



COLOMBO DOCKYARD PLC

"... an Odyssey of Excellence"

尾道造船株式会社
ONOMICHI DOCKYARD CO., LTD.

The Coldock BUZZ

Colombo Dockyard's
Official Launch of
Rapid Response
Afloat Repair Service
on the 31st of May,
Signaling the Return
to Normalcy of
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Lay Keels of Buoy
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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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Mr. Hideaki Tanaka
Chairman, Colombo Dockyard PLC

Chairman's Message

Colombo Dockyard is the most dynamic and comprehensive shipyard in the South Asian region. Through the collaboration with Onomichi Dockyard Co., Ltd of Japan, the shipyard has gained immeasurably from Onomichi's experience and superior technical know-how. We strive to provide Japanese quality and first-class technology solutions to our clients with pride and always work towards guaranteed on-time delivery. We will continue to grow to learn from our challenges and move forward.



Mr. D. V. Abeyasinghe
Managing Director/CEO, Colombo Dockyard PLC

Managing Director/ CEO's Message

We are the premier shipbuilding, ship repairing and heavy engineering facility in Sri Lanka and we have proven our excellence, by delivering on our promises to a clientele worldwide. We are flexible to accommodate clients' needs and we strive to enhance the interest of our clients and stakeholders, in an environmentally friendly manner. Although the maritime industry is going through a rough patch, I believe through continued hard work, the shipyard will ride off the storm and will work towards a brighter future.



Mr. K. B. P. Fernando
Chief Operating Officer, Colombo Dockyard PLC

Chief Operating Officer's Message

Colombo Dockyard has evolved over the last four and a half decades serving a wide spectrum of local and international clients. We have mastered the art of serving our clients in ship repair /shipbuilding keeping in mind the changing regulatory and industry requirements. As the COO, I am confident that Colombo Dockyard can provide premium quality service package to meet with your requirements, at a very competitive pricing level and industry benchmarked duration. Be assured that the confidence and trust you place on the shipyard will be reciprocated with care and professionalism.

The Coldock BUZZ

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COLOMBO DOCKYARD PLC

“... an Odyssey of Excellence”

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Highlights

VLGC Nanda Devi owned by Shipping Corporation of India Calls for Drydocking and lay up repairs



Major Drydocking and lay up repairs on Diving Support Vessel Seamec Princess Successfully Completed



Official Launch of Rapid Response Afloat Repair Service



Colombo Dockyard Built Underwater Restaurant Commissioned in Maldives



Colombo Dockyard Delivers “KDDI Cable Infinity” Built For Kokusai Cable Ship Co. Ltd. Japan Continued From page → 1



Mr. Yukihiro Fujii Managing Director KCS, Mr. Shigetuki Sato Deputy Director KCS and a host of other distinguished guests were present at the event.

Representing Colombo Dockyard, Mr. Hideaki Tanaka Chairman, Mr. Sarath De Costa Vice Chairman, Mr. D.V. Abeysinghe MD/CEO, Mr. K. Kanaya Director, Mr. Y. Saki Technical Advisor, Mr. Lal Hettiarachchi General Manager [SB], Mr. Thimira Godakumbura General Manager [New Construction], Mr. S.D. Gilbert AGM [Special Projects] and the entire corporate management team and staff participated.

This Cable Laying Vessel is 113.1 meters in length, 21.5 meters in breadth, 8.8 m depth, with a maximum load laying draught of approx 7.1 meters has a deadweight carrying capacity of 5,757 DWT and a speed of 14.5 knots with accommodation facilities for 80 persons.

This vessel is a modern, 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. 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 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 maneuvering 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 industrialization drive.

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 Stbd side 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 Head, Mr. Venura Wanasinghe with full support from the pre-planning team Mr. Avantha 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.



Prefabricated Shell Insert



Damaged Shell plate removed



4 Nos Shell inserts Renewal at Berth

LPG Carrier "Esmeralda" Owned by IINO 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 Oriental Oki. 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, IINO 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. Cris Camacho 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.

Type - LPG Tanker
Year - 2006
L x B - 106 x 17
GRT - 4484T
Dock No - 01
Built - Japanese build



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 Roy, Technical Superintendent – Deep Sea, looked after the owner's interests during the repair call to Colombo.



