

100 years of REPNAVAL

OCTOBER 21 WILL MARK THE 100TH ANNIVERSARY OF THE FOUNDATION OF REPNAVAL, ORIGINALLY NAMED "COMPAÑÍA CARBONERA DE LAS PALMAS, S. L."



Port of Las Palmas 1906.

Las Palmas Port's ship repair industry started in the 19th century as a result of the integration strategy of coal supply companies. One of the main aims of these companies was to diversify their activities in order to save costs. Thus, a coal company whose main business was supplying coal could also simultaneously own mines, the ships in which it transported its cargo and the warehouses and docks where it distributed the coal. They also had horizontal structures, and in those days it was frequent in the port of Las Palmas for the same company to carry out coaling, water supplying and provisioning tasks.

Compañía Carbonera de Las Palmas was established in 1909 after realising that its business was booming, being associated to the representation of Dutch ships as a shipping company. After some time, its foreign capital was nationalised and became private local capital (REPNAVAL).

REPNAVAL was created out of the union in 1969 of Depósitos de Carbones de Tenerife, S.A., in its day the awardee of the business of Woermann Linie, which operated one dry dock, and the Miller Group, which operated two. This merger came about as the result of need and good judgement, both companies seeing it necessary to abandon their old dry docks and move to the new ones in Santa Catalina docks, on occasion of the earth filling works of Avenida Marítima. This gave way to a company of the right size to successfully carry out the function for which it was created: repairs afloat and services to the fishing industry, having dry docked more than 5,500 fishing vessels between 1969 and 1987, providing work from some 100 workers.

In 1988 Repnaval became part of Grupo Zamakona Yards, thus completing Group's offer of services in the Canary Islands.

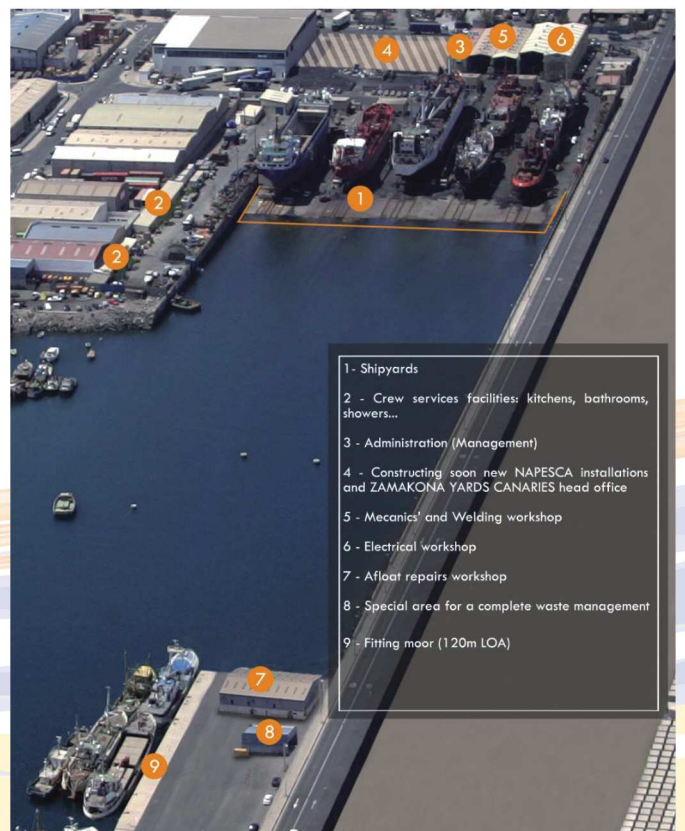
Repnaval is now extending its facilities with a new workshop and outfitting quay in order to answer the needs of its clients with more speed and efficiency. We are preparing for the new challenges of the future.

Sources:

1. "Las Empresas carboneras en los Puertos de las Islas Atlánticas". Miguel Suárez Bosa / Sergio Roca González (Faculty of Economics and Business Studies – Universidad de Las Palmas de Gran Canaria)"
2. Privatizaciones en el Sector Naval: Canarias. Juan Luis Jiménez. Department of Applied Economic Analysis. Universidad de Las Palmas de Gran Canaria
3. Own research.

ZAMAKONA BILBAO C667/AHTS 210 t BP

Zamakona Bilbao launched Construction C667, LOKE VIKING in August. This AHTS is the largest vessel ever built at the shipyard. It is 85 m.long, 23 m.in beam. The vessel is designed to achieve 210 t. BP and a speed of 17 knots. It is classed by DET NORSKE VERITAS. The notation includes ICE CLASS 1A, DEICE-C, DP and Clean Design... Propulsion is diesel-electric with main engines from MAK and shaft lines from BERG. The deck machinery is from ROLLS-ROYCE. The main winch has a braking force up to 550 tons.



- 1 - Shipyards
- 2 - Crew services facilities: kitchens, bathrooms, showers...
- 3 - Administration (Management)
- 4 - Constructing soon new NAPESCA installations and ZAMAKONA YARDS CANARIES head office
- 5 - Mecanics' and Welding workshop
- 6 - Electrical workshop
- 7 - Afloat repairs workshop
- 8 - Special area for a complete waste management
- 9 - Fitting moor (120m LOA)

REPNAVAL's facilities at present.

US-BASED TRAINING IN WOODWARD GOVERNORS

JULY



Seeking the market's best and most updated training, last July three members of the Napesca team spent a week at the facilities of Governor Control Systems located in the city of Miami (USA). There they received specific training in using UG- and PG-model Woodward governors. This enables us to extend the range of services offered to our clients.

IMPLEMENTATION OF ERP-SAP BUSINESS ONE AT NAPESCA AND ASINAVAL

From last July, we started, both Napesca and Asinaval, introducing an enterprise resource planning system or ERP called SAP Business One. In our continuous bet to improve competitiveness and flexibility of our holding, we provide ourselves with a powerful software by the main management software producer as SAP.

SAP Business One will grant us, by high quantity and quality amount of information that it generates, a differential advantage over our competitors apart of speeding up and improve all of our administrative processes.



IN 2009 ASTILLEROS ZAMAKONA BILBAO WILL FINISH AN ORDER OF SIX TUG BOATS FOR REBARSA



During the last quarter of 2009, Astilleros Zamakona Bilbao will finish building the last of the 6 tug boats commissioned by

Remolcadores de Barcelona, a company belonging to Grupo RebarSA. This last tug boat is the "Montclar", with a bollard pull of 80 tonnes.

All vessels have excellent extinguishing capacities, as they are class FiFi 1 (water/foam) and incorporate pumps allowing them to spray up to 2,450 cubic metres of water per hour, also providing a protective water curtain of 300 cubic metres/hour, enabling them to get very close to fire outbreaks. They can also collect contaminants from the water, and are classified as oil recovery ships. In order to fulfil this function, these tug boats have a capacity of up to 100 cubic metres to store on board the contaminants recovered from the water. They also serve as escort ships for petrol and gas vessels.

ZAMAKONA PASAJES SALVAGE OPERATION SCHOONER URDANETA

The 30 m. training schooner URDANETA stranded on the famous LA CONCHA beach in SAN SEBASTIAN during a storm. ZAMAKONA was called out to give assistance to the salvage operation from the shore during the weekend.

The operation concluded successfully after 3 attempts. The schooner URDANETA is used in a reintegration program for drug dependent and conflictive persons.



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