

Colombo Dockyard Shipbuilding Entry to Europe – First Hybrid Cargo Vessel from the Region



Colombo Dockyard PLC (CDPLC) On 21st September 2022 delivered **"Misje Vita", 5000DWT EcoBulk Carrier built for Misje Eco Bulk AS, Norway (Misje)**. This is the first vessel of the series where CDPLC signed and executed shipbuilding contracts in March 2020 for four vessels initially. The contracts were signed under the guidance of Chairman of CDPLC, Mr. Hideaki Tanaka.

Norwegian company Misje Eco Bulk AS is CDPLC's first European customer for a new construction project and the delivery of the vessel marks a historic milestone in Sri Lankan shipbuilding which demonstrate the CDPLC's ability to undertake different types of vessels with varying and modern technologies. CDPLC is pleased to be able to deliver the ship on schedule despite many disruptions both domestically and internationally.

This is an 89.95m long vessel is designed to hold a cargo capacity of 5000 DWT. The type of cargo it could

carry includes bulk cargo, grain, timber, unit loads and containers.

These vessels are designed to be sustainable and climate friendly with lower emissions compared to conventional bulk carriers of the same size incorporating Hybrid-Electric Drive system with Energy Storage Battery System and Energy Management System.

These state-of-the-art bulk carrier concepts are in line with the owner's vision of providing Norwegian and European industrial customers with the most profitable, predictable, safe, and most environmentally friendly maritime transport services. The design and basic design were developed by Wartsila Ship Design Norway AS. Detailed design was carried out inhouse by the CDPLC design team.

The delivery protocols were signed at the CDPLC Head office by Mr. D.V. Abeyasinghe MD/CEO of CDPLC and Mr. Roald Misje, Chairman of the Misje Eco Bulk AS. Representing owners, Ms. Alina

Printseva - Chief Financial Officer of Misje, Mr. Thusitha Herath, Mr. Prince Dharmarajan, and Mr. Venura Wanasainghe, Owner Representatives for the project also took part the event. Mr. Iku Kuwaoka Technical Advisor/ Alternate Director, Mr. Horibe Director, Mr. Thimira Godakumbura Chief Operating Officer, and a host of other Senior Management and Staff representing CDPLC participated at this occasion.

Following the signing of delivery protocols, the ceremonial delivery took place at the Dock No 4 entrance of CDPLC premises, and the occasion was graced by the participation of owners, Vessel crew and CDPLC top management and employees.

This project illustrates CDPLC's reputation in the European Market with the brand "Built in Sri Lanka blending Sri Lankan technology with Japanese quality" receiving high recognition and acceptance in Europe market.

Ready to be Launched: Cable Laying and Repair Vessel to Orange Marine France



Colombo Dockyard PLC readies to launch **"N/C Sophie Germain", Cable Laying and Repair Vessel to Orange Marine, France**.

The vessel is a modern, high technology vessel which is specially designed by VARD Design AS Norway and will be equipped for sub-sea cable lay and repair operation duties with a high focus on good

sea keeping qualities, excellent station keeping performance and low fuel consumption.

This 100m vessel with a deadweight capacity of 1800 DWT shall carry out cable operations, including laying, repair and ROV inspection. N/C Sophie Germain shall be built to Bureau Veritas classification society standards and shall meet the

regulatory requirements of the French Flag Authority and she is scheduled to be delivered early 2023.

Orange Marine is a French company, fully owned subsidiary of Orange Group, specializing in the field of submarine telecommunications, from the initial design, engineering, to installation of intercontinental and regional links, and maintenance of existing cables.

As the leader of Shipbuilding Industry in Sri Lanka and one of the most competitive Shipyards in South Asia, CDPLC contracted to build this Cable Laying and Repair Vessel showcasing the brand presence in European Shipbuilding Market and also Cable Laying Construction Market in the world.

MALDIVES

Neighbours and Partners for Colombo Dockyard Ship Repairing

Maldives is a country which Sri Lanka has a close relationship as it is one of the neighbouring countries to Sri Lanka. The relationship extends not only to the geographical location but to the economic and social aspect.

The relationship between Colombo Dockyard and Maldives also runs far and it continues to this day. The recent ship repairs to vessels "Alimas" (Tanker), "MSS Galena" (General Cargo Vessel), "MSS Chrome" (Bulk Carrier) and "Mahaa Jarraafu" (Trailing Suction Hopper Dredger) proves the relationship with the yard as well as the reputation and the quality of the yard which resulted such trust placed on Colombo Dockyard.

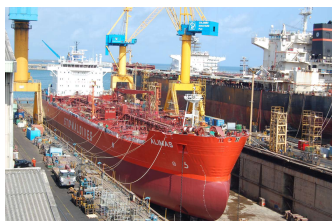
State Trading Organization (STO), the owner of the Vessels Alimas, MSS Galena and MSS Chrome had decided to install Ballast Water Treatment System (BWTS) to comply with IMO Convention of Ballast Water Management. BWTS installation is used to minimize the transfer of harmful aquatic organisms from one maritime location to another. STO trusted Colombo Dockyard for the installation of aforesaid BWTS.