LPG/C ALMARONA

OWNER - QATAR SHIPPING COMPANY S.P.C
YEAR OF BUILD - 2004
BUILDING YARD - STX SHIP BUILDING COMPANY LTD., SOUTH KOREA
GROSS REGISTERED TONNAGE [GRT] - 17357
LENGTH OVERALL [LOA] - 164.80 M
BREADTH MOULDED - 26.2 M
MOULDED DEPTH - 15.334 M
NUMBER OF CARGO TANKS - 6
MINIMUM CARGO STOWAGE TEMP -48°C

STEEL RENEWAL

Low Temperature steel plates were cropped and renewed on Main deck, TST internals, Cargo hold Shell frames with 6.5 tons of Grade NV4-4L steel plates which has long lead time to supply. In addition to above 13 tons of Mild Steel Grade A steel plates were renewed in other open areas and Chain locker.

CHILLER UNIT INSTALLATION

Ship owners follow few options to modify the ship as per new convention of "Annex VI of Marpol 73/78 - Regulations for the Prevention of Air Pollution from Ships" to reduce the Sulphur limit from 3.50% to 0.50%, effective from 1 January 2020. Instead of running on same fuel with controlling Sulphur emission, the owners decided to convert to Marine Gas Oil. To improve the lubrication of fuel pumps with MGO, it is required to increase the viscosity of fuel oil which makes ship to introduce chiller unit. Yard installed owner supplied new chiller unit, designed, fabricated and installed new pipe network fuel and sea water inlet outlets and successfully commissioned the respective modification.

EXHAUST GAS BYPASS LINE

As the fuel heating was not required, it was necessary to dump additional steam through a condenser or reduce steam generation which owners preferred exhaust gas to bypass the Exhaust gas boiler. Yard fabricated and introduced 500mm diameter bypass line of 15m length with necessary supports to hold the new line. Also yard manufactured 500mm Dia flap valve in-house with corten steel which can withstand a temperature of 500 Celsius.

CARGO COMPRESSOR VALVE OVERHAULING

42 Nos Cargo line Relief valves and 6 Nos cargo tank Relief valves were tested and repaired as requirement. For the valve testing yard developed a new test procedure with the instructions of OEM and malfunctioning valves were adjusted by holding pressure to standard values.



Cargo Compressor Valves Overhauling



Introducing Exhaust Gas Bypass Line

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
LENGTH OVER ALL / B.P. - 131,35 M / 121,18 M
BREADTH MOULDED - 20,02 M

TANK COSTING REPAIRS

Owners expected to repair tank coating of all the tanks – Fore peak tank, 3 Nos DB tanks, 14 Nos Hopper tanks, 14 Nos TST tanks, 1 Slop 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 ship's schedule to meet the requirements of Cap Surveyor, satisfaction to the inspector and expectations of owner on deputing the vessel to trade with Japan.

Observed blisters due to defected paint coating in tanks and very high PH (13) and Salt concentration (200mg/m2) which was totally unhealthy environment to regular coating application.

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.

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 spools 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.



Ready to sail out after extensive repairs

VLGC Nanda Devi owned by Shipping Corporation of India Calls for Drydocking and lay up repairs

Type - Lpg Tanker
Year - 2001
Lx B - 227 x 36
GRT - 46506
Dock No - 04
Built - Japanese build



The LPG Carrier Nanda Devi, was accommodated in drydock No. 04 on arrival, where her underwater repairs were attended, subsequently she was shifted to alongside repair pier for completion of her work. This is one of the biggest LPG carriers to call for major layup repairs to Colombo Dockyard in her recent history.

THE REPAIR SCOPE ATTENDED DURING THIS CALL :

Major hydraulic repair on 7 nos. Mooring winches
All hydraulic motors, control valves and counter balance valves along with respective safety/ relief valves along with hydraulic motor operating mechanism were overhauled on all winches and both windlass. Renewed 260m long hydraulic pipes in Sch 40 and sch 160 along with fittings and approx. 300 clamps.

Shell renewal on Cargo Heater and Vaporizer
Complete shell of cargo Heater was repaired with a doubler plate which covers the complete heater in full. 870mm diameter x 6750mm length heater was welded with a doubler of 6mm thick after rolling, line heating to correct shape, and welded after slotting and grinded smooth for fine surface.

