



**COLOMBO DOCKYARD PLC**

"...an Odyssey of Excellence"

Operates in collaboration with

**尾道造船株式会社**  
ONOMICHI DOCKYARD CO., LTD.

# COLD DOCK

## T I M E S

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### KEEL LAYING CEREMONY FOR THE BIGGEST EVER SHIPBUILDING CONTRACT TO BUILD A CABLE LAYING VESSEL FOR KOKUSAI CABLE/ JAPAN



*VARD Designed Cable Laying Vessel to be built by Colombo Dockyard*

Colombo Dockyard PLC (CDPLC) ceremonially laid the keel to build the first ever Cable Laying Vessel for Kokusai Cable Ship Co. Ltd. (KCS) Japan, on 7th September 2017. This will be the biggest ever vessel (contract value wise as well as length wise) to be built by CDPLC in its illustrious journey of shipbuilding excellence. The securing of this prestigious shipbuilding contract from a premier Japanese cable laying company further reinstates the high shipbuilding standards achieved by CDPLC in the world shipbuilding arena.

The historical Shipbuilding Contract for this project was signed on 7th April 2017 by Mr. D.V. Abeysinghe Managing Director/ Chief Executive Officer in the presence of Dr. Toru Takehara Chairman while Mr. Yukihiro Fujii Managing Director (Engineering & Facility Planning Department) signed on behalf of KCS. From the date of signing of this contract, the Shipyard was actively engaged in finalising the

### ISO 9001: 2015 CERTIFICATIONS BY LLOYD'S REGISTER QUALITY ASSURANCE, UK.

The Technical Review Committee of LRQA has approved the issue of ISO 9001: 2015 certificates to COLOMBO DOCKYARD PLC (CDPLC) making us one of the very first shipyards in this region to receive, a certification to ISO 9001: 2015 from LRQA.

Colombo Dockyard received its first certification to the Quality Management System in the year 1999 from LRQA and has managed continue its certification successfully for nearly two decades. Total commitment to the Quality Management System has resulted in achieving higher customer satisfaction levels. Stepping forward from customer satisfaction, now the organisation has widened its spectrum over all interested parties with the provisions of new ISO 9001: 2015 standard and critically looking at its risk factors.

preliminary basic design with the Ship Designer VARD Designs of Norway and carrying out model testing at the model testing basins in Vienna, Austria in order to verify the performance, which were successfully completed.

The keel laying ceremony marks the commencement of hull construction work and the auspicious occasion was graced by the Prime Minister Hon. Ranil Wickramasinghe, His Excellency Kenichi Suganuma the Ambassador for Japan, Minister of Development Strategies and International Trade Hon. Malik Samarawickrama, Mr. Takaaki Anraku President KCS, Mr. Shigeto Kiritani Chief Technical Officer Global KDDI,

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*Keel Laying for the Cable Laying Vessel (L-R); Mr. Shigeto Kiritani (Chief Technical Officer Global KDDI), Mr. Takaaki Anraku (President KCS), Mr. D.V. Abeysinghe Managing Director, Dr. Toru Takehara (Chairman), Prime Minister Hon. Ranil Wickramasinghe*

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T I M E S

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## KEEL LAYING CEREMONY FOR THE BIGGEST EVER SHIPBUILDING CONTRACT TO BUILD A CABLE LAYING VESSEL FOR KOKUSAI CABLE/ JAPAN Continued from Page 01



*Distinguished guests at the Keel Laying Ceremony*

Mr. Yukihiro Fujii Managing Director (Engineering and Facility Planning Department) KCS, Mr. Kenta Arai Director MOL, Mr. Fukuichi Yamada President MOL Marine, Mr. Shigeyuki Sato Deputy Director KCS, Mr. Makoto Kambe Director MOL Marine, Mr. Hiroshi Shimotai Site Manager MOL Ship Tech, and a host of other distinguished officials from Japan.

This Cable Laying Vessel is a high technology vessel which is intended for subsea operation and cable installation and repair works of optical cables as well as power cables adding to the versatility of the vessel and has a cable carrying capacity of 5000 tonnes. For the handling of power cables, the forward tank has been fitted with a carousel system with a Spooling Arm.

The vessel is specially designed and equipped with a focus on maintaining good sea keeping ability and excellent station keeping performance. Passive roll reduction tanks help minimise the effect of ship rolling. The vessel has many special features including low resistance hull lines designed for speed and low fuel consumption. The vessel is extremely eco-friendly, enabling high reduction of harmful emissions, waste storage solutions, water ballast treatment, eco-subsea coating etc.



*Distinguished guests stand for a group photo*

The vessel is a diesel electric driven vessel and optimised power is another key feature. Power is provided by four generator sets, developing 2,250 kW 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 optimise 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 maneuvering.

The basic design and production drawings also shall be supplied by VARD Designs. This vessel shall be built and classed by Class NK and shall also meet the regulatory requirements of the Japanese Government.

This vessel which is 111.3 meters in length, 21.5 meters in breadth, 8.80 m depth, with a maximum load laying draught of approx 7.1 meters has a deadweight carrying capacity of 5,300 DWT and a planned average cruising speed of 14.5 knots with accommodation facilities for 80 persons.

The Cable Laying Vessel is to be completed by the end of March 2019.

Colombo Dockyard PLC is a Flagship investment of Japan and operates in joint collaboration with Onomichi Dockyard Company Limited of Japan.



