Colombo Dockyard Delivers “KDDI Cable Infinity” Built For Kokusai Cable Ship Co. Ltd. Japan

Colombo Dockyard PLC (CDPLC) delivered the first ever modern Cable Laying Vessel built for Kokusai Cable Ship Co. Ltd. (KCS) Japan, on 21st June 2019 attended by a host of dignitaries. This is the biggest ever vessel, price-wise as well as length-wise, built by Colombo Dockyard in its illustrious journey of shipbuilding excellence and the first ever ship built ‘in its class’ from Sri Lanka to Japan.

The ceremony was graced by Hon. Patali Champika Ranawaka Minister of Megapolis and Western Development, Hon. Sagala Ratnayaka Minister of Ports and Shipping and Southern Development, Hon. Nalin Bandara Deputy Minister of Development Strategies and International Trade, Mr. Mangala P.B. Yapa Chairman Board of Investment of Sri Lanka, Capt Athula Hewavitharana Managing Director Sri Lanka Ports Authority.
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The vessel is specially designed and equipped with a focus on maintaining good sea keeping ability and excellent station keeping performance. Passive rail reduction tanks help minimize the effect of ship rolling. The vessel has many special features including low resistance hull lines designed for higher speed and low fuel consumption. The vessel is also extremely eco-friendly. High tech systems are in place to reduce harmful emissions complying with IMO Global Sulphur Cap (2020) requirements, waste storage solutions, water ballast treatment systems, eco-subsea coating solutions etc...

The vessel is diesel electric driven and has optimized power, which is another key feature. Power is provided by four generator sets, developing 2,300kW each. Three generators out of the four available are sufficient to cope with the highest propulsion power demands, ensuring high reliability. Transit at economic speed with two engines efficiently running will optimize fuel consumption. The Vessel shall have a bollard pull of 80 tonnes with a range of 10,000 nautical miles and has Dynamic Positioning capability to Class 2 for precision manoeuvring and station keeping.

The basic design and production drawings for the construction were supplied by VARD Designs, Norway. The vessel has flexible operational capabilities and provides a comfortable platform for the operational personnel and the interior design of the vessel is aesthetically appealing. The vessels material, equipment, construction, quality and performance conform to the highest internationally accepted marine industrial norms and standards. This Vessel is built to ClassNK classification society standards and meets the regulatory requirements of the Japanese Government (JG requirements).

The delivery of this modern-day highly sophisticated Cable Laying Vessel is a testament to the pride and dedication exhibited by Colombo Dockyard’s shipbuilding team and Colombo Dockyard is honored to be building this type of new class of vessels for its deployment around the world and demonstrates Colombo Dockyard’s proven capability to design, construct and deliver large, complex vessels to international markets as well as domestic market.

Colombo Dockyard PLC is a flag ship investment of Japan and operates in joint collaboration with Onomichi Dockyard Company Limited of Japan. The Sri Lankan Government institutions hold more than 35% stake in the Company. Colombo Dockyard PLC is Sri Lanka’s front runner of its domestic market. Colombo Dockyard PLC is a flag ship Ship Repairers, Shipbuilders and Heavy Engineers
Shell Plate Renewal Afloat on MT Sanmar Sonnet

The owners Sanmar Shipping Ltd positioned the MT Sanmar Sonnet, DWT 99,999 / 240 meters x 42.00 meter Aframax product carrier with hull damage. Colombo Dockyard has been the preferred repair location for many of the Sanmar fleet over the past decades. In this special case, the vessel had a limited window of 7-8 days off-hire to carry out the scope.

The Rapid Response Afloat Repair team was mobilized, while shipbuilding techniques were also adopted to fabricate the unit in advance in the workshop to minimize the duration. The main job was to renew the shell plate which occurred due to contact damage. Total steel weight 12 tons in three locations on 5th/deck of the vessel. The vessel was accommodated at Port berth for this repair call. The pre-planning team came into motion, resulting in the necessary replacement shell unit being prefabricated and prime coated in advance, ready to fit just after cropping existing damaged shell plate. Yard managed to complete 12 tons steel renewal at port berth, including hull marking welding, NDT testing, surface preparation and painting three coats from both internally and on shell side in 8 days. Yard arranged all the services including shore generator, mobile crane, cherry pickers etc which helped to squeeze the repair program.