Mr. Amila Prasad- Ship Manager was the project head, while all round support was extended from all production departments. Deck Department Mr. Dileepa Bulathsinghala, Engineer Deck. Steel Dept. Mr. Asoka Edirisinghe, Engineer Steel, Engine Department Mr. Chaminda Rambukwella, Engineer Engine. The owner's interests were looked after by Capt. Maneesh, Technical Superintendent. The vessels repairs were carried out under classification society Lloyds Register of Ships meeting owners and classification society requirements. Local agents M/s. Asha Agencies Pvt Ltd handled the husbanding smoothly.



Cargo Heater



Hydraulic Repairs



Colombo Dockyard Strategically Located to Serve the Bituman 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.

Major Drydocking and lay up repairs on Diving Support Vessel Seamec Princess Successfully Completed



Seamec Ltd, India has been a regular caller to Colombo; they had placed confidence on Colombo Dockyard with Seamec II 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. 01 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 O ring groove insitu. Yard fabricated tools for insitu machining of this door and trail tested to verify the accuracy of the Tool. After undercutting 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 O 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 BOW 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. Kongsberg [Rolls Royce] service engineers were available at site for supervision.



Thruster overhauling

REPAIRS ON 100 TON CRANE

Carried out overhauling of clutch shaft of the crane.



HRC Ram after Chroming

Type - Diving support vessel
Year - 1984
L x B - 120 x 20
GRT - 8709T
Dock No - 01
Built - Finland



Shaft Bearing Removal

In addition to that three rams were overhaul with owner supplied seal sets. Ram Dia 400mm x 5200mm Length and of weight 3,909kg each.

HRC RAM RECONDITIONING

Rechroming of the shaft carried out overhauling of ram along with a local service provider. Dia 300mm x 2100mm length

RENEWAL OF BELL CLAMP WEIGHT LOCKING MECHANISM

Completely renewed with yard fabricated components from mild steel and bronze for Clamer weight rope guide mechanism connected to Diving bell.

Shipyards experience in handling similar vessels came in handy; the project team headed by Mr. Ajith Kariyapperuma, Senior Ship Manager approached the project systematically, with the full support of the production team. Engine Dept. Mr Asiri Wijayagunathilaka, Engine Dept. Mr Amila Fernando and Supervisor Machining Mr Dhammika Perera.

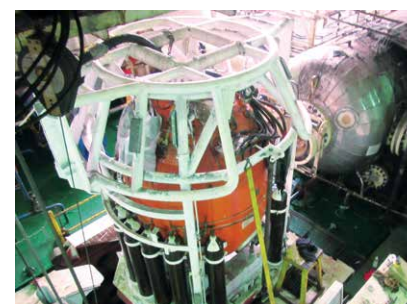
The owner's interests were looked after by Mr. K T Thomas, General Manager [Technical] also, bringing in a vast knowledge base to the project execution. The repairs were completed successfully on schedule meeting classification society DNV-GL & IRS. The local agents during this call for the vessel were GAC, who handled the logistic and husbanding matters smoothly.



HRC Servicing with 50T Chroming Crane Ram Overhauling



Clamp Weight Locking Mechanisam



Diving Bell in Diving room



Load Testing of 50T Crane

Synergy Oceanic Services India Managed MV. Sri Ganesh Calls Colombo for Drydocking and Lay up Repairs



Facing Bearing Fitting Surface

The bulk carrier was accommodated in Drydock No. 04 [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.

Cargo Crane No. 04 [SWL 30 Ton] 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.

BEARING RENEWAL

Removed Old Slew bearing from place.

MACHINING REQUIREMENT - ADDITIONAL REQUIREMENT

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

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.

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 tins. After successful trails, same was handed over to owners.

LOA - 189.99
Breathth - 32.96
GRT - 31238
Built - 2007 at Mitsui Engineering & Ship building co ltd, Japan
Owners - GU OCEAN INDIA PVT LTD
Operators - SYNERGY OCEANIC SERVICES INDIA PVT LTD. KERALA

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 Affaires Head of Mission of the Embassy of Iraq, His Excellency Akira Sugiyama Ambassador of Japan in Sri Lanka, Chief Engineer Talib Abdullah Baeish Asst Director General/ Project Director of General Company for Ports of Iraq, Mr. Hideyuki Oiwa Senior General Manager of TTC, Dr. Parakrama Dissanayake 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 GCPI, Nippon Koei, Japan International Cooperation Agency (JICA), ClassNK, Sri Lanka Ports Authority, Sri Lanka Navy, Board of Investment, Toyota Lanka, Standard Chartered Bank, participated and offered their blessings for the project.

