at Babcock's dry-dock facility. NIWA conducts vital marine and fisheries research across New Zealand's Exclusive Economic Zone and the surrounding Antarctic waters.

Tangaroa has undergone scheduled dockings at Babcock in both 2021 and 2024, during which our team delivered intermediate surveys, preservation work, and comprehensive maintenance packages tailored to the vessel's operational needs.

- Propeller shaft survey, tunnel and azimuth thruster overhaul, structural and tank steel work repairs, underwater hull, topside and gantry preservation and miscellaneous repairs including ballast and grey water tank space preservation
- Hull and anchor cable locker survey.
- Sea strainer and sea valve survey.
- Generator room supply fan motor overhaul and repair to galley fire doors and bulkhead panelling.

Arctic P

Vessel type	Explorer yacht
Vessel size	87.5 metres, 2,610 grt

The 87.5 metre explorer yacht Arctic P is a regular visitor to Babcock's dry-dock facility, with recent dockings completed in 2018 and 2023. These visits focused primarily on intermediate survey items and underwater hull preservation.

Previous work packages for Arctic P have included overhauls of capstans and propeller shafts, as well as main engine surveys. Significant modifications have also been undertaken, such as the replacement of generator sets with new Deutz BF8M1015MC engines, installation of a new switchboard and command/control cabling, and upgrades to exhaust systems, fuel lines, and seawater cooling lines.

Structural enhancements have included the construction of air inlet plenum chambers, new stairways, and modifications to boat cradles—all delivered with design support from Marine Industrial Design (MID).

Senses

Vessel type	Motor yacht
Vessel size	59 metres, 993 grt

The 59 metre motor yacht Senses completed an 11-week dry-dock period at Babcock in 2019, which included a 20-year class renewal survey, extensive mechanical repairs, and full hull painting. In preparation for the docking, our team travelled to Fiji to meet with the vessel and assist with work specification and planning. This proactive approach enabled the development of a comprehensive work package within a condensed timeframe, ensuring the project was well-coordinated and efficiently executed. Critical works included:

- The removal of main engines, gearboxes and generators for overhaul, with shipping routes cut through the main deck, and also the overhaul of propeller shafts and fin stabilisers.
- The hull was encapsulated to facilitate the preparation and application of a complex paint scheme to the vessel's topsides and for painting of underwater hull areas.
- Other works include the replacement of engine silencers; repairs to the stern door; the installation of underwater lights; and a bow thruster overhaul.

MV Caledonia Sky

Vessel type	Motor yacht
Vessel size	90 metres, 4,200 grt

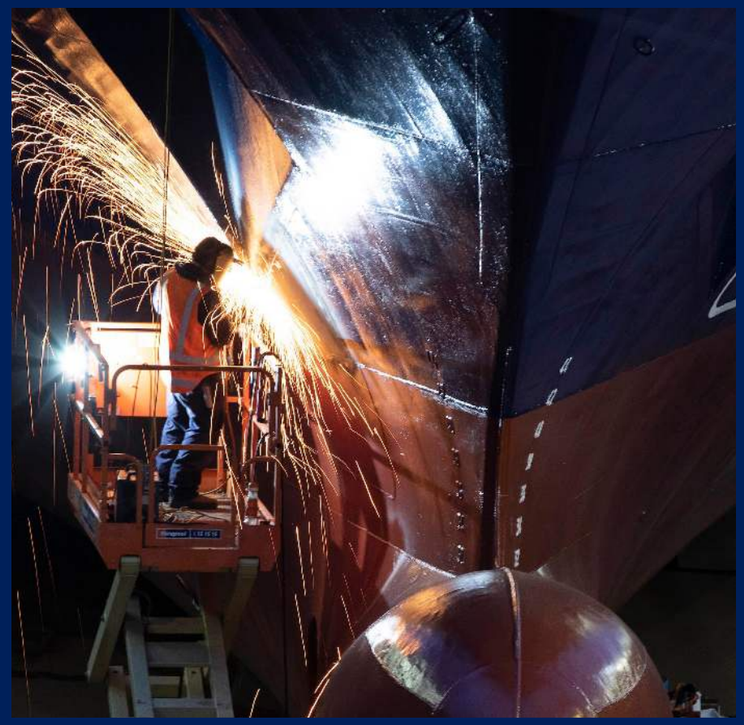
The 4,200 grt small cruise ship, Caledonian Sky, has dry-docked with Babcock on three occasions, most recently in 2018. That project represented one of the most demanding work packages undertaken by Babcock New Zealand, balancing an extensive scope of work against a tightly constrained timeframe.

The docking included a full Class Renewal Survey and critical structural repairs, all scheduled within a fixed window between cruise bookings. With passengers due to board the vessel the day after the dry-dock period ended, the pressure to deliver on time was significant.

Babcock's project team worked closely with Salen Shipping's Technical Director, based in Sweden, for several months prior to the docking. Preparations included ship inspections in Auckland and Darwin to accurately define the work package and allocate the necessary resources. Contingency plans were also developed to address any emergent issues identified during in-dock surveys.

Approximately 17,000 working hours were scheduled across a 16-day period—an ambitious target given the complexity of tasks such as propeller shaft and stabilizer surveys, structural steelwork repairs, and hull preservation. Under normal circumstances, a project of this scale would require a longer duration.

