



Master Divers
MARINE & UNDERWATER SERVICES

40 years of
Master Divers





Things you didn't know about Master Divers

- Professional divers from Master Divers carried out an emergency dive at Victoria Hydropower Dam when it was completely flooded because its outlets were jammed. Braving the threat of the dam bursting at any moment, this was the first dive in fresh water reservoir at an altitude of 1000 feet above sea level, at a dive depth of 305 feet. This has been a unique achievement that has been acknowledged by British Admiralty – and in the ultimate analysis, the dive helped preserve the Victoria Dam for future generations.
- Master Divers transported the 390 Mega Watt Muthurajawela as well as the Puttalam power plants, from the Colombo harbour to their present locations.
- It owns the largest salvage tug and the fastest, most efficient hull-cleaning machine in the region.
- Master Divers also holds the distinction of being amongst the largest ship salvage companies in the world.





History



Master Divers took the plunge in 1978 and has since occupied the crest of the wave in Sri Lanka's Marine Services. Master Divers' mounting success at sea saw it rapidly acquire even the renowned, 50 year old company, W.A.Tucker; establishing it as Sri Lanka's pioneering underwater project specialists.

Since its inception, Master Divers has engaged in many off-shore and harbor based marine activities and maritime construction work in Thailand, Maldives, India, Singapore and in the Port of Damam, Saudi Arabia. Today, Master Divers is on call to offer its services in any part of the world and is arguably the only marine organization in the Asian Region with its own fleet of Vessels,

Equipment, and Expertise. Therefore, Master Divers is your Marine Specialist of International Class in Asia, and your obvious port of call when sailing the silk route.

24 hours a day, 365 days a year, with over 3 decades of marine experience building into expertise in offering every essential service in off-shore and harbor operations, Master Divers is geared to deliver a conclusive service in marine operations to all Ship-owners and Ship Agents - unmatched by any other in the region, both in service and in price.

Achievements

Viewed from a broader perspective, its accomplishments centre around the fact that Master Divers pioneered the provision of marine services by local talent alone. After all, it has single-handedly lined up specialised maritime services for ships plying the Indian Ocean, from Yemen to Singapore.

The Colombo Harbour (Jaya Container Terminal) was deepened by using the company's expertise, as were repairs to the Victoria Dam and Randenigala. Becoming firmly entrenched as the market leader - and, at times, the sole entity in the provision of a variety of marine services - Master Divers was convinced that the Hambantota harbour is the ideal location to set up a new port to service the increasing maritime traffic. Not content to rely on gut instinct alone, Ariyaseela Wickramanayake decided to take up the challenge of proving this.

From then on, he dedicated his personal time and resources to conducting the necessary scientific tests and surveys to convince the government to take on the Hambantota project. After a decade-long campaign, this came to fruition - thanks to the strength of Wickramanayake's passion for and belief in the project. Construction is now under way and the Port of Hambantota will become a reality in the near future.

Over the years, the company has been bestowed with a variety of international awards recognising its services but on the whole, it remains focused on maritime related activities.



Mission

To deliver full range of industry standards compliance nautical maintenance and value added services to Sri Lanka, South Asia and beyond. Also aiming to enhance our technical capabilities and human skills in order to ensure a continual improvement of the quality of each job we handle.

Vision

To be the south Asia's foremost Diving and Marine Service provider, maintaining a service with international standards coupled with the highest quality customer care and attention to detail. Hoping to reach beyond the shores of South Asia, extending the horizons of Diving and underwater services in Sri Lankan waters while delivering prestige service in all type of Marine Engineering activities.





Mr. Ariyaseela Wickramanayake

Founder & CEO – Masterdivers, WA Tucker

“As the oldest and most prestigious underwater services and Salvage Company, we at Master Divers offer the full scope of services required by shipping vessels and the shipping community in and around the Indian Ocean. While focusing on serving the Sri Lankan shipping industry, we have also built the capability to service the demand in the rest of the South Asian region.

We have been serving the South Asian shipping industry since 1978 and plan to enhance our expertise further, while continuing to deliver the high standards of service our clients have come to know us for. Since our inception, Master Divers has grown by investing in what truly sets us apart – our human capital. Each member of our staff is talented, well trained and dedicated to a common goal. This translates into the quality of work we deliver our customers and has become a source of great pride for the entire organization. This high benchmark, paired with our state of the art technology and vast range of vessels have seen us truly make a difference in the shipping industry.

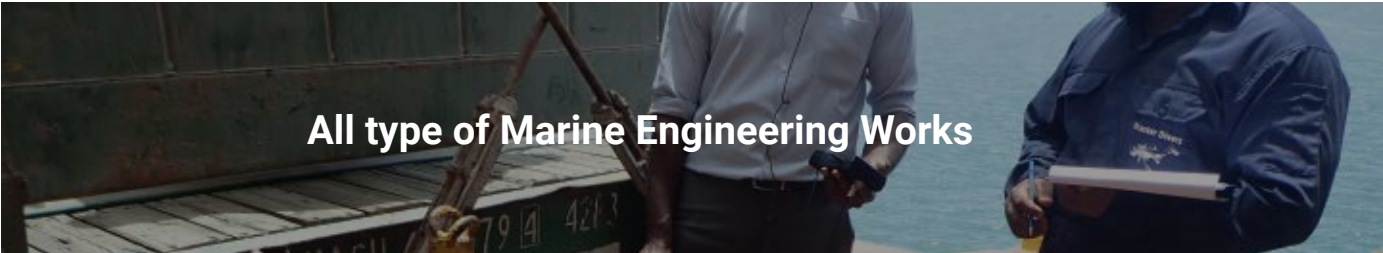
It is my belief that raising the bar higher year on year keeps the entire Master Divers team working at optimal efficiency. Moreover, this ensures that each of our clients receive the highest quality service in the South Asian seas. Our dedication to excellence is evident in the results we have achieved and I look forward to many great technological and service enhancements in the years to come. We are proud of the work we have done and look forward to many successful years ahead.”