## ISO 9001: 2015 CERTIFICATIONS BY LLOYD'S REGISTER QUALITY ASSURANCE, UK. Continued from Page 01



*Official hand over of the certificate by Mr. Akshay Puri to Dr T. Takehara (Chairman) & D V. Abeysinghe (MD)*

As a leading ship repair, shipbuilding and Heavy Engineering service provider in one of the most strategic geographical locations, Colombo Dockyard is now certified to Quality, Occupational Health and Safety as well as Environmental Management Systems in accordance with the requirements of ISO 9001:2015, OHSAS 18001: 2007 and ISO 14001: 2015 standards.

Colombo Dockyard PLC was also first organisation in Sri Lanka to receive ISO 14001: 2015 certification from LRQA in 2016.

The visionary guidance and total commitment from Dr T. Takehara, Chairman and Mr D V Abeysinghe, Managing Director to accomplish these business critical certification upgrades is bearing fruit, within a relatively short span of time, after a dedicated company-wide drive.

The project leadership was taken by Mr Manjula Hettiarachchie, Manager (Compliance)/Management Representative and his dedicated team, supported by departmental compliance representatives who were instrumental in guiding all the divisions, production and nonproduction, effectively to meet the targeted system requirements. This was a challenging task to all across the system, as the shipyard was fully occupied and busy during the period these system requirements were implemented and audited by LRQA auditors prior to issuing the certification. Excellent guidance, capabilities and the presence of operational leadership need to be mentioned at the point of time of celebration.

The official certificate was handed over at a ceremony on the 15th of August 2017 by Mr. Akshay Puri, (LRQA Assessor and

former Head of LRQA). The certificate was received by Dr T. Takehara, Chairman, Mr. D V. Abeysinghe, MD, General Managers and Mr. Manjula Hettiarachchie, Manager (Compliance)/MR.

This international certification provides Colombo Dockyard PLC with a competitive edge and the necessary recognition as being amongst the best the regional and international shipyards. Colombo Dockyard has been operating in collaboration with Onomichi Dockyard Co. Ltd., Japan since 1993, as a shipyard capable of providing premium quality shipbuilding, repairs and heavy and offshore engineering.

This international certification marks a significant milestone in the corporate calendar of Colombo Dockyard's odyssey of excellence.



*Dedicated team members who were behind this achievement*



## MV. CLYMENE MANAGED BY ANGLO EASTERN (UK) LTD AND OWNED BY THE HADLEY SHIPPING CO. LTD UK CALLS IN FOR PROPELLER REPAIRS



*MV. Clymene accommodated in Dock No. 04 (125,000 DWT drydock)*



*Propeller repair in progress: Post weld heat treatment (PWHT)*



*Propeller repairs in the final phase.*

Anglo Eastern (UK) Ltd, managed and The Hadley Shipping Co. Ltd, UK owned MV. Clymene (DWT: 73,600, LOA:225 M, Beam: 32.00 M) called in for dry-docking and repairs on her propulsion system. The bulk carrier trading in the regional waters selected Colombo as the repair centre for her requirements.

The business had been secured as a result of the proven track record of Colombo Dockyard as a reliable shipyard which delivers quality repairs with focus on timely completion. Anglo Eastern (UK) Ltd was confident of stemming the vessel to Colombo with past experience on similar projects.

During this call the vessel was accommodated in Drydock No. 04 (125,000 DWT) which is ideally suited to handle various types of vessels up to Afro- Max. (Max Beam 42 Meters). Yard teams worked in a focused approach to ensure that the vessel was re-delivered on schedule. The vessel was accommodated directly in drydock soon after completion of her cargo discharging in the one of the Indian ports.

The critical scope consisted of propeller repair by the original manufacturer, static balancing of the propeller weighing over 20 tonnes and assessing possible damages on propulsion system. Due to non-availability of manufacturers, the Yard undertook the full responsibility of repairing the 20 tonne propeller, meeting the technical requirements of Classification Society of Lloyds resulting in monetary saving as well as reduction in the duration to owners. The Yard team came up with detailed repair procedure, reviewed with class, incorporated requirements of LR Class including procedure for Post Weld Heat Treatment, and proceeded with a sample test piece parallel to the main repair and obtained the procedure qualified and approved from LR. Successful completion of the project meeting the requirements of all stakeholders is a significant achievement for Colombo Dockyard.

In addition to that, the Yard removed intermediate and tail shafts for inspection of stern tubes, and found an offset in bolt holes of flywheel and flange of intermediate shaft. To rectify the fault, all 10 bolt holes were bored in place as per the new fit bolts. The feedback from owners/managers indicated that things are well with the vessel with no vibration and an extra 0.4 knots the for same fuel consumption.

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## MV. CLYMENE MANAGED BY ANGLO EASTERN (UK) LTD AND OWNED BY THE HADLEY SHIPPING CO. LTD UK IN FOR PROPELLER REPAIRS Continued from Page 05



*Token gift being handed over to Mr. Angus Downie by Mr. Benny Fernando, GM (SRB) L-R Mr. Amila Rukshan (Invoicing Engineer), Mr. Benny Fernando (GM –SRB), Mr. Angus, Mr. Darshana Chandrasekera, Head of Marketing, Mr. Ranatunga -Head of Section (Invoicing)*

The strategic geographical location of Colombo Dockyard, close to the main sea routes, while being located inside the port of Colombo itself minimised any down time for the managers.

