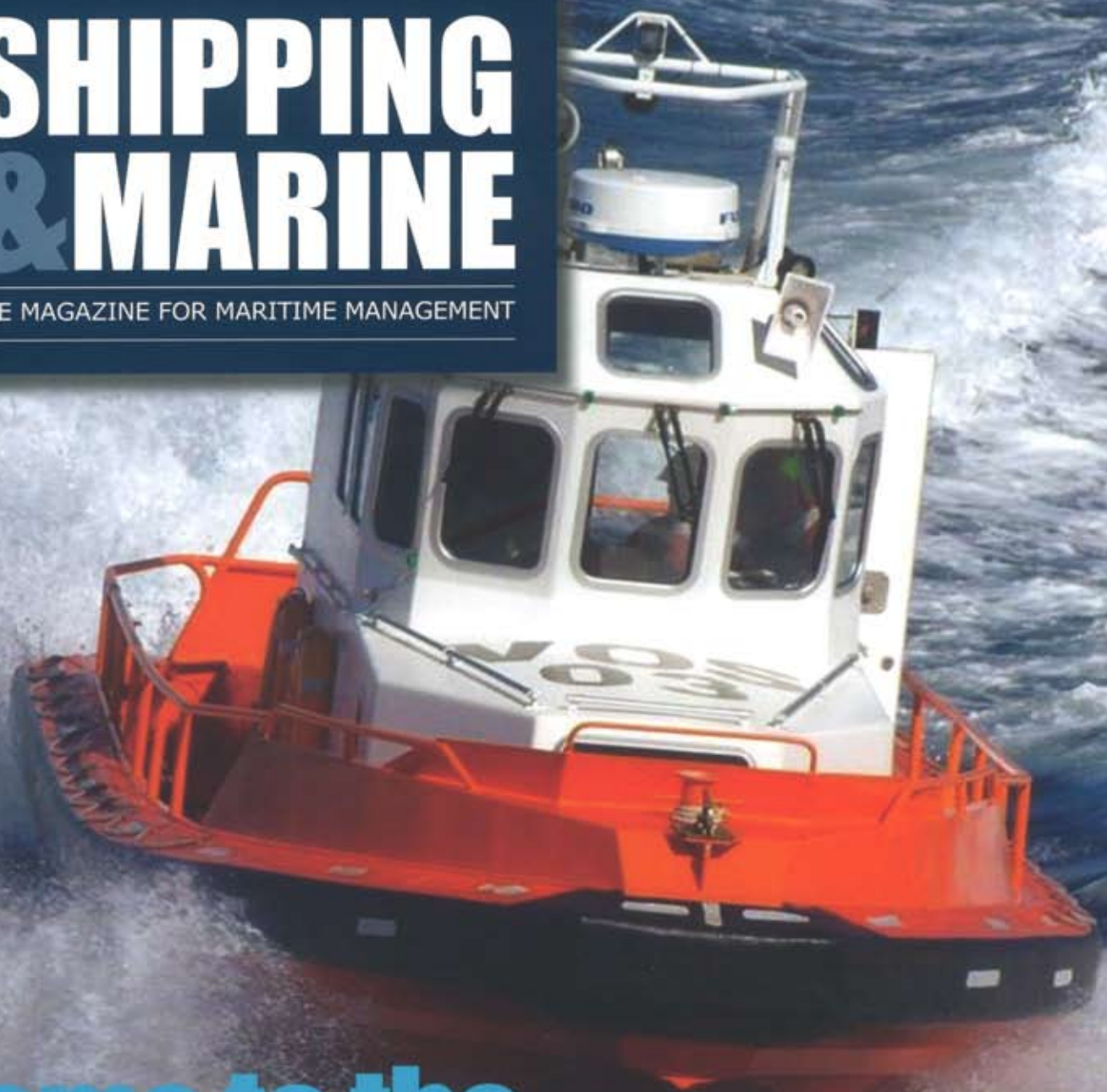


SHIPPING & MARINE

THE MAGAZINE FOR MARITIME MANAGEMENT



Come to the rescue

Emergency response and rescue vessels are continuing to evolve due to market demands



CAN YOU DIG IT?