Alimas – The vessel underwent routine docking repairs. (blasting, painting, overhauls). Main engine cell pumps overhauled, and timing was done with the assistance of MAN. Yard renewed Deck electrical cable trays as per owner's requirement. This vessel was acquired by STO in 2017 and this is the first routine 5 year repair after the acquisition.

MSS Galena – The vessel was built in 2002 and STO had bought the vessel in 2021. This is the first major routine repair of the vessel and this vessel had routine dry dock repairs including overhauls and repairs of Rudder and propeller and cranes. Yard repaired one of the crane cabins and one crane cabin was fabricated and fitted. In addition, chrome liner machining was done as well.

MSS Chrome – STO's recently bought vessel was built in 1997. The vessel underwent lot of major repairs and the yard worked extensively to maintain the owner's requirements. 4 out of 5 hatch cover beadings were replaced. Crane repairs including crane jib steel repairs, major structural renewals and floating block repair was done by the yard. Main engine complete unit overhaul was undergone while main engine cylinder head stud removed inspected and replaced, and 2 auxiliary engine overhauls were carried out. Lifeboat and davit were repaired. CO2 lines, hydraulic lines air lines were renewed and repaired as necessary. Ship's two gangways were repaired. Mooring winches and windlass were repaired.

Mahaa Jarraafu – The vessel Mahaa Jarraafu is owned by Maldives Transport and Contracting Company (MTCC). This newly built Dredger (2017) called the yard for 5 year routine repairs as per surveyor requirements.



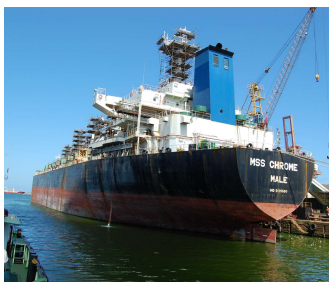
MSS Galena - BWTS installation



MSS Galena – Chrome liner machining



CDL Top Management with MTCC Top Management



MSS Chrome – BWTS Installation



MSS Chrome – Deck Cranes



Afloat Repairs during Cargo Operations with NO DOWNTIME

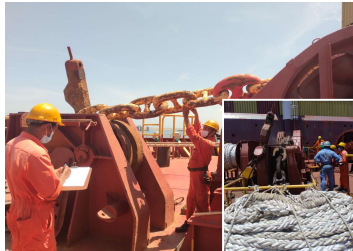
Speedy Repair of “MSC Antonia” - Cyprus

MSC Shipmanagement Ltd of Cyprus called Colombo Dockyard for an urgent and quick repair of MSC Antonia.

The anchor chain calibration (both starboard and port side) was carried out at the SLPA port berth by lowering the anchor chain to the seabed.

The significance of the job was that the shipyard's team carried out the repair while the vessel was in cargo operation.

Yard completed the repair in 5-6 hours which proves the excellence of the Rapid Response Afloat Repair Service of Colombo Dockyard PLC.



Collision repair of “Lady Menna”, Netherlands

Lady Menna had a collision with a bunker barge at Colombo. The bunker barge made an indent and hole in the aft peak of our vessel. She was on the way from China to Germany.

The yard team was able to complete the hull plate renewal within one day including Erecting scaffolding, cropping and removing the damaged shell plate, fitting-up a new plate and completing the welding and painting.

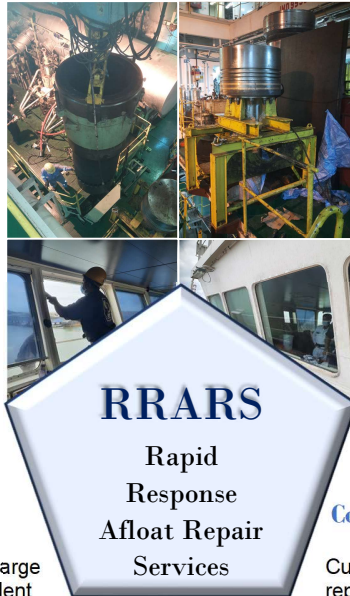
This is one of the latest members (built in 2022) of the Wijnne Barends in Netherlands. The company is one of the oldest active shipping companies which was founded in 1855. Currently the company's major shareholder Spliethoff is also a giant in Shipping Industry. Mr. Adrian Toonen, Technical Manager of Wijnne Barends contacted the yard directly for an urgent collision repair as shipyard has a good relationship with this Netherlands based company for a shipbuilding inquiry. This depicts how the yard keep close contact with not only clients but also with prospective clients. Owner's were very delighted with the response time of this sophisticated team of specialists.



