

An overview of ports and ship building in sri lanka essay

[Business](#), [Industries](#)



AN OVERVIEW OF PORTS AND SHIP BUILDING IN SRI LANKA ; POST

INDEPENDENCE

Introduction

1. Throughout history the oceans have been of import around the universe as a agency of transit. The ancient ports in Sri Lanka and histories bare the testimony of such motions through the sea in to Sri Lanka from many parts of the universe. There are adequate groundss to recognize the ship edifice attempts made by the Sri Lankan in ancient period. However, the development of maritime commercialism based on the ports and ship edifice capablenesss, led powerful nautical states to suppress states like Sri Lanka, few centuries ago. Today, good developed ports and efficiency in ship edifice have become an built-in portion of a nautical state.

2. Sri Lanka ne'er continued to be excellence in merchandiser trade, despite the rich maritime heritage and her strategic location in the Indian Ocean.

It was merely British who realized the fact and established their South East Asiatic Command during the World War II. They developed the substructures including Trincomalee seaport to ease their nautical operations. The natural port in Galle besides was under buildings by Portuguese and Dutch in 16 Thursday and 17 Thursday centuries, but prominence of those two seaports eroded with the building of unreal seaport in Colombo.

3. The Colombo port was developed with dramatic alterations when the state gained independency in 1948. The Queen Elezabeth Quay was opened in 1954, while 16 alongside positions, theodolite sheds and warehouses were completed.

In 1958 the Port Cooperation was founded and Sri Lanka's economic system began to better. In the old ages since independency, Galle port has

recovered some of its antediluvian values having important measures of transportation. Interestingly, Trincomalee port was non developed for commercial intents since the independency and lured the attending merely during the Elam war along with Kankasanthurai seaport. 4.

The terminal of three decennaries long war and authorities vision to do Sri Lanka a maritime hub has given a large encouragement to the port and ship building industry. The building of Hambantota port and its strategic location on the important “ Maritime Silk Route” has received a broad promotion around the universe. The extension of Colombo seaport will heighten its operation to be the hub port in South Asiatic part. Galle is to be developed as a multipurpose Port that could run into the regional demands in transporting including coastal transportation activities. Kankasanturai will be a regional Port catering to coastal transportation activities for the conveyance of necessities required in the part. The authorities has identified the Trincomalee seaport as a Port with a huge potency for the furthering many activities including, commercial transportation and lading handling, industrial port activities, Ship fix and ship edifice activities, Cruise and Marina activities for touristy.

New Port at Oluvil in the East seashore besides provides the positions with limited capacity. 5. Sri Lanka expanded the transportation industry in early 70s, much later the independency despite the long and proud history of ship and boat edifice. The taking ship building company of Sri Lanka, Colombo Dockyard (CDPLC) was set up in August1974 by supplying ship fix installations. Now, there are about 20 to 25 active boat paces around the

state bring forth various types of boats. 6. The hereafter of the ship building industry has shown a huge advancement similar to the port development undertakings in Sri Lanka. The present major ship building merchandises include, Multipurpose Platform Supply Vessels, Anchor Handling & A ; Supply Vessels, Crew Boats, Passenger Vessels, Harbour Berthing/ Towing Tugs, Naval/ Coast Guard Vessels, Landing Crafts, Fire Fighting Vessels, Fishing Vessels to call a few.

These merchandises and the specialized services offered by Sri Lankan Ship and Boat builders are bought by a broad scope of states including the USA, UK, Norway, France, India, and Singapore.

7. From 2005 the Government has spent one million millions of money on port development undertakings to provide the increasing demand while bring forth more than 25, 000 direct employment chances and 200, 000 indirect employments. With the rapid development of the ports sector foreign investors are acute to put in Sri Lanka in cement grinding, cement sacking, fertiliser sacking, vehicle collection, operation of LP Gas and much more. 8. Hambantota. The Port in Hambantota fulfil the demand of another suited and efficient port with all installations as the Port of Colombo is accomplishing to its maximal capacity for all types of lading.

9. Galle Harbour. The Galle Port development in the first stage is to supply a to the full fledged Yacht Marina to pull yachters as the old installations for yachts were damaged during the Tsunami in 2004. The development of the Port of Galle as a tourist intent, will move as a facilitator for the economic growing of the Southern Region of Sri Lanka.

In the following stage, installations will be extended to suit rider sail ships.

10. Oluvil Harbour. Government of Sri Lanka, in its program to give drift to economic development in the Eastern part, has constructed a port at a site in Oluvil.

The seaport basin would cover an country of 16ha of the sea and would distribute 1. 2 kilometers along the seashore line. 11. Kankasanthurei.

Another pressing Restoration and betterment undertaking has been planned for Kankasanthurai (KKS) Harbour, including repairing of the groins, wharfs and roads and dredging in order to guarantee lading managing work continues without perturbation. 12. Fishery Harbours such as Port at Point Pedro and Dikowita were developed with the assistance from Government of the Netherlands. Present Situation of Ports in Sri Lanka and Its Facilities13.