What We Offer



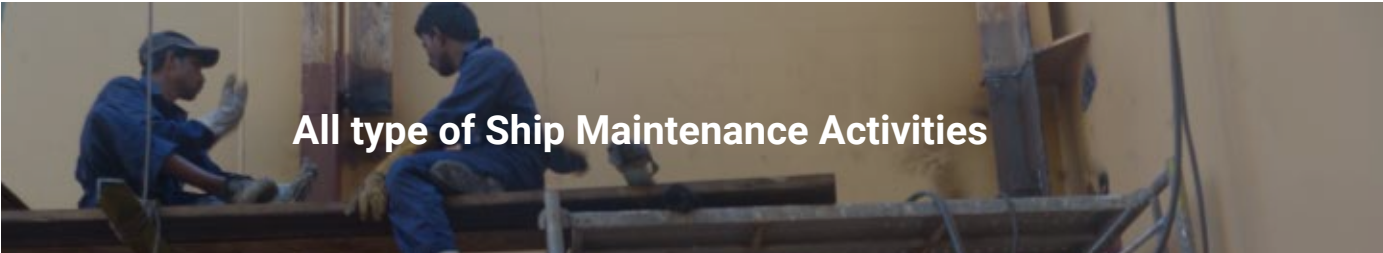
All type of Diving services – In Harbor and Outer Port Limits



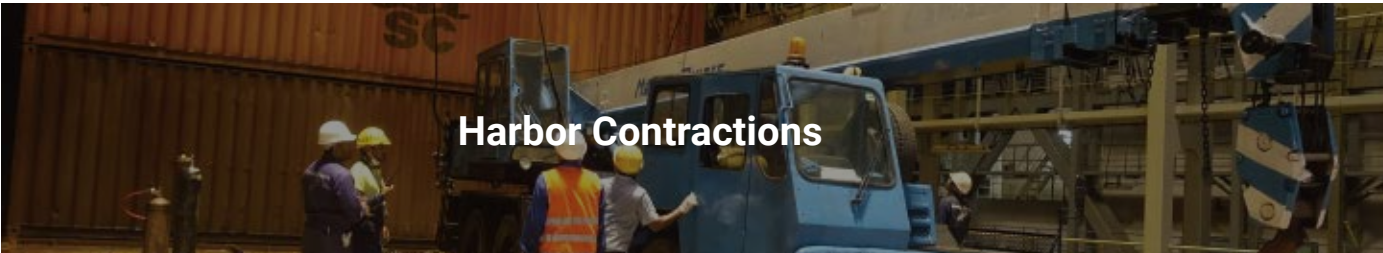
All type of Marine Engineering Works



Servicing



All type of Ship Maintenance Activities



Harbor Contractions

Salvage and Towage of Ships

Consortium Master Divers Salvage Tugs are well established in the marine market thanks to the underlying principles established within the company. Nourishing a culture of excellence and attention to detail, our belief in people and teamwork and our strong focus on our customers' requirements, together with our commitment to ethical standards, are our core values that have contributed to our success and driven us forward.

Safety is the bottom line and the end result to which all our principles converge. We are dedicated to maintaining the high standards of our work; bringing together our extensive know-how and experience to ensure the safety of our team, our environment and any job/activity entrusted to us. The necessity of safety, as well as our other goals, has required us to build a technologically advanced fleet of variable floating equipment (tug boats, floating cranes, etc...), manned by a team of highly qualified individuals. It has led to the introduction of systems and processes which help us monitor, assess and improve our services. The high standards we strive toward necessitates extensive training and continuous re-training of our seagoing and shore-side personnel, so that we continue to maintain an exacting standard of service.

Our greatest achievement is completing each assigned task on time, injury-free and without a drop of oil spilled at sea.

Consortium Master Divers

Consortium Master Divers Salvage Tugs are managed by the Master Divers family with a proud tradition of thirty-five years experience and service in the marine sector. Its core activities include harbour towage, salvage and wreck removal operations, coastal and deep sea towage, ship-to-shore and ship-to-ship services as well as dredging, marine contracting, and offshore industries.



The company operates and manages a fleet of port tugs, salvage tugs, floating cranes, support vessels, and other craft units, fully equipped with modern towing, salvage and fire-fighting equipment. Moreover our salvage tugs carry a wide range of salvage equipment including salvage pumps, A-frame arrangements, generators, welding, cutting, patching, fire-fighting and diving equipment. Captain and crew are backed up by dedicated teams of salvage masters, engineers and divers as well as with the necessary mobile salvage equipment at all times.

Master Divers Towage & Salvage, services at Colombo, Sri Lanka, offer the following services globally:

- **Harbour Towage:** harbour towage services and related maritime services.
- **Terminals:** towage services and related maritime and management services to offshore and onshore terminals.
- **Salvage:** salvage, wreck removal, environmental protection and consultancy.
- **Transport & Heavy Lift:** chartering, barge rental & transport, ocean, coastal and river towage, heavy lifting and marine support to a variety of civil and offshore projects.

Towage services are provided with a modern tug fleet with sufficient bollard pull.

All fleet is manned by experienced and highly-trained masters, officers and crew. Our tug masters, officers and crew are well trained and have proven their commitment to the goals of the company over a number of years. The tugs are manned at all times and services can be delivered round the clock

and on short notice. All tows are closely monitored by the office staff, which includes former tug masters and engineers who are able to support the tug masters before and during the towage.

Master Divers also stresses the importance of tug maintenance and ensures regular inspections by marine surveyors like Det Norske Veritas, guaranteeing the highest industry standards.