Rapid Response Repair to Ukaranian “Eastway Malmsey”

The vessel berthed at JCT pier in Port of Colombo for a 24 hour operation. Colombo Dockyard was given the task of main engine liner replacement and bridge window installation.

By living up to the yard's standard and word of quick action, yard attended the required repairs within 21 hours.



Hydraulic Motor Repair of “V-Rich”

This 190m Bulk Carrier was transporting fertilizer from China to Sri Lanka. While the vessel was berthed at ECT Terminal in Port of Colombo, the operation was stopped due to crane malfunction.

The yard was called and acted promptly as it is important to the owner as well as Sri Lanka Ports Authority to timely discharge cargo to have a smooth operation.

Colombo Dockyard team analyzed the problem and found out an issue in Hydraulic motor which had a leakage. Yard's highly specialized team rectified this issue within 12 hours by fabricating a new seal to fix the hydraulic leakage to resume operations promptly.



Shaft repair of “M.V. Cussler” from Conbulk Shipmanagement - Greece

Cussler called for dockyard for shaft seal repairs. After checking it was found out the seal bearing and the shaft was damaged. The yard was given the task to remove the shaft of 11m and 33 Ton while afloat.

The vessel was trimmed until the after-draft reached the desired level. Yard erected the scaffolding and cut a hull opening to remove the shaft. Heavy-duty pad eyes were welded on the hull to take out the tail shaft securely by chain hoists. This job was carried out at the SLPA port berth (BQ pier). Removed and shifted the tail shaft to the pier and loaded to owner supply vehicle.

The vessel owner is FPS Sunset LLC, Germany based company.



Vishva Series Repeats Colombo Dockyard for their Second Special Survey

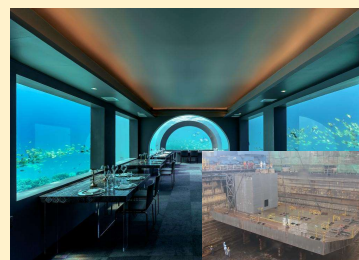
M.V. Vishva Anand, a 229m bulk carrier called dockyard for repairs. The Shipping Corporation of India, a regular client of Colombo Dockyard, is the owner of this bulk carrier visited dockyard for repairs.

Apart from routine repairs, yard installed BWTS system which will support the global cause of minimize the transfer of non-indigenous harmful aquatic organisms and pathogens from one area to another. The boiler complete retubing was taken place which included 650 tubes. The yard carried out a retrofitting of 2 Daihatsu auxiliary engines as well. Yard replaced hatch cover operating hydraulic lines of 1793m from SS material. The tailshaft aft bush re-metaling was also taken place under the requirements from the owners. All these repairs were carried out maintaining the quality which Colombo Dockyard maintains throughout their ship repairing journey.



Under Water Restaurants to Maldives from Colombo Dockyard PLC

Colombo Dockyard's first underwater restaurant to Maldives was handed over in 2018 which showcase the ability of the shipyard. The first underwater restaurant was stationed and in operation in Uthuru Maafaru Islands in Maldives.



20 Pax seating UWR
Uthuru Maafaru, Maldives

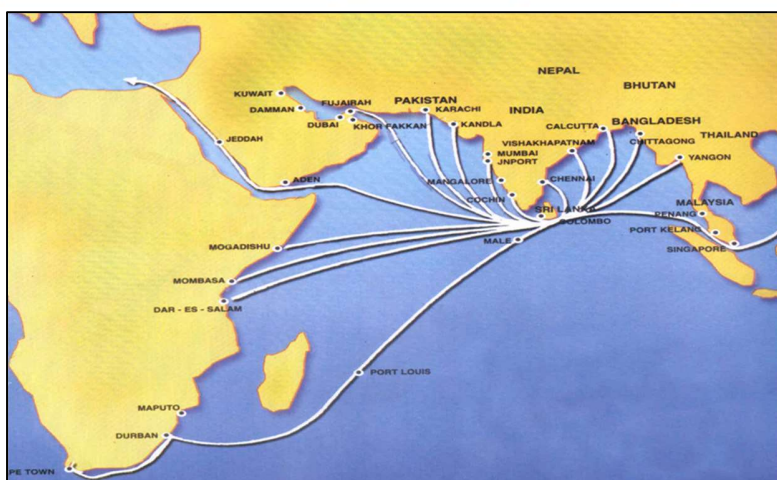
In this year, dockyard delivered the largest underwater restaurant in Maldives with a seating capacity of 48 persons to 'Atmosphere Hotels and Resorts' in Maldives.



48 Pax seating UWR
Atmosphere Hotels & Resorts, Maldives

As Shipbuilding, Ship repairing and Heavy Engineering company in Sri Lanka, these projects prove Colombo Dockyard's excellence by successfully securing and executing global projects.

Dock No	Length [m]	Breadth [m]	Depth [m]	Capacity [Dwt]	Craneage [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



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