During this short repair call, shipyard managed to do surface treatment on pipes and supports on deck, blasting of walkway gratings, cargo valve easing up and accommodation repairs.

The project was managed by the Afloat Repair Unit lead, Mr. Venura Wanasinge with full support from the pre-panning team Mr. Avartha Gunathilaka, Senior Planning Engineer and Mr. Lalith Weerasinghe, Senior Engineer, Steel.

The owners’ interests were looked after by Mr. M Sathiyamoorthy, Executive Vice President – Tech, and the repair was carried out meeting the owners and Class NK requirements.

The local agents M/s. Shipping Agency Pvt Ltd, handled the required logistics smoothly.

Qatar Shipping Company Owned LPG Almarona Calls Colombo Dockyard for Major Repairs

This was a significant breakthrough into offering ship repair and drydocking facilities to the Qatar Shipping Company fleet of vessels trading in the regional waters. The LPG carrier repairs were carried out meeting the stringent quality and safety standards in the industry. The attending superintendent Mr. Asim Riz, Technical Superintendent – Deep Sea, looked after the owner’s interests during the repair call to Colombo.

LPG Carrier "Esmeralda" Owned by INNO Lines, Japan Returns to Colombo Dockyard for her Drydocking Repairs

INNO Lines, Japan owned / Swan Shipping Corporation, Philippines managed LPG carrier Esmeralda has been a regular caller to Colombo Dockyard for the past decade, she has previously called the yard as LPG Orientaloki. Colombo’s strategic location and fast repair solutions have been the reasons for the owners and managers to select Colombo as the repair center of the LPG carriers operating in the Indian Ocean region.

During this call the vessels Intermediate survey repairs were carried along with the routine dry docking repairs.

The key jobs handled during this call, ESV and cargo valve overhauling, fresh and sea water pipe line renewal in cargo hold and hydraulic lines on deck.

During the repair period, INNO Line officials Mr. Jun Ishii, Business Development Division and Capt. Kazuhiko Ochiwa, Section Manager, Marine Safety Administration Section visited the shipyard to inspect the project progress and yard facility improvements.

The project was managed by Ship Manager Mr. Samitha Silva with total support from the production teams. The owners’ interests were looked after by Mr. Gris Gamacho from Swan Shipping. The repairs were successfully completed as per Class NK and owners requirements. Local agents Shipping Agency Ltd carried out the husbanding operations smoothly.
Extensive Steel Renewal and Drydocking Repairs on LPG/C Sanmar Royal Owned by Sanmar Shipping, Chennai

Sanmar Shipping Chennai, fleet of vessels has been regular callers to Colombo for their repair requirements. The LPG/C Sanmar Royal called with extensive steel renewal scope of over 90 Tons were carried out during this repair call.

Mr. Ulrich Adami - Fleet Director of Hartmann Reederei, Germany | managers and Mr. C P K Kashyap, Vice President represented the owner’s interests.

LPG/C SANMAR ROYAL
TYPE - LPG / ETHYLENE SEMI-REF - TANKER
CLASS - GL +100 A5 LIQUIFIED GAS TANKER
BUILDERS - CANTIERI NAVALI BENETTI GECAN S.P.A.
YEAR OF BUILD - OCT. 1995
TONNAGE GRT/NRT - 7955 GT / 3144 NT
YEAR - 2001
BREADTH MOULDED - 20,02 M
LENGTH OVER ALL / B.P. - 131,35 M / 121,18 M

TANK COSTING REPAIRS
 Owners expected to repair tank coating of all the tanks – Fore peak tank, 3 Nos DB tanks, 1 Nos Hopper tanks, 14 Nos TST tanks, 1 Ship tank where all 17 Nos DB and Hopper tanks were of less height of 700mm.