- Salvage - salvage dredger 'Zanon werstop Bv'(1978)
- 'MV Zeung San'(1981)
- Landing craft "Kandula"(1992)
- "Y8" Aircraft (1995)
- 'MV Leerort" (1998)
- 'Pesale" (1998)
- 'MV Ruhunuputha" (2001)
- Hyundai anchor boat (2009)
- Drilling barge 'KC 19" (2010)



Construction & Maintenance of Marine Structures



Since its inception, the Master Divers shipyard has developed major capabilities in dry docking, ship repair and conversion of ships. The company operates as an independent unit and pursues its own activities based on its particular qualifications, assets equipment and facilities.

Our fully equipped shipyard unit is located at the Port of Colombo. The yard and work shop is separated into sections according to the departments with a separate supervisor appointed for each unit. These supervisors

are responsible for all activities and operations in each unit. The shipyard is also equipped with 11 sea going vessels, two large deck barges, anchor handling barges and water barges.

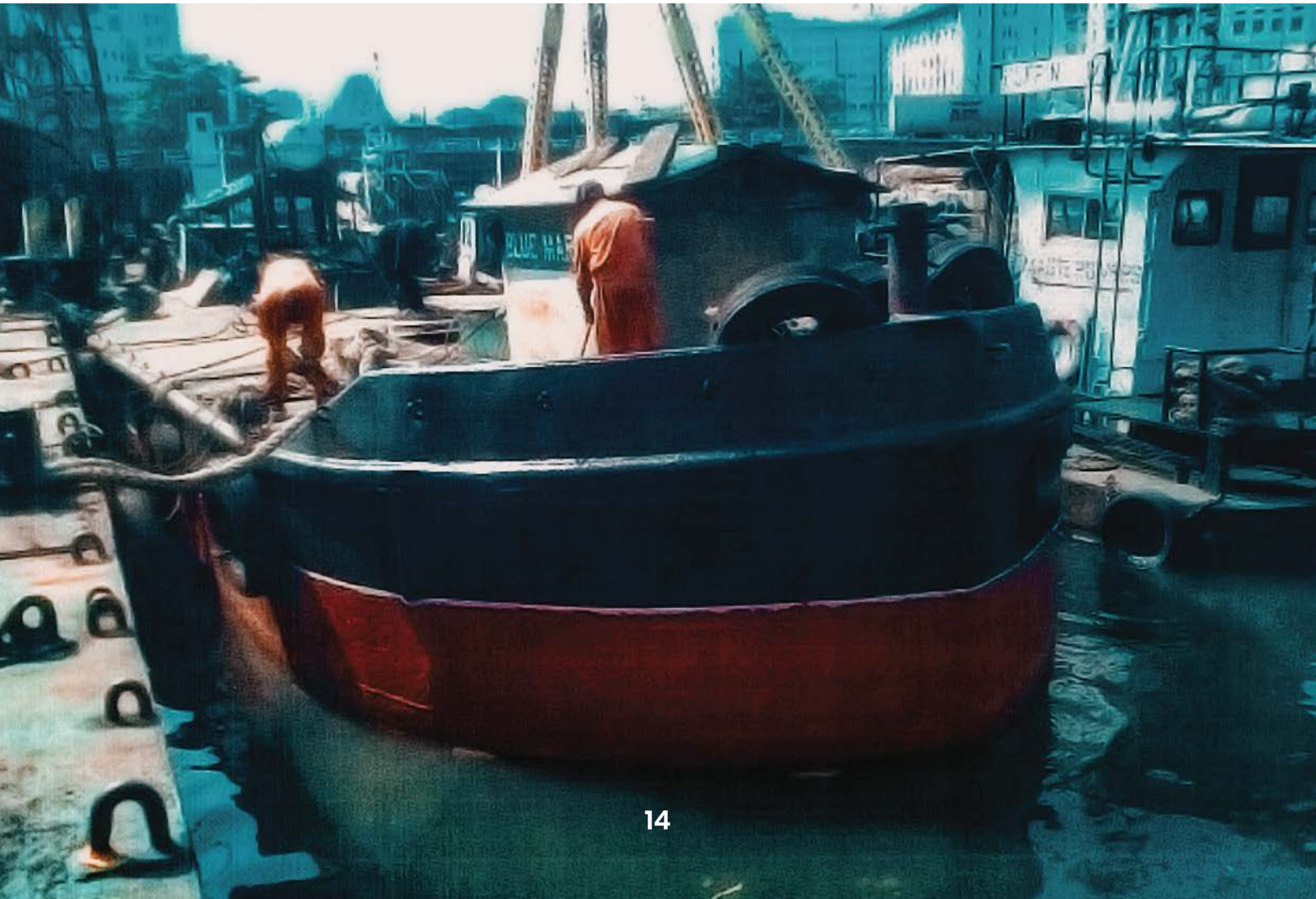
Our shipyard handles all shipbuilding & repair services, as well as upgrading of our clients' fleets, under the guidance and supervision of our naval architects, marine engineers and technical department. The design office supports all technical aspects of the operation of the shipyard, particularly in respect to marine equipment.

Water Barge | Blue Marlin

Supply of Fresh water to ships in & outside harbor

Master Divers is also equipped with water barges and skilled operational crew for supplying fresh water for vessels at Outer Port Limits, Anchorages & in harbor.

