New contracts

Lankhorst Ropes on *Norwegian Breakaway*

Lankhorst Ropes' Tipto-Winchline will be used on board of Norwegian Cuise Line's newest vessel *Norwegian Breakaway* as mooring ropes. This vessel is currently under construction at the German shipyard Meyer Werft and comes into service in April 2013. With its capacity of 4,000 passengers it will be the largest ship ever to home in New York year-round.

The Tipto-Winchline is a load-bearing 7-strand core combines high strength and low elongation. The non-loadbearing braider cover which protects the rope and increases crew and guests safety by minimising the risk of snap-back. The Tipto-Winchlines will be utilised with the award-winning A3 splice, which has 100% efficiency: no loss in rope strength due to splicing. "We find the ropes very reliable. Moreover, the ropes' bright yellow colour gives a pleasing aesthetic appearance to the vessel for passenger and crew member alike", says captain Harvard Ramsoy, nautical superintendent of Norwegian Cruise Line.

Research

Maritime 2013 call

On 24 January, technology foundation STW, in cooperation with Netherlands Organisation for Scientific Research/Earth and Life Sciences (NWO/ALW), opened a call for proposals that fit within the research and innovation agenda of the top consortium for knowledge and innovation (TKI) Maritime. The themes of the agenda are hydrodynamics, constructions and materials, systems and processes, design and build technology, maritime operations and impact on the marine environment. This call is an implementation of the government policy for top sectors and it challenges researchers and entrepreneurs to develop the fundamental knowledge that will allow technological breakthroughs and innovative applications to furthering the knowledge position and competitive power of the Dutch maritime industry. The sector Maritime is part of the top sector Water. Proposals should also have an explicit link with one of the TKI Maritime's innovation agenda being extraction of natural resources and fuels at sea (mining and other extraction), clean ships (fuels, fuel saving and emissions), smart ships (special purpose ships, defence, safety) and smart ports (interaction between ships and harbour infrastructure). The budget for the call is € 4.5 million. According to Ruben Sharpe of STW, at least nine, but probably 13 or 14 projects will be granted. As NOW/STW pays at most 65% of the project costs, private cofunding is required. To match researchers and maritime companies, STW organised a match making event on 20 February. Almost 100 visitors were present at the Willemswerf in Rotterdam, attending presentations and pitches and getting acquainted with the research programme and with each other. The deadline for submission is 23 April, the granted projects will be revealed end September, beginning of October.

Launch

Photo by Henk Zuur, Delfzijl

High waves during launch of *Reestborg*

Reestborg, the largest ship ever built at Ferus Smit's, was finished and launched at their shipyard in Leer, Germany, on 25 January. With a length of 170 metre, beam of 20.5 metre and 23,000 deadweight tons carrying capacity it comes close to the maximum dimensional limits that can be built at the shipyard in Leer. Normally ships with these proportions are floated out of a building dock or launched in the length, but the *Reestborg* was launched sideways. With its 5,000 tons of launching weight and the enormous size of the ship it created huge waves during its launch.

The ship will be the biggest one in the fleet of Wagenborg. Recently the deckhouse was placed by Wagenborgs own floating crane, Triton. The *Reestborg* is the first in a set of three provided with so-called eco-striven. Together with tis relatively low engine and emission output it can be labelled as green.

Refits

Refit 1948 sailyacht *Alert*

One of the current projects of Claasen Shipyards is the refit of the 1948 classic sailyard *Alert*, designed by Philip Rhodes. *Alert*'s owner is a passionate sailor who owns another yacht built by Claasen Shipyards. Delighted by the collaboration and the quality, the client chose Claasen to do the refit of his other yacht. Due to the emotional value of the yacht, no fundamental changes will be made to the construction or layout. The wooden hull will be fully restored and several frames within the construction replaced. The deck will be removed and later replaced in original condition. The mast, running rigging and sails will be renewed as well.