Commenced a combination of sand blasting and power tooling for surface preparation to manage the job within the schedule to meet the requirements of Cap Surveyor, tooling for surface preparation to manage the job within the schedule to meet the requirements of Cap Surveyor.

Therefore yard followed following procedure. Needle chipped, broke all blisters and exposed the contaminated areas, high pressure washed to reduce salt concentration, power tool and follow painting scheme with the aid of dehumidifiers.

Yard fulfilled IMO PSPC [Performance Standard for Protective Coatings] requirement with the experience over 45 years of new building vessels.

As per owners requirement yard replaced 3 Nos cargo compressors with all attachments within the schedule. Yard fabricated spoils and installed more than 300m of pipe connections with owner supplied pipes in SUS316 Stainless steel material which was over 1000 welding joints, tested and verified the success in operations.

STEEL RENEWAL
Yard attended extensive steel renewal on shell, inside 14 Nos TST tanks, DB tank tank-tops in way of cargo Tanks and underneath cargo tanks etc. which is approximately 90 tons including 58 Nos of access openings.

As the steel renewal was disturbed by tank coating work, yard invented and installed a water screen to prevent spreading of fume and blasting dust.

CARGO COMPRESSOR INSTALLATION
 As per owners requirement yard replaced 3 Nos cargo compressors with all attachments within the schedule. Yard fabricated spoils and installed more than 300m of pipe connections with owner supplied pipes in SUS316 Stainless steel material which was over 1000 welding joints, tested and verified the success in operations.

Colombo Dockyard Strategically Located to Serve the Bitumen Tanker BD 51 Trading in the Indian Coastal Waters.

The bitumen tanker operating in the Indian waters, owned by Korean owners chose Colombo Dockyard as the repair location, when her routine surveys were due.

The vessel was positioned to Colombo after her final discharging port in Chennai, India with minimal diversion time. The vessel was accommodated in drydock upon arrival and necessary repairs were carried out meeting the owners and Korean Register classification society requirements.

Routine drydocking and related repairs were carried out during this call to Colombo Dockyard.

The Coldock Buzz
Ship Repairers, Shipbuilders and Heavy Engineers
Seamec Ltd, India has been a regular caller to Colombo; they had placed confidence on Colombo Dockyard with Seamec. If for major drydocking repairs as well. During this call the DSV Seamec Princess was accommodated at alongside berth on arrival and subsequently shifted to Drydock No. D1 for completion of the underwater scope of repairs.

During this call major jobs attended by the yard;

**TRANSFER UNDER PRESSURE (TUP) COMPARTMENT DOOR REPAIRS**

**TUP Door repairs**
Reconditioned TUP compartment door by machining face and 0 ring groove insitu. Yard fabricated tools for insitu machining of this door and trail tested to verify the accuracy of the Tool. After underscutting to remove all damaged areas after mounting the portable boring machine, carried out welding building up with SUS309L material to a thickness of 7mm. Final machining done for flange face and 0 ring groove which was of a shape of Dove tail and carried out polishing of the machined surface. This compartment is the heart of the operation of the vessel. Compartment was pressurized to 35 bar and proofed the seating of reconditioned door.

**AZIMUTH THRUSTERS AND BW THRUSTER NO. 02 OVERHAULING**
Both Azimuth thrusters and Bow Thruster No. 02 was removed to yard workshop and overhauled. Both drive shafts of both Azimuth thrusters found with temporary repairs hence owners arranged to change the shaft in this drydocking. The drive [bevel gear] wheel found stuck to shaft and could not remove even after pressurizing to 900 bar. However with machining yard removed the wheel and completed overhauling successfully. Mr. Kongsberg (Rolls Royce) service engineers were available at site for supervision.