- Water Barge "BLUE MARLIN" has a capacity to carry 100MT of Fresh Water
- Has an overall Length of 18.14m, Breadth of 6.09m
- Fresh Water Pumping Rate of 40 tons per Hour (subject to receiving vessels Free Board and receiving line size)
- Up to 100 Meters of Delivery Hose available
- Water tank coated with HEMPADUR 35560 Epoxy paint which is recommended for lining potable water tanks





Barge Rental

Barge “KALUTARA”

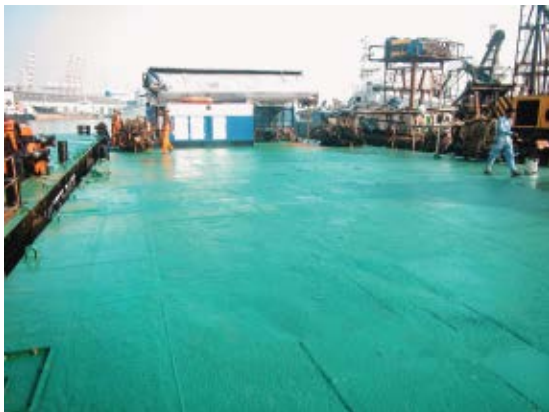


Barge “KALUTARA” is a Flat Deck Pontoon Barge with an overall Length of 36.6M, Breadth of 12.20M and Hight of 3M

GRT: 281 tons

Displacement:680 tons

Barge “MATARA”



Barge “MATARA” is a Flat Deck Pontoon Barge with an overall Length of 36.6M, Breadth of 12.20M and Height of 3M

GRT:281 tons

Displacement:680 tons

Hull & Machinery Repairs

To deliver full range of industry standards compliance nautical maintenance and value added services to Sri Lanka, South Asia and beyond. Also aiming to enhance our technical capabilities and human skills in order to ensure a continual improvement of the quality of each job we handle.

Our Repair Division can provide the following services:

- All type of steel repairs (Welding and cutting) by class approved welder fabricators
- Electrical repairs including Motors, panel board
- Main Engine Fuel Oil pumps (B&W, UEC), M-Bearings
- Deck Machinery and Pipe repairs
- Refrigeration and Air conditioning
- Steel Works
- Tank cleaning jobs and shell markings

Laying

Laying and Recovery of Oceanographic Instruments

Our recovery diving team armed with state of the art equipment will deliver the highest industry standard expectations when recovering or installing equipment. Safe recovery and handling is assured with each job we undertake with the aid of the following equipment and facilities:



- Underwater metal detectors
- Decompression chambers
- Compasses
- Lifting bags and floating cranes

Cable Laying

We are the pioneers in subsea cable laying in Sri Lanka. Our past experiences have enabled us to handle the transportation and laying of cable to its destination. Tug boats, Divers and shore cranes facilitates all activities within this purview.



Underwater Video Filming & Monitoring



Our underwater CCTV cameras that boast superior quality imaging will provide you with ample details and a clear idea about your expected scope of work. Digital CD's and reports are provided on completion of all inspections and requests.

Pipelining & Inspection

Master Divers has over 30 years of experience in laying ,inspecting and maintaining marine underwater pipeline systems. We have been involved in multiple operations throughout the companies history, some of the notable operations are as follows:

- Pipeline laying and installation of SPBM pipeline for Ceylon Petroleum Corporation. Maintenance of pipeline was done by Master Divers for the first 25 years of operation.
- Annual maintenance and offshore inspection of Litro gas LPG, annual CBM(calm bouy mooring) maintenance servicing and PLEM inspection.
- Annual inspection and maintenance of sea water cooling intake of the Norocholai Power Plant.
- Inspection and maintenance of sewage discharge pipelines in Colombo.



Underwater Welding & Cutting

Master Divers is uniquely qualified to respond to your requirements. With rigorous inter-company training procedures in place, Master Divers will deliver an effective and experienced welding team made up of certified dry surface welders and underwater wet welders. Master Divers welding technicians meet the strict Class A requirements of the American Welding Society (AWS) and the Canadian Welding Bureau (CWB) as well as numerous internationally recognized Classification Societies.

Master Divers also provide fast response for underwater permanent shell plating repair needs, worldwide. Using custom fabricated cofferdams and hyperbaric habitats; defective shell plating sections can be

replaced underwater using proprietary dry welding procedures that qualify as permanent repairs by all top tier classification societies.



Our Repair Division can provide the following services:

- Dry permanent repair of shell plating and appendages
- Dry permanent repair and replacement of hull apertures (discharges, sea chests)
- Wet permanent and temporary repairs of shell plating and appendages
- Anode installations





Rock Blasting

The deepening of canals and ports, the creation of yacht marinas and deep water ports in rocky coastal areas imply the employment of excavation techniques using explosives. At Master Divers we have developed expertise in handling explosives that deliver minimal impact to the environment while ensuring each client receives the exact specification required.

The company owns two self-elevating maritime platforms, capable of working in the open sea in exposed areas, which are equipped with integrated drilling units. The drilling and rock blasting methods developed specifically by us for this activity, allow the rocky substratum to be demolished prior to dredging.

Qualified personnel employed on the work barges are specially trained in specific safety measures concerning the handling of explosives.

In-water Surveys of Ships

All ships are exposed to the influence and wear of the ocean, causing structural components to wear down over time and require constant preventive and scheduled repair. This ensures that a vessel is in a state of constant service readiness. In order to ensure this serviceability, it is necessary to conduct certain inspections at certain periods throughout the year, including the underwater survey and assessment of necessary repairs.

Underwater surveys (both scheduled and unscheduled) are necessary to the effective

and safe manning of a vessel due the potential risks the industry entails. The underwater survey of the ship's hull state is a procedure which is required for each ship irrespective of her type and cargo-carrying capacity. The underwater survey is necessary for estimation of the general and detailed technical state of the ships hull before docking, purchase or sale of the ship as well as a compulsory part of a package of measures approved by the Classification Societies.