Colombo's approach and speedy service was appreciated by the Owners/ Managers, as the repair project was re-delivered on schedule meeting owner's requirements. The project team was headed by ship Manager Mr. J. D. B. P. Jayaweera who was well supported by the project team members Mr. Kanchana Wickramatunge, Senior Engineer, Mr. Ravin Wijeyaratna, Welding Engineer, Mr. Amila Rukshan, Invoicing Engineer.

The owner's interests were looked after by Mr. Angus Downie – Technical Superintendent, Anglo Eastern (UK) Ltd. The repairs were carried out meeting the Lloyds Register of Shipping classification society requirements. M/s. Malship (Ceylon) Ltd. handled the local husbanding work smoothly.

## DELIVERY OF 80 PASSENGER LAUNCH TO NORTHERN PROVINCE BUILDING BRIDGE OF FRIENDSHIP FROM NORTH TO SOUTH


Colombo Dockyard successfully delivered the 80 Passenger Launch built for the Northern Provincial Council on 10th January 2017 in Delft.

The 80 Passenger Launch named NEDUNTHARAKAI is capable of transporting 80 passengers and shall be deployed for transferring civilians from Kurikadduvan jetty of Jaffna peninsula to Delft Island, a distance of 8 - 9 nautical miles, one way. This steel hull Passenger Launch has good stability and excellent sea keeping qualities and shall be able to operate in rough weather conditions unlike fibreglass hull boats. The Passenger Launch has been designed and built considering the low water depths prevailing in the operational areas, so that the Launch could traverse through these shallow waters easily.



*'NEDUNTHARAKAI', the 80 Passenger Launch*

The Passenger Launch has been built to Indian Register of Shipping Classification Society requirements. Principal Particulars of the Passenger Launch as follows:

Length Overall	: 22.00 m
Breadth moulded	: 5.20 m
Draft	: 1.10 m
Speed	: in excess of 11 knots
Class notation	: IRS  SUL
"for operating between Kurikadduvan and Delft Island in Jaffna Peninsula" IY	

Being the premier Shipbuilding and Ship repairing facility in Sri Lanka building vessels for operation worldwide, Colombo Dockyard considers it as a national obligation to assist in the development of the maritime transportation infrastructure in Sri Lanka and are ready to pledge very special concessionary terms and conditions to fulfill the local requirement, said Mr. D.V. Abeysinghe the Managing Director/ Chief Executive Officer.



## SEVEN ISLAND SHIPPING LTD, MUMBAI PLACES CONFIDENCE WITH COLOMBO DOCKYARD FOR THEIR REPAIR REQUIREMENTS



*MT Agility during the Drydock repair in Dock No. 04*

Seven Island Shipping Ltd owned tankers, MT Agility and MT Delight projects were firm stemmed to Colombo Dockyard, both the vessels were lined up during end June. The MT. Agility was planned for 125,000 DWT drydock No. 04 and MT. Delight was planned for 30,000 DWT drydock No. 01.

The tankers trading in the Indian coast had minimum diversion when selecting the shipyard, which is strategically positioned in the marine map.

The business had been secured as a result of the proven track record of Colombo Dockyard as a reliable shipyard which delivers quality repairs with focus on timely completion. Owners / managers were confident of stemming the vessel to Colombo, given Colombo's wide experience on tanker repairs.

MT. Agility (LOA 180.00 x Beam 32.20: DWT 44,970, Built 1997) called in for her fourth special survey repairs, she was accommodated in drydock on arrival. The main work scope consisted of; Steel Renewal in Ballast Tanks and Main Deck- 20 Tonne, Repairing/ Load Testing of Accommodation Ladders, Pressure Testing of Pipe Lines ( Cargo, Fire, Foam ), Overhauling of PV Valves - 19 Nos. and renewal of Hydraulic Lines in Deck by Deck department. Withdrawal of Propeller Shaft and Carrying out overhauling of Seal Assemblies, main Engine and Auxiliary Engine Air Coolers,

Exhaust & Auxiliary Boiler Repairs were carried out by Engine Department. Cleaning of Air Circuit Breakers - 3 Nos, overhauling of Cargo & Ballast Valve Actuators and servicing of Motors ( E/R Blower Motors, IG Blower Motors, Main Engine Auxiliary Blower Motor.) were carried out by Electrical Department.

MT. Delight (LOA 121.70 x Beam 17.20: DWT 8,614, Built 1992) called in for her fifth special survey repairs; she was accommodated at alongside repair berth on arrival and subsequently shifted to drydock No. 01.



*MT Delight after the successful completion of her Drydock repair*

The major repair scope during this call consisted of CAP (Condition Assessment Programme) survey requirements, main hydraulic lines, steel renewal of approx. 50 tons in double bottom tankers and deck frames. Girt sweeping and Girt balancing, Renewal of Windlass Brake Drum Port and STBD, Renewal of hydraulic pipe lines carried out by the Deck department. Propeller and tail shaft repairs and Main sea chest pipe renewal were carried out by Engine Department. Main panel and control panel servicing, Electrical motors overhauling and dynamic balancing of rotor were carried out by the Electrical Department. Major steel renewals in boat deck & funnel deck, Ballast tanks steel renewal, 03 P & S bunker tanks crack area steel renewal and Shell marked locations were built up by the Steel department.

Colombo Dockyard's professional approach and flexibility of service was appreciated by the Owners/ Managers, as the repair project was re-delivered meeting owner's requirements.

The project team of MT. Agility was headed by Mr. P.H.S.R. Silva and MT. Delight was by Mr. I.N.J. Fernando and they were well supported by all production departments in redelivering this project.

