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Is there some technical reason for what appears to be a preference for floating dry docks for submarines. Does this apply just to nuclear-powered boats or also to diesel-electric boats?

Electric Boat receives new floating dry dock to support Columbia-class submarines:
<https://www.navalnews.com/naval-news/2026/01/electric-boat-receives-new-floating-dry-dock-to-support-columbia-class-submarines/>

Design of floating dry docks for Royal Navy submarines underway:

<https://www.navylookout.com/design-of-floating-dry-docks-for-royal-navy-submarines-underway/>

Gabriele Molinelli @Gabriel64869839 6 Jan posted (<https://x.com/Gabriel64869839/status/2008546047635976392>): Quick reminder: there is only one dock to handle SSNs (No 15, Devonport) and only one to handle SSBNs (No 9). No 10 is being rebuilt to handle the next class of SSBNs and SSN-A but it'll take till' 2027. No 14 will be busy for decades de-fueling subs prior to dismantling. Where this got even worse was in having a long period with literally zero SSN docks available while No 15 underwent works; and having No9 clogged for years when VANGUARD had to get an unplanned extra nuclear fuelling. Resulting traffic jam messed up entire submarine fleet output

UK Defence Journal @UKDefJournal 5 Jan posted:
<https://x.com/UKDefJournal/status/2008263633193615469>

The Ministry of Defence has confirmed that design work is already underway on new floating dry docks for the Royal Navy under Programme Euston, with a manufacturing contract to follow. Click image for more.

(Update on plan for floating dry-docks for British submarines:
<https://ukdefencejournal.org.uk/update-on-plan-for-floating-drydocks-for-british-submarines/>

Does lead to a question that doesn't seem to be getting coverage: What are the implications for developments of Canadian marine infrastructure and for procurement of submarine tenders to support the twelve submarines of the CPSP?

Colin