In water survey of ships afloat

Master Divers has the capability of inspecting vessels both in dock and afloat. In accordance with official rules and industry standards, the underwater inspection (survey) as well as estimation of state of the ships hull when the ship is afloat is possible only with special instruments and equipment by means of which the measurements should be carried out, this includes a video transmitting system, where images can be viewed in real time (CCTV or underwater television).

Fault detection methods like this enables assessment of a ship's structural integrity while the ship is afloat, without the necessity of docking. Making it possible for

management to carry out a qualitative examination of the hull shell plating and moreover to check its anode and cathodic protection and fasteners and state of plates in the shell plating in order to define availability and localization of dents, cracks or fractures. This also provides a means of inspecting the sea valve gratings and the propulsion/steering unit by measuring the bearings sag of the rudder blade stock and stern gear.

Inspection afloat makes it easier to identify the possible risks and better to define the list of the forthcoming repair works.

At Master Divers we see each vessel as an individual, each with her own history and fate; which is why every time the underwater survey is carried out, we take into account the specific individual traits and necessities of the vessel. In most cases, the ship's underwater inspection is carried out under supervision of the Classification Society inspector, and the diving companies performing the inspection are pre-tested for competence in a required Classification society and have its recognition at the hands for performing the works as to surveying the ships. The approximate description of the list of arrangements carried out by divers during underwater inspection is as follows:

As a rule, specialist-divers, equipped with special instruments and video-equipment according to the approved survey program, are dived into a required depth. Then those places and objects which should be checked are shown to an inspector. The inspector observes the inspection and constantly sees the image on his screen, enabling him to adjust the divers' work and direct their actions. All aspects of the underwater part of the hull, bottom and side

openings, bilge keels, welded seams, riveted joints and many others are examined. The propellers are thoroughly examined, their state is estimated and availability or unavailability of cracks or corrosion on the surface of blades are defined.

If disputable matter necessitates further discussion, more detailed or repeated examination, all detected defects will be captured by photography and video recording.

The underwater inspection (survey) can also detect the hull dents which a specialist-diver measures by means of special meters, magnetic strips and other instruments.

Sometimes the underwater inspection is accompanied by simultaneous repair works in the case the defects can be eliminated at once afloat. Such partial and urgent repair helps to prolong the reliability of the ship's operational characteristics and to decrease the emergency risks to a considerable extent.



Hull Cleaning Services

Fundamental maintenance and performance requirements specified by a ship owner involves a clean hull and smooth propeller. Anti-fouling paints have been known to offer protection against marine growth which leads to reduced additional fuel requirements to maintain the same speed. The greater the time spent at sea, the less the anti-foulant effectiveness, and therefore, ship owners should intervene to arrest this process which in turn would reduce navigational expenses.

Throughout the years we have invested in the development of state of the art underwater hull cleaning equipment and now offer an international service that can give ships back their efficiency without the need for drydocking.

This service is offered on a worldwide basis through a network of strategically located underwater hull cleaning stations across the globe.

The unique design of our series of underwater hull cleaning units provide the efficiency and durability demanded by the harsh underwater environment. All systems are carefully constructed so that no damage will occur to those hull coatings which are suitable for underwater cleaning, while still completely removing all types of fouling. This restores a vessel's performance to as close to its optimum condition as possible and offers shipowners considerable savings in fuel.

Phase 1

Various anti-fouling layers on the ship's hull over time decrease in effectiveness

Phase 2

Soft marine growth consisting of algae, slime and immature barnacles start to adhere to the plating and penetrate the protective anti-fouling coatings

Phase 3

Barnacles and tubeworms develop and attach themselves to the steel plating, causing permanent hull damage