The owners' interests were looked after by Mr. Salim Kadri - Technical Manager of both vessels, Mr. Merwyn J. Pinto - Technical Superintendent of MT. Agility and Mr. Sujay Mandal - Technical Superintendent of MT. Delight. The repairs were carried out meeting the Lloyd Register class society requirements. M/s. Prudential Shipping Ltd. handled the local husbanding work smoothly.

## CHINESE HOPPER DREDGER “WAN QING SHA”; DEPLOYED IN COLOMBO PORT CITY PROJECT

Wan Qing Sha (DWT 15814, LOA 132.48m, Beam 24.0m), a Hopper Dredger owned and managed by CCCC Guangzhou Dredging Co. called Colombo Dockyard for Drydock repairs on 12th August 2017. CCCC Guangzhou Dredging Co is a subsidiary of China Communications Construction Company Limited (CCCC). CCCC is the largest port construction and design company in China, the largest dredging company in China and the second largest dredging company (in terms of dredging capacity) in the world.

CCCC's subsidiary, China Harbour Engineering Company has been actively involved in a brand new city development project called 'Port City Colombo' in Sri Lanka. It will be South Asia's premiere residential, retail and business destination. Hopper Dredger, Wan Qing Sha has actively been deployed in this port city development project and it led her to visit Colombo Dockyard for her Drydock repairs.

Years of experience, high quality Drydock repair services provided with Japanese collaboration and Colombo Dockyard's experience in handling dredgers over the past four decades, played a major role in securing this project.

During this call, the vessel was accommodated in Drydock No.4 which is the largest graving drydock with capacity of 125,000 Dwt. The main repair scope during this call consisted of; overhauling two (2) Dredge Pumps, renewal and assembling casings, Dredge Pump suction, renewal of Delivery Pipe Lines and overhauling Delivery Valves, renewal of Hopper Loading Pipes and Discharge Pipes and renewal of suction slides and suction tubes (port and starboard sides).



*Hopper Dredger Wan Qing Sha during the Drydock repairs*

Most importantly bottom doors/ self entry door repairs, Bow Thrusters (one of overhauling, one of Lower Gear Box and Propeller renewal) and overhauling of main Engine Clutches in both port and starboard sides, were also included in repair scope. All the routine dry docking related repairs were carried out meeting the requirements of China Classification Society.

The project team was headed by Ship Manager, Mr. P.D. Gankanda who was well supported by all production departments in delivering a high quality repairing service on time. The owner's interest was looked after by Mr. Li Jin Wei-Technical Superintendent and Mr.Chen Rui-Deputy General Manager. Sea Horse Shipping (Pvt) Ltd. handled the local husbanding works efficiently.

## TRAILING SUCTION HOPPER DREDGER TSHD JUN YANG 1 SELECTS COLOMBO AS THEIR AFLOAT REPAIR SERVICE CENTER

A Trailing Suction Hopper Dredger, Jun Yang - 1 which is currently being used in the project of 'Port City Colombo' called Colombo Dockyard for Afloat repairs on 15th May 2017. Jun Yang - 1 (DWT 5000, LOA 168.0m, Beam 30.0m) is owned and managed by CCCC Guangzhou Dredging Co.

Location advantage, as full service repairs were available next door to their operational area. Colombo Dockyard's flexibility in handling afloat repairs of a complex nature was advantageous to the owner.

Main repair scope during this call consisted of; port and starboard side suction pipes with Gantry modification, pump room jet pump modifications



*Trailing Suction Hopper Dredger Jun Yang - 1, during her afloat repairs*

and discharged pipes to renew pipes, engine room main engine cooler modification and hopper loading pipe modification.

The project team was headed by Ship Manager, Mr. M.M.P.Cooray and Mr. H. M. Hettige who were well supported by all production departments in delivering a high quality repairing service on time. Repairs were carried out meeting the owner's interest and the requirements of China Classification Society. The owner's interest was looked after by Mr. Hu Zhiting. GAC Shipping Ltd. handled the local husbanding works efficiently.



## A PIONEER IN THE SPHERE OF CARGO TRANSPORTATION IN INDIA, TCI'S GENERAL CARGO VESSELS CALLS FOR DRYDOCK REPAIRING REQUIREMENTS

During the year 2017 three General Cargo Vessels owned by TCI Seaways, called Colombo Dockyard for their Drydock repairing requirements.

TCI Seaways is subsidiary of Transport Corporation of India Limited (TCI) which is India's leading integrated supply chain and logistics solutions provider and a pioneer in the sphere of cargo transportation in India. Under Domestic Services, TCI Seaways does Coastal Shipping, Agency Service and under International Services Break Bulk, Project Cargo and Containerised Business. TCI Seaways is well equipped with four vessels (23,308 DWT cumulative capacities). Their current fleet size comprise of General Cargo Vessels of TCI Arjun, TCI Lakshmi, TCI Prabhu and TCI Surya.

Colombo Dockyard has been the preferred repair centre for TCI fleet of vessels operating in the Indian Coast and Port Blair Region. And TCI has been patronizing Colombo Dockyard for past two decades. The proven track records of Quality repairs for vast type of Vessels by Colombo Dockyard could sustain the trust with TCI Seaways.

TCI's General cargo vessels of TCI Lakshmi, TCI Prabhu and TCI Arjun called Colombo Dockyard in 2017 for their drydock repairing requirements. The vessels were accommodated in Dock No. 01 (Up to 30,000DWT) and Dock No. 03 (Up to 8,000 DWT) where usually smaller ranges of vessels are accommodated in.