From the part of CDPLC, Dr. Toru Takehara (Chairman), Mr. D.V. Abeysinghe (MD/ CEO), Mr. H. Tanaka (Advisor), Mr. Y. Kijima (Technical Advisor), Mr. K. Utsumi (Director), Mr. K. Kanaya (Director), Mr. Mr. Lal Hettiarachchi (GM-SB), 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 fortune 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 Lankan’s are happy to contribute with our technology, products and services for the rehabilitation of the Iraq 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 relations 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 the relationship between Sri Lanka and Japan.

CDPLC believe that TTC and CDPLC has formed a very good relationship which can be developed and transformed in to a very strong, long lasting strategic partnership to cater to worldwide requirements for Shipbuilding, Ship repairing 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 to Nippon Kaiji Kyokai (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 6.1m. The vessel is driven by two powerful diesel engine and shall develop a speed of 14 knots. The vessel shall be fully air-conditioned and shall provide accommodation for 47 persons.

60 m Buoy Tender Vessel

50 m Pilot Station Vessel



Images courtesy of Concept Designer, MTX Marine Design & Consultants Pte Ltd
The two vessels are to sail out of Colombo in August 2020.

The Buoy Tender Vessel is designed to be operated to retrieve and launch marine navigation buoys, to provide repair and maintenance to marine navigation buoy, 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 breadth 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 also shall be equipped with a Crane with a lifting capacity of 22 tons. This vessel too provides fully air conditioned living quarters for its complement of 29 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 Onomichi Dockyard Company Limited of Japan who owns a stake of 51% at Colombo Dockyard PLC while ri 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.

Colombo Dockyard Lay Keels of Two Pilot Launches Being Built for Sri Lanka Ports Authority

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 Ratnayaka, 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 Athula Hewavitharana Managing Director SLPA, Mr. Upali 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.



Invitees at the stage

Mr. T. Nakabe, President of Onomichi Dockyard Co. Ltd of Japan, Mr. H. Tanaka Chairman CDPLC, Mr. Sarath De Costa Vice Chairman CDPLC, Mr. D.V. Abeysinghe MD/ CEO CDPLC, Mr. K. Kanaya Director CDPLC, Mr. Yusihiro Saki Technical Advisor/CDPLC, Mr. Lal Hettiarachchi General Manager [Shipbuilding], Mr. Thimira Godakumbura General Manager [New Construction] and a host of other Senior Management and Staff representing Colombo Dockyard participated at this momentous occasion. The 19m Pilot Launch is a proven design developed by MACDUFF of Scotland. The Pilot Launch will serve to transport pilots 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.



Dignitaries on top of the Keel Laying Platform

The Pilot Launch is designed to hold a high degree of stability and comfort in all weather conditions and these Pilot Launches will provide a stable platform during embarking and disembarking Pilots. The Pilot Launches shall be equipped with state of the art machinery and equipment developed for this type of launches world-wide, which are of proven type with high dependability, durability and suitability for the intended purpose.

By building the Pilot Launches in Sri Lanka, SLPA helps develop the economy of the country by developing the local shipbuilding industry. The local ventures such as CDPLC generate large number of direct and indirect employment opportunities and develop the skills and technical knowhow of the local workmen and help save on valuable foreign exchange.

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 for Dock No.4 but having understanding the unexpected unfavorable situation the owners/ managers of the vessel faced, yard managed the compete repair with two docking slots without cancelling

any of the planned dockings. Also yard put extra effort to sail all the scheduled vessels in time.

All three stern tube bearings were changed from Railco to Vesconite and corrected the shaft line. Propeller tips found continuous damages including cracks. Same were arrested, grinded, built up and also butt welded new AlNiBr plates and grinded off to attain the desired profile of the blades. Also Seal housing found touching the liner, same was done with a localize repair.



The project manager Mr. Viraj Ranatunga, Ship Repair Manager was ably supported by the production teams, Engine Department Mr. Janith 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 husbanding 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. Diyabalanage 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.



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.



(L-R) Mr. Benny Fernando, Chief Operating Officer, Mr D.V. Abeysinghe, Managing Director and Mr H. Tanaka, Chairman carrying out the symbolic launch of the RRARS.



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, Bremen. 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].