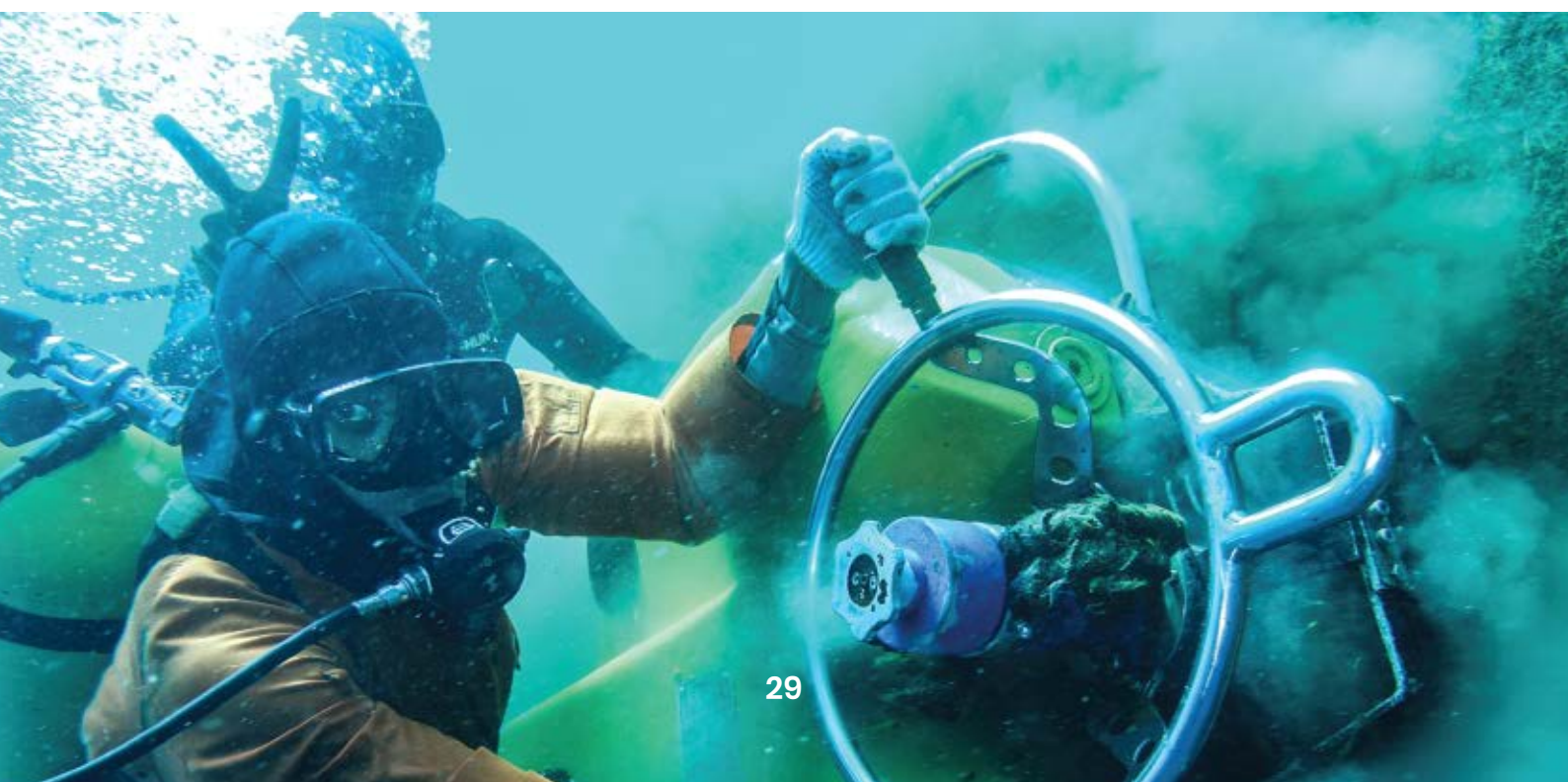
Prevention

In order to prevent and minimize this damage, an overall clean should be carried out at phase 2, requiring a rotary cleaning system using soft nylon bristles. Master Diving Services with its specialized divers use twin brush hull cleaning machines which clean up to 2000m²/hour.

Hull Cleaning Work Done in 2019 (January - June)

- MV. CAROLINE SELMER
- MV. PEGASUS-1
- MV. CAPE MARY
- MV. SEMIRAMIS
- MV. CMA CGM THAMES
- MV. GLORY SKY
- MV. MGS SAGAR
- MV. STRATTON
- MV. OTZIAS
- MV. VEGA GRANAT
- MV. CRESTONE
- MV. GREAT OCEAN
- MV. AZZA H
- MV. NORDIC SPIRIT
- MV. TOLEDO

Master Divers have a policy not to carry out underwater cleaning activities which result in an increase of pollution by spreading large amounts of toxic materials used in many underwater hull coatings. Please feel free to contact us for further information.



Ultrasonic gauging of plate thickness

We are equipped with calibrated surface and underwater thickness gauges for obtaining accurate readings of desired objects. We also provide detailed reporting that will fulfill further client requirements.



Supply Boats

The deepening of canals and ports, the creation of yacht marinas and deep water ports in rocky coastal areas imply the employment of excavation techniques using explosives. EMCC thoroughly masters these techniques. The company owns two self-elevating maritime platforms, capable of working in the open sea in exposed areas, which are equipped with integrated drilling units.

The drilling and rock blasting methods developed specifically by EMCC for this activity, allow the rocky substratum to be demolished prior to dredging.



Propeller Polishing

The importance of performance is possibly appreciated most in contexts of high demand and high risk. Open ocean work, travel and transport qualifies as one of the most high demand, high risk situations possible. The process of propeller polishing involves removing marine growth accumulated on the surface of propeller blades which reduces fuel consumption, enhances reliability and extends the maintenance life cycle of vessels. Typically

conducted within a 12 hour period while the vessel is anchored, loading or discharging; Propeller polishing has been proven to deliver significant savings.

For example, in January 1991, Cunard reported that "QE2" was saving US\$7,000 or 48.5 tonnes of fuel per day through propeller polishing, an estimated savings of 12%.

Applications employed in the cleaning and polishing process:

- Cleanings during cargo operations
- Fouling inspection prior to hull cleanings
- Hydraulically operated • machines
- Multiple brushes to minimize paint loss
- Operations carried out on Anchorage
- Technical reports including photographs

The propeller is particularly vulnerable to marine fouling since it is an unpainted surface that must remain clean and shiny for proper operation. By standards, we are aware that propeller fouling, despite its small surface area, can generate energy losses amounting to half that of the hull itself, so maintaining a clean propeller is critical.

At Master Divers, we ensure that propellers are also polished routinely to reduce friction and ensure that the propeller operates at optimum efficiency. Even with routine

maintenance, surface roughness can occur as a result of erosion, corrosion, or from tubeworm tracings. This roughness alone can increase fuel consumption by up to 10%.

At Master Divers, we use underwater hydraulic operated rotary tools for the cleaning of propellers. The polisher is designed purposely for the cleaning and polishing of the propeller while various flexible abrasive heads adapt to the structure of the propeller.

The rotary motion creates a downward suction force which the diver monitors and steers the tool all over the blade, boss cone and blade edges; applying a number of discs to reach the required scale.

The preliminary job involves the removal of growth using an appropriate abrasive head. Once the growth is removed, the buffering is

followed using very fine discs and polishes to approximately 1-micron C.L.A. The duration for an underwater polish of a 4/5 bladed propeller with a 6.5m diameter would be approximately 4 hours.



Deep Diving work for HydroPower Dams

Master Divers Diving & Marine Services provides a full time operation based within the centre of the Colombo port. Offering a wide range of commercial diving and marine services, Master Divers Diving & Marine Services specialize in areas including underwater filming, surveying, safety & support to the film and media industry. The scientific and civil dive team provide survey reports including marine biological pre-disturbance and environmental case studies as well as providing visual inspection work to the harbor office and commissions, covering all areas of marine and civil engineering. Master Divers Diving & Marine Services also provide consultation, supply and installation of high pressure breathing gas systems and advanced compressor technologies.