MV TCI Lakshmi in Dock no. 01

LOA: 100.6m Beam : 16.5m DWT: 4,765 tons

Repair Scope: Overhauling main engine, main engine turbocharger, ship side valves, storm valves, emergency engine, ballast pump and MSW pump, renewal of STBD windlass break liners, heavy oil transferred 100 tonnes to yard tanks, Crane repairs, Rudder repairs, Propeller and shaft repairs, Steering gear both RAMS service, Renewal of Engine room and deck pipe lines, Hydrophore tank fabrication, Container guide beam locking arrangements, Chemically cleaned F.W.G. Evaporator and condenser and repaired educator line crank, Re-tubing Dumping Condenser, Steel renewal of P & S Anchors and Anchor chains and Chain lockers (P&S)



MV TCI Arjun in Dock no.01



MV TCI Prabhu in Dock no.03

MV TCI Arjun	LOA: 142.68m	Beam : 18.25m	DWT: 10,381 tons
MV TCI Prabhu	LOA: 86.53m	Beam : 12.8m	DWT: 3,490 tons

### General Repair Scope:

Steel renewal, Cross deck ventilation doors, Port anchor windlass repair, Hatch pontoons, Tanks cleaning, Crane operator cabin repairs, Hatch pontoon inter beams repair, Main engine repair works, Propeller and tail shaft repair, CPP OB Box repair works and Bow thruster overhauling

Repairs were carried out fulfilling the owner's interest and meeting the requirements of Indian Register of Shipping. The project team was headed by ship Manager Mr. U.P.K. Paranaividhana, who was well supported by all production departments. The owner's interest was looked after by Technical Superintendents; TCI Lakshmi and TCI Arjun by Mr. Mani Slivasamy and TCI Prabhu by Mr. K.M. Basha. McLaren Shipping Ltd. handled the local husbanding works smoothly.



Portrait of TCI Arjun is being handed over to Mr. Mani Slivasamy by Mr. Darshana Chandrasekera (Head of Marketing-Ship Repairs)



## SCI'S VISHVA SERIES OF BULK CARRIERS POSITIONED AT COLOMBO DOCKYARD FOR THEIR FIRST SPECIAL SURVEYS



*MV Vishva Anand after Drydock repairs in Dock No.4*



*MV Vishva Vikas after Drydock repairs in Dock No.4*

Colombo Dockyard has demonstrated that its strong reputation as a dry bulk carrier and tanker repair works resonate with India. As a result of that, the dry docking and afloat repairing of four bulk carriers and tanker owned and managed by the Shipping Corporation of India (SCI) called in for dry-docking and repairs during this year.

SCI has today evolved into the largest Indian shipping Company. It is presently the major Bulk Carrier operator in India, with an assortment of 16 Bulk Carriers, spanning the Handymax, Supramax, Panamax and Kamsarmax sizes of vessels. And also it is the largest Tanker owner in India, with a well-diversified fleet of crude Tankers consisting of all sizes: MR, LR-I, LR-II, Aframax, Suezmax and VLCC Tankers.

Details of the SCI's Bulk Carrier vessels and a Tanker that have called Colombo Dockyard in 2017 are summarised in a table as given below.

Vessel Name	Type	Year built	GRT (tons)	DWT (tons)	LOA	Beam
<b>Drydock repairs</b>						
MV Vishva Anand	Bulk Carrier	2012	44,007	80,204	229.0m	32.0m
MV Vishva Vinay	Bulk Carrier	2012	44,007	80,139	229.0m	32.0m
MV Vishva Vikas	Bulk Carrier	2012	33,185	57,128	190.0m	32.0m
<b>Afloat repairs</b>						
MV Vishva Bandhan	Bulk Carrier	2011	33,185	57,196	190.0m	32.0m
MT Swarna Pushp	Oil And Chemical Tanker	2010	29,845	47,795	184.0m	32.0m





*MV Vishva Vinay after Drydock repairs in Dock No.4*

The vessels were accommodated in Drydock No. 04 (125,000 DWT) which is ideally suited to handle various types of vessels up to Afra- Max. (Max Beam 42 Meters). Afloat repairs for MV Vishva Bandhan and MT Swarna Pushp were carried out at Colombo anchorage and off Galle anchorage respectively.

In 2015 & 2016 SCI's Bulk Carrier vessels; MV Vishva Prerna (DWT 57161, LOA 190.0m, Beam 32.0m), MV Vishva Vijeta (DWT 56638, LOA 190.0m, Beam 32.0m) and MV Vishva Malhar (DWT 56616, LOA 190.0m, Beam 32.0m) also had called Colombo Dockyard for Drydock repairs.

Though the repairing scope of this Vishva series was complex; Colombo Dockyard could deliver this through their active management, efficient resource allocation and effective strategy execution with Japanese collaboration.

The major repair scope consisted of;

<b>Drydock repairs</b>	Main Engine overhauling, Auxiliary engine overhauling and major rebuilding of Auxiliary Engine, Cargo hold surface preparation, Hydraulics System repairs/ renewals, Ballast, cargo, fire, steam lines pressure testing and rectification of leakages, Pump and Valve repairs
<b>Afloat repairs</b>	Old Oily Water Separators (OWS) were removed and installed new by fabricating new pipes and foundation, Overhauling Auxiliary Engine, made and supplied Deck Rubber Scuppers, Wire mesh removal of Ballast Tank Vent Heads, fabricated new Gangway Brackets, Deck IS Line renewal, refilling and pressure testing of Oxygen Bottles

With its proven track records in ship repairs, Colombo Dockyard PLC could accomplish these complex work series and ultimately could satisfy customer needs.