**MACHINING REQUIREMENT -**
Removed Old Slew bearing from place.

**FITTING BACK THE CRANE**

**ACCES TO SLEWING BEARING RENEWAL**

- After initial operational test, carried out disconnecting ropes, electrical and hydraulic connections.
- Removed Jib foot bearings, taken off the jib (10 Tons and 28 m length) and stored on shore.
- Disconnected and shifted Machinery House (30 Tons) together with slewing motors.

**BEARING RENEWAL**
Removed Old Slew bearing from place.

**MACHINING REQUIREMENT - ADDITIONAL REQUIREMENT**

- Cleared the Bearing fitting surface and checked the flatness with laser alignment checking. Found an unevenness of 1.563mm

The maximum tolerance is 0.3mm. Accordingly decided to proceed with facing the surface for evenness.

Considering the schedule of the vessel yard immediately arranged insitu machining process. We had to modify the stand and fixtures of the insitu facing machine as per the location which is approx 12mtr height from main deck level and on an extended scaffolding. Yard carried out machining of flange (Approx 2800mm dia) and completed machining within 2 days after deciding on machining. Removed the arrangements for insitu machining.

**FACING BEARING FITTING SURFACE**

The bulk carrier was accommodated in Drydock No. D1 (125,000 DWT) and during this call; the following repair scope was attended. Mr. Jayesh P T, Technical Superintendent was in charge of the project from the owners / managers side.

The critical job attended was the Slewing bearing, the shipyard technical team handled this scope professionally meeting the owners and classification society requirements.

Cargos Crane No. D4 (5WL 30 Tn) was decided to replace with owner supplied new slewing bearing.

**ACCESS TO SLEWING BEARING RENEWAL**

- After initial operational test, carried out disconnecting ropes, electrical and hydraulic connections.
- Removed Jib foot bearings, taken off the jib (10 Tons and 28 m length) and stored on shore.
- Disconnected and shifted Machinery House (30 Tons) together with slewing motors.

**FITTING BACK THE CRANE**

- Fitted new slewing bearing (Owner supplied) and slewing cover with tightening bolts as per required sequence and torque. Fitted the Machinery house back in place with checking backlash of slewing motor pinion and ring gear. Fitted the jib back in place and jib foot bearings sequentially.

**TESTING AND HANDING OVER THE CRANE**

After fitting back the crane, operation checked. Carried out rocking test and then load tested to 35 tons. After successful trials, same was handed over to owners.

**SLEWING BEARING RENEWAL**

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Colombo Dockyard Lay Keels of Buoy Tender Vessel & Pilot Station Vessel for General Company for Ports of Iraq Through Toyota Tsusho Corporation of Japan

On 4th December 2018, Colombo Dockyard PLC (CDPLC) laid the keel to auspiciously commence shipbuilding work on the 60 m Buoy Tender Vessel and the 50 m Twin Hull Catamaran hull Pilot Station Vessel for General Company for Ports of Iraq (GCPI) as per an Agreement signed with Toyota Tsusho Corporation (TTC) of Japan. TTC is the Prime Contractor of GCPI for this project and CDPLC is TTC’s preferred Shipbuilder.

This keel laying ceremony marked the commencement of hull construction work of the two vessels and the auspicious occasion was graced by Her Excellency Madam Rajaa Habeeb Shallal Mandalawi Ambassador/ Charge D’ Affairs Head of Mission of the Embassy of Iraq, His Excellency Akira Sugiyama Ambassador of Japan in Sri Lanka, Chief Engineer Talib Abdullah Baieish Asst Director General/ Project Director of General Company for Ports of Iraq, Mr. Hiroaki Doi Senior General Manager of TTC, Dr. Parakrama Dissayanake Chairman Sri Lanka Ports Authority and Vice Admiral S.S. Ranasinghe Commander of the Sri Lanka Navy. In addition, a host of special dignitaries from CDPLC, Nippon Koei, Japan International Cooperation Agency (JICA), ClassNK, Sri Lanka Ports Authority, Sri Lanka Navy, Board of Investment, Toyota Lanka, Standard Chartered Bank, and several other Sri Lankan Government institutions has a 35% shareholding at Colombo Dockyard, the South Asia region.