The mobile dive unit consists of an underwater diver, standby diver, surface support, tender & supervisor, trained to a minimum level of HSE part IV (Professional SCUBA) with a HSE Medical, working under the relevant HSE Approved Codes of Practice (ACoPs) Additions can be made to the unit depending on the contract.

Master Divers Diving & Marine Services also offer commercial dive vessels and working platforms which can be available at short notice for mobilization, including fully coded ocean going RIBS and hard boats. Each vessel is inclusive of full dive spread and includes surface supported gas systems, mixing panel, live audio/video and communication surface to diver.

Providing a world-wide service to the offshore and inshore commercial, technical and recreational dive industry and community, Master Divers Diving & Marine Services believe that our success is only a measure of our customers success, and therefore your enquiry will be dealt with professionally and promptly.

Should you wish to contact us directly, we will be pleased to speak to you and assist with your enquiry. We are an extremely professional company and offer a very efficient service. Our consultation, advisory and quotation time is free of charge and we very much look forward to hearing from you.

Yokohama Pneumatic Rubber Fenders

When mooring under rough weather conditions, a ship is subjected to wave action, especially to swell, causing the ship to be moved up and down, back and forth and left to right at the quay. Pneumatic fenders allow gentle initial contact with a gradual increase of reaction force and large allowable deflection, meaning ships and mooring facilities are protected even under rough weather conditions. In light of these advantages, quite a few deep-water ports and large open-sea loading facilities employ Yokohama pneumatic fenders.

Progress in the development of such floating

pneumatic rubber fenders is closely related to the progress and development of ship technology, and has to continuously cope with progressively larger oil tankers such as VLCC's, ULCC's, large gas carriers, bulk carriers, and floating structures. Floating pneumatic fenders are used world wide for ship-to-ship (STS) transfer operations, terminals, and for all kinds of ships. Since its creation until today, more than 45,000 fenders have been supplied worldwide both for ship-to-ship and ship-to-dock operations serving many customers. These fenders play a critical role in the safe operation of ship berthing and mooring operations worldwide.

Uses for ships

- Double Banking of Vessels
- Mooring Operations
- Docking of Naval Ships at Port - Protect Vessel
- Touching Quay Wall Ship-to-Ship (STS) Operations
- Berthing of Commercial Vessels - Protect Vessel Touching Quay Wall





Milestone Projects



Gas tanker mooring operation -
A joint operation with Litro Gas
Terminal Lanka Limited.



Recovery operation of Old
underwater petroleum pipe line
With Ceylon Petroleum
Cooperation.



Underwater laying of HDDP pipe
line for Lakdhananvi Power
Station, Kerawalapityya.



Underwater laying of optical
cables (Falcon segment 9.2) –
With Alcatel-Lucent



Salvage operation of
MV LEEROOT



Vessel MSC Daniela Operation -
Removal of burnt and damaged
cargo to allow dry dock of vessel

Ship to shore transport for crew

Our own fleet of vessels with AC and non AC cabins, provides a comfortable environment for transportation of crew. Our skilled boat handlers ensure a safe and hassle free journey back to shore.



Transportation of material and equipment outside

Our tugs deliver sufficient cargo space and deck space to facilitate safe transportation of cargo, ensuring safe handling and delivery.



Own Vessels



Puffin
Steel tug boat

Length overall: 15.24 m
Breadth: 3.96 m
Speed: 9 knots
Bollard pull: 3 tons
280 HP at 750 RPM



Puffin II
Steel tug boat

Length overall: 15.24 m
Breadth: 3.96 m
Speed: 9 knots
Bollard pull: 8 tons
280 HP at 750 RPM



Puffin IV
Steel tug boat

Length overall: 12.65 m
Breadth: 3.43 m
Speed: 9 knots
Bollard pull: 2.4 tons
240 HP at 1800 RPM



Puffin V
Steel tug boat

Length overall: 12.68 m
Breadth: 3.38 m
Speed: 9 knots
Bollard pull: 2.4 tons
240 HP at 1800 RPM



Puffin VI
Steel tug boat

Length overall: 14.25 m
Breadth: 3.95 m
Speed: 15 knots
10 Passengers 435 HP X 2



Puffin VII
Steel tug boat

Length overall: 12.65 m
Breadth: 3.43 m
Speed: 9 knots
Bollard pull: 2.4 tons
240 HP at 1800 RPM



Puffin VIII
Steel tug boat

Length overall: 15.43 m
Breadth: 3.38 m
Speed: 9 knots
Bollard pull: 8 tons
Engine: 450 HP X 2 @ 1800 RPM
240 HP at 1800 RPM



Puffin IX
Anchor boat

Length overall: 18.0 m
Breadth: 7.0 m
Speed: 8.5 knots
Bollard Pull – 11 Tons
Main winch: 15.0 tons
Sub winch: 3.0 tons