Ports simply can't keep dredging at their own will - they have to consider the law



TIME FOR PORT

Aberdeen Harbour has received more than £200 million worth of investment



UNDER THE WAVES

When it comes to wind power, the underwater equipment must be respected



Expanding horizons

Complete scope of shipbuilding and repairs services

Worked alongside Hans Gerd Heidenstecker on the prototype lightweight barge - 'FRANC'

Planning to move into offshore vessel production

Established around a deep-rooted client focus, Neue Triton Schiffswerft GmbH is a shipyard specialising in complete one-stop-shop packages from the smallest part replacement to a complete new build vessel. Located in Duisburg, Germany, Neue Triton has had a colourful history since it was founded in the 1940s. Although its purpose has always remained the same, following World War Two the site came under French ownership, before being transferred back to German enterprise in 1970. Finally in 2007, the business came under its current management, which has seen it flourish not only in its home market, but also in neighbouring countries such as Belgium, France, Luxembourg, and the Netherlands.

Neue Triton's complete scope of projects incorporates all ship and machine building repairs from class work and certificate renewals through to accident repair and re-motorisation. Neue Triton is also capable of undertaking more complex requirements including vessel extensions, shortening or widening services,

interior and exterior floor renovations, design and drafting, section construction, engineering and construction of pipelines, and conversion of tankers to dry bulkcarriers. This spectrum of expertise even extends to the rebuilding of single hull vessels into double hull structures, and new hull construction. Earlier this year Neue Triton successfully achieved approval from Germanischer Lloyd for thickness measurements of hull structures of this vessel class, which enables it to target a new market.

In order to fulfil these activities, Neue Triton boasts a befitting array of yard equipment headed up by a 110-metre slipway complete with two tower cranes of eight and 12-tonne capacity respectively. This can be supported by additional tonnage in the form of a 14-tonne mobile crane and three-tonne floating crane. The facility also incorporates several construction sites with 48 welding positions, a hinged bench for propeller shafts of up to ten-metres, hydraulic 450-tonne press, equipment pontoon, and two CNC flame-cutting machines. By having its own design



office with CAD and CAM capabilities on site also enables Neue Triton to fluidly move between construction and design as necessary - from initial planning to last minute adjustments.

Most notably, Neue Triton has been working alongside Hans Gerd Heidenstecker to develop and implement his concept for a new prototype lightweight barge. Known as 'FRANC', the new vessel is ideal for cargo transportation on the northern and eastern German canal system, but equally on the Rhine, the Danube, the Elbe, and the Oder. Prior to construction of the prototype, all requirements for stability and strength were checked by structural engineers including the Development Centre for Ship Technology and Transport System. Work on the keel began on the 30th March 2010, with the completed vessel being delivered three weeks before its scheduled date in late August.

'FRANC' measures 83-metres long, and 9.5 metres wide, with a moulded depth of three metres. The optimisation of these dimensions and careful material selection has not only produced a substantial weight saving of 15 per cent, but also enabled deadweight tonnage and capacity to be improved even with a minimised draft. As a result, 'FRANC' has a maximum capacity of 144 containers, although on the North and East German waterways this is reduced to only 72 containers due to the lack of bridge heights. The long cargo space allows for the transportation of bulky items such as wind turbine blades, as well as bulk cargoes like coal, ore, gravel, or sand.

Whilst more unusual in its concept, this project is just one element of Neue Triton's extensive reference list for 2010 and 2011. The company has undertaken work for companies across the shipping industry spectrum including cargo and bulk shipping lines and dredging specialists such as Reederei Jaegers, Reinhold Meister and Lehnkering Reederei GmbH. Earlier this year, Neue Triton completed the conversion of the TMS 'Thuringia' into a double hull tanker for Erik Walthner GmbH & Co.

This contract comes off the back of a similar project undertaken earlier in 2010 on behalf of Reederei Jaegers for the conversion of the 'Eiltank 42' into a double hull vessel. Throughout the conversion 160 tonnes of steel were installed into the vessel, which also saw it extended from 105 metres to 110 metres in length. This extension

effectively provides the 'Eiltank 42' with greater lift and therefore compensates for the newly added weight. Whilst the project requires some major engineering and fabrication works, great importance has been placed on achieving this consistent level of quality right down to the smallest works. As such, Neue Triton employed techniques such as a submerged arc welding process to ensure that the vessel is secured with perfect welds.

Demand for single to double hull conversion projects has risen in line with incoming legislation, which states that certain products may only be transported in double-hulled tankers from 2018. This is in part due to the greater security against leaks that is afforded by a double hull in the event of an accident. Therefore, given the costs of constructing a new build vessel, many companies are opting to commission conversion works. And with Neue Triton keen to move into offshore vessel production, successful contracts such as these provide it with a strong foundation to build upon. ♦

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