Images courtesy of Concept Designer, MTX Marine Design & Consultants Pte Ltd

From the part of CDPLC, Dr. Teru Takebara (Chairman), Mr. D.V. Abeynayake (MD/ CEO), Mr. H. Tanaka (Advisor), Mr. Y. Kijima (Technical Advisor), Mr. K. Utsumi (Director), Mr. K. Kanaya (Director), Mr. M. Hettiarachchi (GM-SBM), Mr. A.D.M. Jeeth (Project Manager) and a host of other Senior Management and Staff participated at this momentous occasion.

TTC and GCPI signed the Prime Contract on 27th April 2018 in Dubai for this project and subsequently TTC signed the Sub Contract Agreement with CDPLC as their preferred Shipyard for the construction of these two vessels on 2nd May 2018 in Japan. Since then the development of the basic design engineering and detailed design engineering took place and from now on, the project will take off the ground with the arrival of steel plates and sections ordered for this project.

At a challenging time where there is not much of shipbuilding work taking place in the world due to the recession in the shipbuilding and shipping markets, CDPLC was fortunate to secure this shipbuilding contract, which will continue till the third quarter of 2020.

This project also will be etched in Gold in the annals of shipbuilding history as the first shipbuilding project from Sri Lanka to reach the Republic of Iraq, who has been one of Sri Lanka’s close allies for a number of decades. CDPLC and we as Sri Lankans are happy to contribute with our technology, products and services for the rehabilitation of the Iraqi maritime sector. CDPLC assured our willingness to attend to any type of shipbuilding, ship repairing and heavy engineering requirement for the Iraq shipping fraternity in the future too.

This project also has further strengthened the relationships between Sri Lanka and Japan. Historically, Japan and Sri Lanka have maintained warm and friendly relations over the past. The cordial relationship between the two countries have grown significantly through the combination of cultural and economic ties between the two governments and the people. We are confident that with these shipbuilding projects generating from TTC Japan will dawn in a new era in the bilateral economic sphere of this relationship between Sri Lanka and Japan.

CDPLC believe that TTC and CDPLC has formed a very good relationship which can be developed and transformed into a very strong, long lasting strategic partnership to cater to worldwide requirements for Shipbuilding, Ship repair and Heavy Engineering services and a force to be reckoned with in the future.

Both the Pilot Station Vessel and the Buoy Tender Vessel will be constructed using modern technology and will be in accordance with latest rules and regulations of the maritime industry. Both vessels will be classed with Nippon Kaito Kyouki (ClassNK).

The Pilot Station Vessel is a twin hull Catamaran type vessel which will be used to transport of pilots and provisions, to provide pilots with accommodation services and to provide station and necessary support for pilot boats. This is a 50m length vessel with a breadth of 18m and a depth of 8.1m. The vessel is driven by twin diesel engines and is capable of achieving a speed of 10 knots. The vessel shall also be equipped with a Crane with a lifting capacity of 20 tons. This vessel too provides fully air conditioned living quarters for its complement of 29 persons.

The Buoy Tender Vessel is designed to be operated to retrieve and launch marine navigation buoys, to provide repair and maintenance to marine navigation buoys, to transport marine navigation buoys and/or spare parts and to transport general cargo. This is a 60m length vessel with a breadth of 12m and a depth of 4.6m. The vessel is driven by twin diesel engines and is capable of achieving a speed of 12 knots. The vessel shall also be equipped with a Crane with a lifting capacity of 20 tons. This vessel too provides fully air conditioned living quarters for its complement of 47 persons.

CDPLC established in 1974 mainly for shipbuilding & ship repairing activities, in the span of 45 years, has earned a reputation internationally, of being one of the most competitive and dynamic shipbuilding and ship repairing facility in the South Asia region.