Puffin X

Speed boat

Length overall: 19.0 m

Breadth: 4.3 m

Speed: 24 knots

21 Passengers

550 HP X 2



Puffin XI

Multipurpose tug boat

Length overall: 21 m

Breadth: 6.1 m

Speed: 12 Knots

Propulsion: single screw

Bollard pull: 10 tons

550 HP X at 400 RPM VHF Marin



Puffin XII

Passenger & Rescue Boat

Length overall: 14 m

Breadth: 4.5 m

Max. Speed: 17 knots

Propulsion: Twin Screw

Engine: 2 x Diesel DDEC V6 & 2 x

Diesel GM V6

Seating Capacity: 20 People



Barge Matara

Flat deck pontoon barge

Length overall: 36.6 m

Breadth: 12.20 m

GRT: 281 tons

Displacement: 680 tons



Barge Kalutara

Flat deck pontoon barge

Length overall: 36.6 m

Breadth: 12.20 m

GRT: 281 tons

Displacement: 680 tons



Blue Marlin

Water barge

Length overall: 18.14 m

Breadth: 6.09 m

GRT: 55 tons

Capacity: 100 tons

Certifications





W.A TUCKER & COMPANY

MARINE ENGINEERS

**Over 75 years of experience ship fabrication works.
Pioneers in deck and hatch cover repairs.**

- Class approved welders for any type of fabrication jobs
- Crane repairs and heavy engineering works
- Supplying and connecting of anchors and anchor chains in outer anchorage
(We are equipped with Deck barges 36 m x 12 m and mounted cranes)
- All type of main and auxiliary engine repairs
- Turbo chargers and generator servicing and repairing
- Ship air conditioners, servicing and repairing
- Hatch cover and tank repairs
- Calibration of gauges and meters
- Re filling and servicing of breathing apparatus bottles

**PROFESSIONALS IN HEAVY ENGINEERING AT ALL
PORTS & OUTER PORT LIMITS IN SRI LANKA**

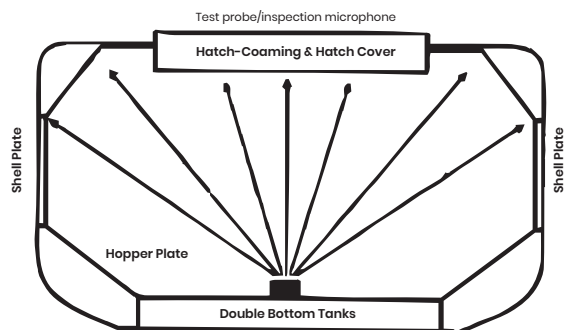




Ultrasonic Hatch Leak Detector

Ultrasonic hatch leak detector, A unique method to test the weather tightness of cargo hatch covers and in water tight doors. The method can be used for testing the weather tightness of any location of marine vessels and any other enclosed spaces. This method replace conventional high pressure hose testing. The ultrasonic test can be conduct in any weather condition. The method is quicker, clean, more accurate and can perform easily.

Because of the portable display unit and extendable inspection microphone units, it possible to measure the weather tightness of any chamber that setup in any difficult location.



Key Features

- Lightweight 3.8 kg (8 lbs) - suitable to be hand-carried onto aircraft
- Digital calibration controls
- Open Hatch (OH) value and sound level in Decibels (dB) are simultaneously displayed.
- Powerful and robust transmitter
- Easy transportation in a rucksack-style carry case
- The transmitter has 6 selectable pre-set power levels enabling the unit to be used in confined spaces
- Inspections can be carried out with cargo in place.
- Allows a rapid and thorough test of hatch cover tightness
- Environmentally friendly - can be used in place of hose testing.
- Our NDT certified inspectors will carry out the inspection and a final detail report will be submitted within a one hour in site.
- We offer our 24/7 service with competitive packages, service at any location in inner harbor or outer anchorage.
- In your next weather testing of ship hatch covers or water tight doors, contact Master Divers /W.A Tuckers.



Ship Repairs

At Master Divers we offer all types of surface repairs and above water line repair meeting international standards of excellence. We handle over 20 vessels annually alongside repair berth's within any port in Sri Lanka as well as anchorage or outer port limits in Sri Lankan waters. We are capable of handling all routine, damage and retrofit repairs.

Our workshops are fully equipped with the latest machinery and equipment and our

yard is geared to cater to all types of ship repairs including:

- Machinery repairs
- Hull repairs
- Propeller repairs
- Electrical repairs
- Electronic and automation repairs
- Cargo gear repairs
- Internal tank, cargo hold blasting and coating

Drydock repairs undertaken include

- High pressure water jetting and cleaning & Hydraulic Brush cart for cleaning on water
- Grit / shot blasting
- Airless spray painting
- Overhauling / installation of undersea fitting
- Withdrawal of tail-end shafts
- Renewal of stern bushes
- Overhauling and renewal of stern seals
- Unshipping of rudders
- Checking and correcting alignment of rudders
- Replacement of anodes
- Installation and repair of cathodic protection systems
- Non-destructive methods for testing radiography
- Lignum vitae re-bushing
- Ultrasonic x-rays and magnetic particle surveys
- Load line inspections
- Safety equipment surveys
- Certifications

Vessel Repair

WA tucker is marine repair workshop that has been owned and operated by master divers pvt ltd since 1978. In the time since, as Master Divers' fleet of vessels grew, WA tucker has been conducting repair operations to maintain this fleet.

Over the decades, we have grown a large team of highly competent marine technicians who have conducted all kinds of vessel repair operations. This includes operations such as main engine work and steel repair work including electrical and A/C evaporators, auxiliary engines , rewinding main generators and AC/DC motors, fabricating and repairing of cargo lifting derricks, crane, winches etc.

Now we look to provide our expertise in these services to the growing vessel operating industry in sri lanka and to provide our clients with a efficiency and excellance in vessel repair.

- Electrical repairs
- Boiler repairs
- Turbocharger repairs
- Pump & Valve repairs
- Welding & fabrication works
- General Engineering works
- High pressure water jetting and cleaning
- Grit / shot blasting
- Overhauling / installation of fittings
- Renewal/Repair of propeller shaft and seals
- Overhauling main engines and generators – Done at our marine workshop
- Renewal/Repair of rudders
- Checking and correcting machinery alignment
- Replacement of anodes
- Installation and repair of cathodic protection systems
- Non-destructive testing methods and providing defect reports
- Safety equipment surveys
- Airless spray painting
- Ship Main engine & Auxiliary engine repairs





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