With the enlargement of the Colombo seaport, Colombo International Container Terminal (CICT) was established and 12 Quay Cranes were added. Extra installations include the Bandaranaike Quay (BQ) and Prince Vijaya Quay (PVQ) with four rail mounted quay Cranes, and 6, 245 m² of bonded warehouses. Port installations include:

1. 04 Feeder Berths
2. 07 Container Positions
3. 14 Quay Stephen cranes
4. 12 Super-Post Panamax Cranes
5. 01 Twin lift Super-Post Panamax Crane
6. 04 Wall-mounted Gantries

7. 78 Rubber-tyred Gantries

8. 285 Terminal tractors and dawdlers

14. The Hambantota Port Tank Farm Project has besides initiated.

This bunkering installation will incorporate 14 armored combat vehicles. Eight armored combat vehicles will supply oil for ships while three will be used to hive away LP gas. The remainder will be used to supply oil for aircraft. Harmonizing to the Master Plan, the entire length of the quay wall 13 kilometer long and it could be able to provide about 20 million Tenty-foot Equivalent Units (TEUs) in add-on to the normal general lading, Coal, Vehicles, Oil & A ; Gases. 15. Hambantota Port constructed to manage 100000DWT vass with following installations.

1. Approach Channel Width 210m

2. Approach Channel Depth16m

3. Turning Circle600m

4. Quay Length (General lading) 600m

5. Service Quay105 m

6. Oil Quay310 m

7. Depth of Basin16m

16.

Comparatively there are no drastic alterations in Trincomalee, Galle, and Kankasanturei seaports to run ladings in larger graduated table. Expansion OF SHIP BUILDING INDUSTRY17. There were no major ship edifice companies since the independency, until the Colombo Dockyard Privet Limited Company

(CDPLC) was established in 1974. The CDPLC started building with the little jerk boats, patrol boats and flatboats which has now transformed into a major income earner for the company. The Sri Lanka boat-building industry has three chief sectors as commercial, fishing, recreational and military intents. The Export Development Board (EDB) has identified the Boat edifice industry as a cardinal merchandise sector which could lend to raise the degree of overall export public presentation in accomplishing the mark of 15 billion U. S. Dollar export income by 2015.

18. In 1985, SLN introduced the Inshore Petrol Craft construct. Those were little trade which could be operated in shallow H₂O. Those were powered by both outboard motor and inboard engines.

However due to increasing demand, high cost and inability to run into the demand for escalated antagonistic terrorist activities SLN decided to hold self dependent autochthonal Inshore Patrol Craft. Therefore SLN commenced the Inshore Patrol Craft Construction Project (IPCCP) in twelvemonth 2000. Small Scale Boat Builders and their Merchandises¹⁹. There are about 25 active boat edifices paces registered around the state. Among them merely 5 to 7 boat builders export their merchandises. Boats exported are comprised of fishing vass, velocity patrol cars, pleasance trades, luxury seafaring and motor yachts, seashore guard vass, deliverance trades, work boats and rider vass for inland waterways and sea traveling. Some of innovators in industry are listed below:

1. Boat Building Technology Improvement Institute Lanka (GTE) Limited
(BTI)
2. Neil Fernando and Co (Pvt) Ltd
3. Nath (Pvt) Ltd, Galle
4. Ceynor Foundation Limited
5. Solas Marine Lanka (Pvt) Ltd
6. JosteinViksund Design and Model Centre (Pvt) Ltd
7. Northwest Marine Lanka (Pvt) Ltd

Large Scale Ship Builders and their Merchandises²⁰.

The CDPLC is the lone big graduated table Shipwright in our state and behaviors ship fix at both dry dock and afloat, ship edifice, heavy technology and offshore technology installation. The experience and path record of CDPLC over the past three decennaries has created trade name excellence in the ship fix and ship edifice industry. The CDPLC is serving a broad field of international and local clients by bring forthing following ships and boats.

1. Multipurpose Platform Supply Vessels
2. Platform/ROV Support Vessels
3. 80 T BP Anchor Handling Tug Supply Vessels
4. 130 T BP Anchor Handling Tug Supply Vessels
5. 5 - 65 T BP Harbour Berthing Tugs
6. Aluminium Hull High Speed Boats
7. Coastal Surveillance Vessels
8. 35 thousand Fisheries Protection Craft

j. 40 m Fisheries Protection Vesselk. Landing Tradel. Fast Landing Craftm. Pilot Launchsn. Mooring Launchsp. Fire Cum Patrol Vesselsq. Crew Boatsr. Split Hopper Bargess. Deck/ Water/ Cargo BargesDecision21. There was a slow advancement in building and development of available ports during the initial two decennaries of station independency Sri Lanka. Ship edifice industry was besides stagnating and commenced services one time the Colombo Dockyard PLC was set up in 1974. The port development and ship edifice industry have been come oning since 1980s. However it was the present authorities who clearly set the vision to transform Sri Lanka into a nautical Hub as per the “ MahindaChinthana Way Forward” which was a design of the country’s hereafter development. 22.

The building of Hambantota port near to the freshly defined “ Maritime Silk Route” is ready to manage merchandiser ships seeking the installations in add-on to the major hub port at Colombo. The substructure developments at Trincomalee, Galle and Kankasanthurai seaports will bring forth the gross from maritime sector. 23. The enlargement of shipbuilding industry by assorted companies produces assortment of branded boats and ships runing from angling vass to seagoing bigger ships. Those merchandises are exported to many parts of the universe and well, increase the gross from entire exports of station independency Sri Lanka.