With CDPLC’s technical expertise in the construction of steel and aluminium hull vessels, complimented by a highly skilled, knowledgeable Engineers and Technicians, CDPLC is capable of offering Japanese Quality products and services, at highly competitive prices to its clients. CDPLC is also well known for its flexibility to customise vessels meeting client’s requirement and making continuous improvement to the design and performance characteristics to finally offer a superior product to the customer.

CDPLC operates in joint collaboration with Nisshin Dockyard Company Limited of Japan who owns a stake of 51% at Colombo Dockyard PLC while Sri Lankan Government institutions has a 35% shareholding at Colombo Dockyard.

As the leader of Shipbuilding industry in Sri Lanka, CDPLC continuously proves its excellence by successfully securing and executing large scale shipbuilding projects for the worldwide operation.

On 11th June 2019, Colombo Dockyard PLC (CDPLC) laid the keels to auspiciously commence shipbuilding work on two Pilot Launches as per an Agreement signed with Sri Lanka Ports Authority (SLPA) on 1st February 2019. The contract was signed after CDPLC successfully won the international tender for the said project.

This keel laying ceremony marked the commencement of hull construction work of the two Pilot Launches and the auspicious occasion was graced by Hon. Sagala Ratnayake, Minister of Ports & Shipping and Southern Development, Admiral S.S. Ranasinghe, Secretary of Ministry of Ports & Shipping and Southern Development, Mr. Kavan Ratnayake Chairman SLPA, Mr. Ajith Seneviratne Director General Department of Merchant Shipping, Captain Alhau Hewawitharana Managing Director SLPA, Mr. Upal de Zoysa Additional Managing Director SLPA, Mr. Jayantha Perera Director Operations SLPA, Capt. Nirmal Silva Harbour Master SLPA and several other distinguished guests from SLPA and Mr. Anil Kumar Business Development Manager (South Asia) of Lloyds Register offered their blessings for the project.

The two vessels are to sail out of Colombo in August 2020.
MT Dawn Haridwar calls for her Special Survey Repairs

Arya Tankers owned fleet of vessels have been regular callers to Colombo Dockyard, the Dawn Haridwar was accommodated in drydock No. 04. Vessel arrived for special survey and No report on any sort of fault on propulsion. But after docking observed major failure on propeller, shaft seals, rudder, both sides of bilge keels. Yard had already committed to line of ships from shore to ship. The Pilot Launch can accommodate a total number of 8 persons including 4 crew members and 4 pilots and it can achieve a service speed around 22 knots.

The project manager Mr. Viraj Ranatunga, Ship Repair Manager was ably supported by the production teams, Engine Department Mr. Jathith Chamika, Engineer and Metal Workshop Engineer Mr. Hasantha Bandara.

The owner’s interest during this call was looked after by Mr. Akshay K Srivastav, Technical Head & Mr. Hitesh B Kaup, Technical Superintendent. Pulsar Shipping handled the local housing and logistics smoothly.

Colombo Dockyard Built Underwater Restaurant Commissioned in Maldives

Colombo Dockyard built Underwater Restaurant has been successfully commissioned at the super luxury tourist resort, ‘YOU AND ME by Cocoon Maldives’, in the beautiful Uthuru Maafaru Islands in the Republic of Maldives. This Underwater Restaurant project was built under a contract entered by Colombo Dockyard PLC with Mr. A.K. Dyabalanage of AKDA Engineers International Pvt Ltd, who developed the Design for the project.

This Underwater Restaurant will give a magical, extraordinary and an exquisite dining experience under the clear blue sea, while enjoying the view of beautiful fish and marine life in the natural under water surroundings.

The first ever construction of an Underwater Restaurant structure by Colombo Dockyard shows the capability and versatility of Colombo Dockyard, to cater to clients varying requirements; from complex commercial vessels to exquisite, customized requirements in the hospitality industry.