Afloat repairs were carried out under the supervision of Ship Manager, Mr. H.M.Hettige and dry dock repairs were carried out under the supervision of Ship Managers, Vishva Anand - Mr. M.M.P.Cooray, Vishva Vinay - Mr. W. Amila Prasad and Vishva Vikas - Mr. I.N.J. Fernando, who were well supported by all production departments.

The owner's interest was looked after by Technical Superintendents; Vishva Anand - Mr. Neeraj Kumar, Vishva Vinay - Mr. Neeraj Kumar and Mr. Manoj Gupta, Vishva Vikas and Vishva Bandhan - Mr. Rajib Banik and Swarna Pushp by Captain Mr. S.M. Sayeed. The repairs were carried out meeting the requirements of owners and Classification Society (Indian Register of Shipping - IRS). Asha Agencies Ltd. handled the local husbanding works smoothly.

## SEYPEC'S PRODUCT AND LPG TANKER "MT SEYCHELLES PARADISE" OPTS FOR DRYDOCK REPAIRS AT COLOMBO DOCKYARD



*MT Seychelles Paradise while the repairs in Drydock No.3*

GTS Shipmanagement GmbH & Co. KG (Germany) managed and Seychelles Petroleum Company Limited (SEYPEC) owned, "MT Seychelles Paradise" (DWT: 1,786, LOA: 67.8m, Breadth 13.2m) called in for dry-docking and repairs on 16th August 2017.

Seychelles Petroleum Company Limited (SEYPEC), a government owned parastatal is fulfilling the country's energy requirements through the supply of fuel. SEYPEC has in their possession a fleet of six tankers. A smaller product and LPG tanker, MT Seychelles Paradise trades regionally and is used for their domestic supply, selected Colombo as the repair centre for her requirements.

MT Seychelles Paradise also had called Colombo Dockyard in 2014 for their Drydocking and repairing requirements. Confidence developed through their prior experience gave the courage to believe in Colombo Dockyard for a high quality repairing service. Along with that Colombo's strategic location perpetuated their visit to Colombo Dockyard PLC.

During this call the vessel was accommodated in Drydock No.3 which has the capacity of 8,000 Dwt, 122 metres in length and 16 metres in breadth. During this call a variety of Drydock repairs were carried out including;

<b>Deck Side</b>	Overhauling of pressure vacuum (PV) valves, Pressure testing of Cargo/ Fire/ Foam lines, Servicing of LPG pumps, Overhauling of Cargo pumps, Renewal of Cargo/ LPG pump foundations, Steel renewal in Water Ballast Tank (145)
<b>Engine Side</b>	vulcanizing of sten tube seals, Overhauling of sea suction/ overboard valves, Overhauling of Auxiliary Engine, Cleaning of Main Engine Lubricating Oil cooler & Box coolers (sea chest)
<b>Electrical Side</b>	Overhauling of motors/ shaft Shaft earthing device, servicing of MCB & ECB breakers, Testing of fixed/ portable gas detection system, Calibration of cargo flow meters and Radio survey

Repairs were carried out fulfilling the owner's needs and meeting the requirements of 'Germanischer Lloyd' Classification Society.

The project was successfully carried out under the leadership of Ship Manager, Mr. P.H. S.R. Silva who was well supported by all production departments in delivering a high quality repairing service on time. The owner's interest was looked after by Mr. Thomas Sauerbier -Technical Superintendent. Ceyline Shipping Ltd handled the local husbanding works smoothly.

## MT. SIDRA RAS LAFFAN OWNED BY QATAR FUEL / WOQOD MARINE SERVICES CO IN FOR SPECIAL SURVEY REPAIRS

The Chemical/ Product tanker owned by QATAR FUEL / WOQOD MARINE SERVICES CO MT. Sidra Ras Laffan (DWT: 34671, LOA:172 M, Beam: 28.00 M) called in for dry-docking and second special survey repairs. The tanker arrived in Colombo in ballast condition, was accommodated in drydock on arrival. The vessel's arrival was delayed, as she had issues receiving her bunkers, thus delaying the vessel by few days.

Penetration into Qatar market is a significant breakthrough for Colombo Dockyard PLC, as Colombo can provide a customised repair solution for the medium size tankers. (Up to Aframax). During this call the vessel was accommodated in Drydock No. 04. Yard teams worked in a focused approach to ensure that the vessel repair requirements were attended effectively.



*MT Sidra Ras Laffan ready to undock from Drydock No.4*



During this call a wide spectrum of repairs were attended; Chipping and painting of 12 Nos. ballast tanks were the critical scope. Pipe line repairs on deck including steam lines, hydraulic lines and cargo lines. V/V Overhaul of cargo and steam lines on deck. Misc. steel repair works on deck. Main engine full de-carbonizing and bearing inspection. Full overhauling of auxiliary engine, overhauling of 12 Nos. pumps and 12 Nos motors. Chipping and painting of superstructure. Minor steel renewals inside ballast tanks (9 Nos).