To meet the deadline without compromising safety or quality, Babcock deployed additional work teams and subcontractors, operating extended shifts across a seven-day working week. Thanks to exceptional collaboration between Salen Shipping, the ship's officers and crew, Babcock's technical and project teams, and our local supply chain partners, Caledonian Sky successfully undocked on schedule—ready to welcome passengers as planned.



Superyacht Dockings

Babcock has supported a range of superyacht dockings, delivering high-quality maintenance and engineering services tailored to each vessel's unique requirements.

Motor Yacht Dapple

The 67 metre Damen Yachting motor yacht Dapple dry-docked for 27 days to undergo an overhaul of its four fin stabilisers and hydraulic systems. Despite COVID-19 border restrictions preventing attendance by original equipment engineers, Babcock successfully completed the stabiliser overhauls through close collaboration with the vessel's crew and Quantum Marine Stabilizers. Additional works included hull preparation and antifouling, Propspeed application to propellers, rudders and thrusters, anchor capstan overhauls, and surveys of anchor cables, hull anodes, and underwater equipment.

Motor Yacht Air

The 81 metre Feadship built motor yacht, Air, dry-docked for 25 days for the overhaul of its Quantum Marine fin stabilisers and associated hydraulic systems. The work package also included hull water blasting and preparation for Micron 99 underwater hull anti-foul, propeller removal and Propspeed treatment, stern tube seal replacement, sea valve and anchor cable surveys, and cleaning and inspection of electrical and ventilation systems.

Motor Yacht Hampshire

The 66 metre Feadship built motor yacht, Hampshire, underwent a five-yearly hull survey, including underwater hull preservation, rudder stock inspection, and Naiad stabiliser fin removal for inspection. Maintenance activities also covered class inspection of underwater hull valves, rudder surveys, renewal of outboard stern seals, bow and stern thruster inspections, and cleaning and survey of tank spaces.

Motor Yacht Dytan

The 74 metre Dytan, with a beam of 12 metres and gross tonnage of 1,682, dry-docked for stern tube seal replacement and underwater hull preservation. Additional works included class survey of underwater hull valves, grey water tank cleaning, and installation of a replacement evaporator.

Motor Yacht Rocinante

The 79 metre, 2,334 grt, Rocinante, dry-docked for an intermediate survey and underwater hull painting. The work package also included cleaning, survey, repairs, and preservation of tank spaces, as well as propeller shaft maintenance.

m/y Dapple


m/y Air


m/y Hampshire

m/y Dytan


m/y Rocinante

Marine Industrial Design

MARINE INDUSTRIAL DESIGN

Marine Industrial Design (MID), a subsidiary of Babcock, is a naval architecture and marine engineering design consultancy with offices in Auckland, Whangarei and Nelson in New Zealand, and a presence in Perth, Australia.

Established in 1996, MID's team of professional naval architects and marine, mechanical and design engineers deliver practical and reliable design solutions for vessels including superyachts and commercial vessels, for new projects and for modification and refits, in New Zealand and the Asia Pacific region. Working with local yards and trades MID provides fully detailed design drawings for installation onboard, which meet class and flag state regulations, and provides all practical operating systems required by the vessel and crew.

A sample of some of MID projects is shown below and demonstrates the diverse nature of MID's work.

Green Ocean Carbon Capture and Fresh Water Production

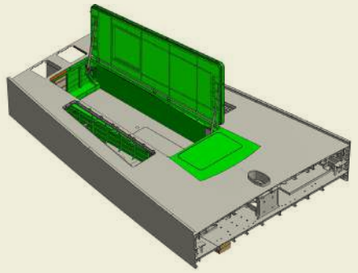
MID is assisting in developing a floating technology to capture carbon from the atmosphere and produce fresh water delivered to regions where fresh water is in short supply. MID have designed a range of floating platforms to carry processing plant and to deliver fresh water to the shore. Coupled with wind turbine turbine's mounted onboard, this will provide a clean solution to fresh water demand and contribute to reducing carbon within the atmosphere.

Superyachts

Sea Eagle, one of the world's largest sailing yachts, required a new flush fitted boat garage to accommodate a new 5m tender. MID engineered all deck and hull modifications required to insert a new tender well and flush fitting hatch. Compliance with regulations was maintained as the tender also serves as the vessel rescue craft.

From MID's Whangarei site we completed an extensive refit of a private research vessel RV Hydra. Involving extensive interior modifications, with MID producing all engineering design and drawings. MID managed the class submissions on behalf of the yacht and interfaced with the shipyard for smooth installation and construction.

From the MID Nelson site, we support the local fishing and interisland ferry industry. Recent projects include refit and modifications to fishing vessels and to interisland ferries, modifying existing vessels and supporting the introduction of new vessels.



Meridian Electric Ferry

MID is supporting Meridian Energy with procurement of a new crew ferry to service their Lake Manapouri hydroelectric power station operation. The ferry will be an all-electric foil borne 12m long 30 passenger craft produced by Candela. MID are providing owner's representative technical services for design review and approval, project scope and risk management.

Supporting Babcock's Dry-Docking and Refit services

MID continues to provide support of Babcock dry-docking and commercial refit services in New Zealand and delivers naval architecture services for Babcock's in-service support contract with the New Zealand Defence Force.

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Babcock

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