This new segment has opened up new avenues to market such Underwater Restaurant structures for the tourism industry, in tourist hot spots worldwide.

Introduction of this kind of novel attractions in Sri Lanka by our tourism sector will enable Sri Lankan tourism to reach for the higher end tourists. Locations in the east coast and south coast will provide ideal locations along our pristine coast line of nearly 1600 km. Colombo Dockyard as the premier Shipbuilder in Sri Lanka would be pleased to serve a demand in the Sri Lankan tourism industry for these type of innovative ventures as part of our national obligation, to make it a first of its kind in Sri Lanka to any interested investor.

The owner’s interest during this call was looked after by Mr. Akshay K Srivastav, Technical Head & Mr. Hitesh B Kaup, Technical Superintendent. Pulsar Shipping handled the local housing and logistics smoothly.

The Coldock Buzz
Ship Repairers, Shipbuilders and Heavy Engineers
**Colombo Dockyard’s Official Launch of Rapid Response Afloat Repair Service on the 31st of May, Signalling the Return to Normalcy of Sri Lanka’s Shipping Operations**

Colombo Dockyard PLC the leading shipbuilding and ship repair service provider in Sri Lanka has set up a dedicated unit to handle Afloat Repairs/Voyage with service capability at all Sri Lankan ports. Colombo Dockyard PLC is a Board of Investment of Sri Lanka registered, Colombo Stock exchange listed company operating in collaboration with Onomichi Dockyard Co.Ltd Japan.

The visionary leadership and guidance from Mr. H. Tanaka, Chairman and Mr. D.V. Abeysinghe, Managing Director on launching this strategic unit to meet an identified need-gap in one of the busiest hub ports in the South East Asian regions.

The RAPID RESPONSE AFLOAT REPAIR SERVICE (RRARS) was soft-launched in 2017, has been in operation over the past two years, gaining the confidence of the shipping fraternity calling the Sri Lankan waters. The official launch of this unique service on the 31st of May 2019. The rapid response team has been strengthened and systems streamlined to accommodate the inquiries smoothly and effectively.

RAPID RESPONSE AFLOAT REPAIR SERVICE is set up to provide the discerning ship owners/ship managers with fast response and reliable repair services. The afloat repair services will be available at Colombo, Galle, Trincomalee, and Hambantota ports.

In this recession times, all efforts are taken by the shipowner to try and minimize downtime.

A dedicated hotline (+94768206011) and contact E-mail (afloatrepair@cdl.lk) has been assigned to ensure the speedy response to the time-critical inquiries.

The value proposition to the end user (Ship Owner/Manager/ Local agent) in this equation is rapid response superior quality afloat repair services that are world class at one of the strategic locations in the South Asia maritime map. The reliability and versatility of the service will be augmented with the spare part back up from the OEM (Original Equipment Manufacturer) and Colombo Dockyard’s integrated supply/logistics network.

Some of the owners, who have utilized this RRARS recently V Ships, UK, Essar Shipping Ltd, Mumbai, Bremer Bereederungsgesellschaft mbH & Co. Kg, Breman. Currently MV Sunny Eternity owned by Noma Shipping Co. Ltd, Japan is under the care of the shipyard with main engine failure. (1st of July).

This RRARS has successfully undertaken 68 jobs in 2017 since the soft launch, 83 jobs in 2018 and 38 jobs up to May 2019. The afloat repair unit has handled over 100 projects since its soft launch in during early 2017, this operation is earmarked to gain the confidence of many owners / managers and grow to be a force to be reckoned with in the near future.

..an odyssey of excellence
### Yard Layout

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<tr>
<th>Dock No</th>
<th>Length [m]</th>
<th>Breadth [m]</th>
<th>Depth [m]</th>
<th>Capacity (Dwt)</th>
<th>Cranage [t]</th>
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<tr>
<td>Drydock No. 1A</td>
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<td>26</td>
<td>9.7</td>
<td>30,000</td>
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<tr>
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