Colombo's approach and speedy service was appreciated by the Owners/ Managers, as the repair project was re-delivered successfully meeting owner's requirements. The project team was headed by Ship Manager Mr. Samitha Silva was well supported the project team members headed by Mr.D. Abeywickrema-Engine dept., Mr.Umesh Wijetunga-Deck side, Mr. Deleepa Bulathsinghala-Hull treatment, Mr. Chandrawansa-Electrical side, Mr. Neel Jayasekera, Automation, Mr.Tilina Thenakoon-Invoicing Engineer.

The owner's interests were looked after by Mr. Allwyn Brenden Dsouza- Technical Superintendent, Capt. Abir Abdel Rahaman Abdel Razig-Technical Superintendent. The repairs were carried out meeting the Lloyds Register of Shipping classification society requirements. M/s. Aitken Spence Shipping Ltd. handled the local husbanding work smoothly.

## INTERSHIP NAVIGATION OWNED AND MANAGED, "MV MCP LARNACA" CALLS FOR DRYDOCK REPAIRS

"MV MCP Larnaca", a General Cargo Vessel (DWT: 7,709ton, LOA: 117.0m, Beam: 19.7m) owned and managed by Intership Navigation Co. Ltd called for Drydock repairs in August 2017.

Intership Navigation Co. Ltd, a first class ship owning and Management Company also a member of the 'Hartmann Group' in Germany is based in Limassol, Cyprus. Intership Navigation has grown into a major international ship owner and manager, presently managing a fleet of 84 vessels and a further 100 vessels on crew management basis.

Intership's owned fleet consists of different series of vessels; Bulk carriers, General Cargo vessels, Container Feeders of 700 TEU as well as Handy, MR, LR1 tankers and two series of most modern self-unloading Cement Carriers. In addition to its owned vessels, technically they manage 35 vessels for third-party owners, as well as a fleet of about 100 ships on a crew management basis.

Intership Navigation first called in Colombo Dockyard in July 2015("UBC Chile", a Cement Carrier DWT 15,053 ton, LOA 132.0m, Beam 22.50 m). Since then, two cement carrier vessels (UBC Canada and UBC Cyprus) and three General Cargo vessels (MV Souni , MV MCP Traododos and MV MCP Larnaca) have called Colombo for their different repairing requirements. The vessels were accommodated in Drydock No. 01 and 04 which carries repairs of vessels up to



*MV MCP Larnaca during the Drydock repairs in Dock No. 01*

maximum capacity of 30,000 DWT and 125,000 DWT respectively.

Colombo Dockyard has been able to strengthen their relationship with Cyprus based ship owners/ managers with an excellent marketing drive offered by 'WSR Services Ltd.' the representatives for Colombo Dockyard PLC in Cyprus.

As a company having an objective to provide service excellence via efficient, high-quality, reliable and secure services, Intership Navigation has built trust in Colombo's ship repair services within this shorter time frame. Colombo's strategic location in Indian Ocean where the most important trade routes of the world pass through, procured their visit to Colombo.

Main repair scope of MV MCP Larnaca consisted of cargo hold blasting and painting, Hatch covers repairs, Cargo holds - vent heads repairs, Hatch covers blasting and painting, Container's stanchion, sliding sockets repairs, Renewal

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## INTERSHIP NAVIGATION OWNED AND MANAGED, "MV MCP LARNACA" CALLS FOR DRYDOCK REPAIRS

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*Handing over of a collage of the vessels repaired in Colombo, during a visit to the Intership office in Cyprus*

of cargo hold CO<sub>2</sub> pipe line, Deck compressor air line renewal, Auxiliary engine major overhauling, Gear box repairs (type GWC 52.59), Various pipe line renewals, P&S windlass overhauling and repairs of all main bearings (including thrust bearing).

The project team was headed by Ship Manager, Mr.P.H.S.R. Silva, who was well supported by all production departments in delivering a high quality repairing service on time. Repairs were carried out meeting the requirements of Germanischer Lloyd Classification Society. The owner's interest was looked after by Technical Superintendents, Mr.Tomasz Mrowczynski and Mr. Marek Klein GAC Shipping Ltd. handled the local husbanding works smoothly.

## LAUGFS MARITIME SERVICES' LPG CARRIER, "GAS CHALLENGER" CALLS FOR DRYDOCK REPAIRS



*MT Gas Challenger after the completion of her repairs*

MT Gas Challenger (DWT 7046, LOA 119m, Beam 18m), a LPG Tanker owned and managed by Laugfs Maritime Services (Pvt) Limited called Colombo Dockyard for Drydock repairs on 21st of August 2017.

MT "Gas Challenger" was Laugfs' maiden acquisition with a capacity to carry 3,500 m/tons of LPG marking their entry into maritime business. Including the Gas Challenger, Laugfs Maritime Services holds three vessels in fleet size which would not only cater to the domestic requirements of Laugfs, but also would support regional demands. Laugfs is one of the largest diversified business conglomerates in Sri Lanka founded in 1995. Laugfs Holdings today has expanded across 20 industries, establishing a strong presence as a leader and pioneer in the power and energy, retail, industrial, services, leisure and the real estate sectors in the country.

As a company which carries the Sri Lankan identity to the world, it has deeply rooted their trust with Colombo Dockyard for ship repairing services. The proven track record of Colombo Dockyard as a reliable shipyard which delivers quality repairs on time could secure this project for the second time.

During this call, the vessel was accommodated in Drydock No1 which has capacity up to 30,000DWT. The main repair scope during this call consisted of; main engine oil mist detector, engine room pipe lines, main engine crankshaft connecting rod bearing renewal, overhauling safety valve and stern tube seal renewal.