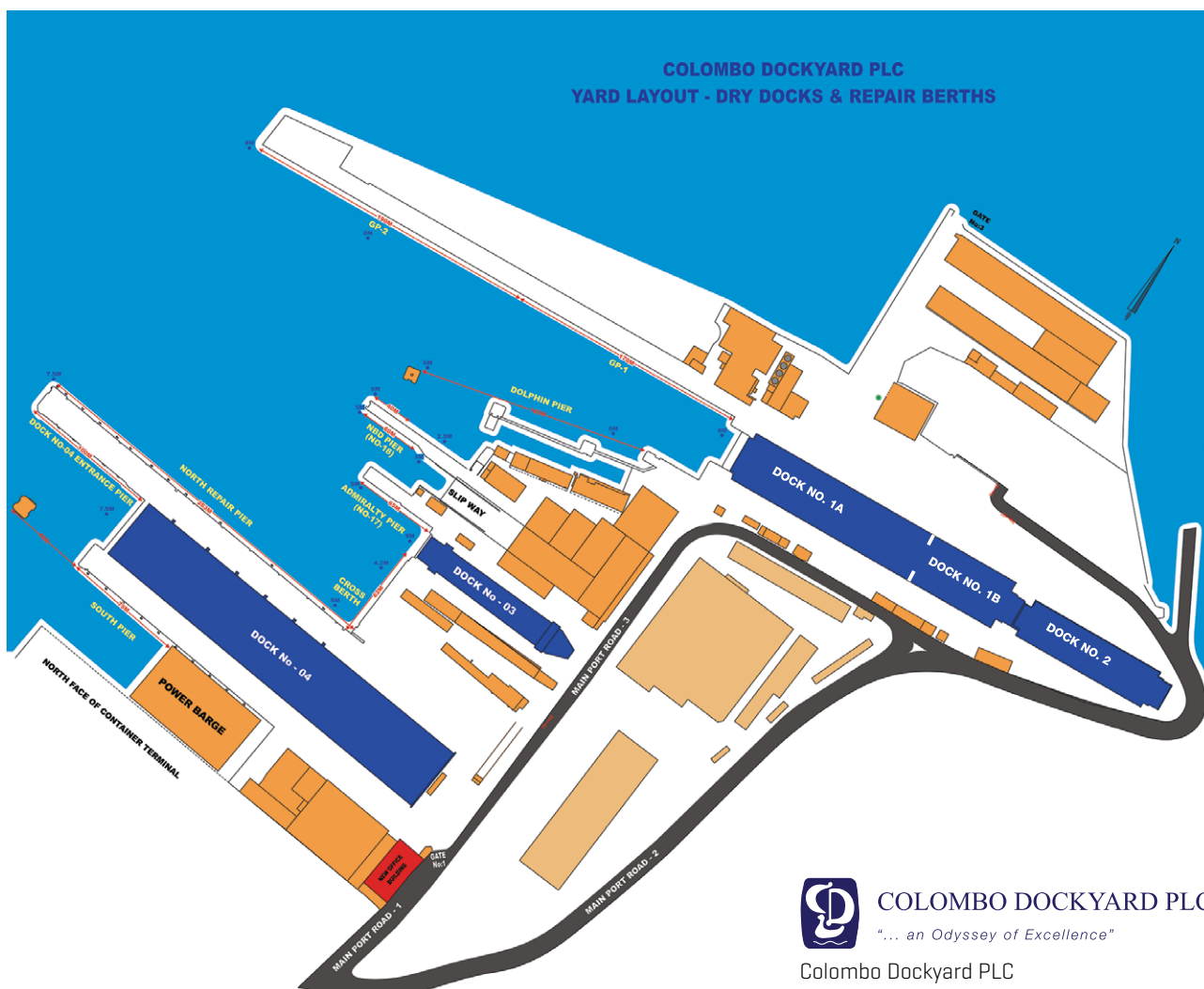


This RRARS has successfully undertaken 68 jobs in 2017 since the soft launch, 83 jobs in 2018 and 38 Jobs up to May 2019. The afloat repair unit has handled over 100 projects since its soft launch in during early 2017, this operation is earmarked to gain the confidence of many owners / managers and grow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

.."an odyssey of excellence"

Yard Layout

Dock No	Length [m]	Breadth [m]	Depth [m]	Capacity [Dwt]	Cranage [t]
Drydock No. 1A	148	26	9.7	30,000	160
Drydock No. 1B [Shipbuilding]	62	26	9.7		160
Drydock No. 2 [Shipbuilding]	110	24	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



COLOMBO DOCKYARD PLC

"... an Odyssey of Excellence"

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