

High Ground



As much as I would like to declare all worldwide financial turmoil a thing of the past and paint a picture of simple plain sailing, I am just not that great a visionary. And who really is? Statistics can prove just about anything. And if there is anything this latest financial crisis has taught us, it is the ability of your average Freddy and Mae leading the world to uncharted and dangerous shores. And freight rates might appear to be picking up – at least that is what the latest headlines say but then that is probably why they are headlines – this does not mean the worldwide newbuild order book is soon to follow. So how – as the world is becoming a global village and some ‘neighbourhoods’ will do anything to climb up the ‘property ladder’ – can we at least make sure the orders will land in our neck of the woods?

Seize the opportunity, take the high ground and defend your position. In general, the opportunity means adding value and selling solutions – not just mere products. In our ‘neighbourhood’ picking a niche and heading for the top is the recipe of choice, going for expertise and margins not volume and revenue alone. As a consequence the high ground should be there for the taking and volume will follow. Defending your position is somewhat less simple as your expertise is becoming the benchmark for others to measure their performance by. But again – as you art will inevitably become a commodity – your niche will develop. So, seize the opportunity, take the high ground and...

And opportunities are everywhere. How is that for visionary? The Royal Association of Netherland’s Shipowners has published its environmental vision stating its targets of having an emission-free vessel by 2050, a CO₂-neutral growth from 2020 onwards and a CO₂-reduction of 50% in 2050 when compared to 2020. Concrete action and measures will be laid down together with the Dutch government in a statement of intention. The ‘Low Countries’ are taking the high ground. We already have an emission-free tourist canal cruiser in Amsterdam and beer boat in Utrecht. Cheers. Here’s to the high ground.

Robin Zander

Editor-in-chief

Ship Building i n d u s t r y

CONTENTS

Volume 4, Issue 1

SHIP REPORT

- 8 | OASIS OF THE SEAS
An Architectural Marvel at Sea
- 28 | AL SAKAB
Built to Last
- 54 | AVALON CREATIVITY
Intimacy & Comfort

SPECIAL FEATURE

- 16 | MAINTENANCE & OVERHAUL
The Added Value of Nicoverken
- 34 | DUTCH SEAPORTS
Distinction by Network Focus
- 50 | ERP
Improving Business Processes

MARINE PROPULSION & POWER GENERATION

- 20 | ENGINE SELECTION
Main Criteria for Engine Selection
- 36 | FELLOWSHIP
Towards a Cleaner and Greener Future
- 60 | LOW PROFILE
Low Emission – Optimum Power
- 72 | WÄRTSILÄ 20DF
Dual Fuel Technology Extended

COMPANY REPORT

- 24 | R&D INNOVATION
The Power of Knowledge Engineering

CLASSIFICATION, RULES & REGULATIONS

- 40 | WHERE THERE ARE ENGINES...
Bilge Water, IMO & Regulations

ELECTRICAL INSTALLATIONS

- 44 | HIGH VOLTAGE
Operational and Design Criteria

DREDGING & OFFSHORE

- 64 | PROFILER
Soil Survey Data Handling

HEALTH, SAFETY & ENVIRONMENT

- 68 | SAFE TRANSIT
Fire-Safe Cable & Pipe Transits

REGULARS

- 1 | OPINION
- 5 | NEWS IN BRIEF
- 78 | YELLOW & FINCH PAGES
- 80 | ADVERTISERS' INDEX



36



28



16



8



68

Front cover: Specialized in the overhaul of main and auxiliary engines, Nicoverken is one of Netherlands' leading suppliers of value added maintenance and overhaul services for the maritime industry.

Contents page: Built by IHC Beaver Dredgers B.V. and with a total installed power of 16,500 kW, the Al Sakab stationary cutter suction dredger for Huta Marine Works Ltd. is one of the most powerful CSDs in the world.