The project team was headed by Ship Manager, Mr. I.N.J. Fernando who was well supported by all production departments in delivering a high quality repairing service on time. The owner's interest was looked after by Mr. Leslie Hemachandra, who is the Director / CEO of Laugfs Maritime Services (Pvt) Limited. GAC Shipping Ltd. handled the local husbanding works smoothly.

## MMI EUROPE AND MMI UK APPOINTED TO MARKET COLOMBO DOCKYARD

The dynamic MMI outfit has been appointed to market Colombo Dockyard PLC's services in Europe and UK. MMI and Colombo Dockyard have been in discussion for few months on this strategic handshake to promote the shipyard. Colombo Dockyard provides ship repair and shipbuilding in a strategic location, in partnership with Onomichi Dockyard Co. Ltd. Japan. Thus, augmenting the service reach in the Indian Ocean territory for MMI Europe and MMI UK.



## OUR WORLDWIDE AGENTS

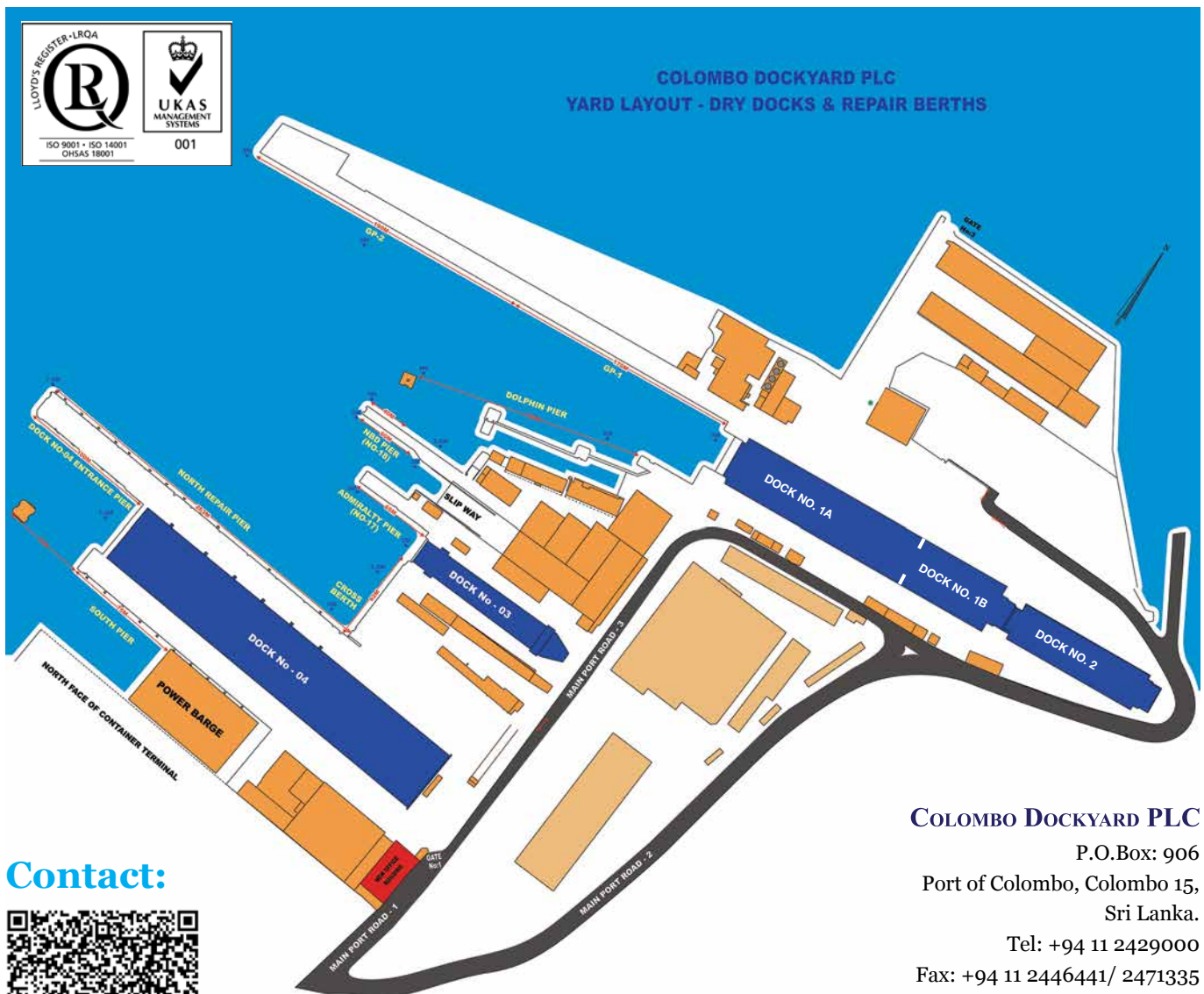
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**COLOMBO DOCKYARD PLC**  
*"...an Odyssey of Excellence"*

# YARD LAYOUT

Drydock No.	Length (M)	Breadth (M)	Depth (M)	Capacity (DWT)	Cranage (T)
Drydock No. 1 A	148	26	9.7	30,000	160
Drydock No. 1 B	62	26	9.7		160
Drydock No. 2 (Shipbuilding)	107	18.5	6.7	9,000	160
Drydock No. 3	122	16	5.5	8,000	20
Drydock No. 4	263	44	8.9	125,000	50



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