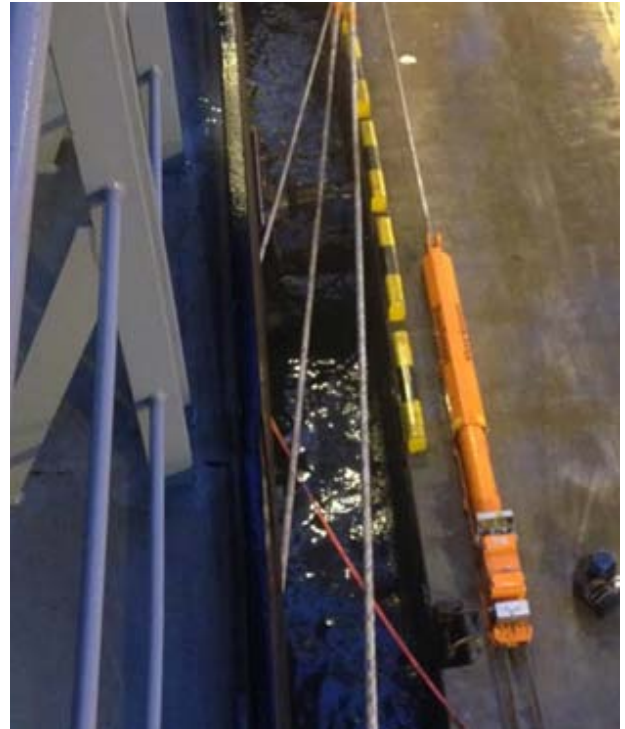


MSC LONDON MOORED WITH SHORE TENSION SYSTEM IN SALALAH

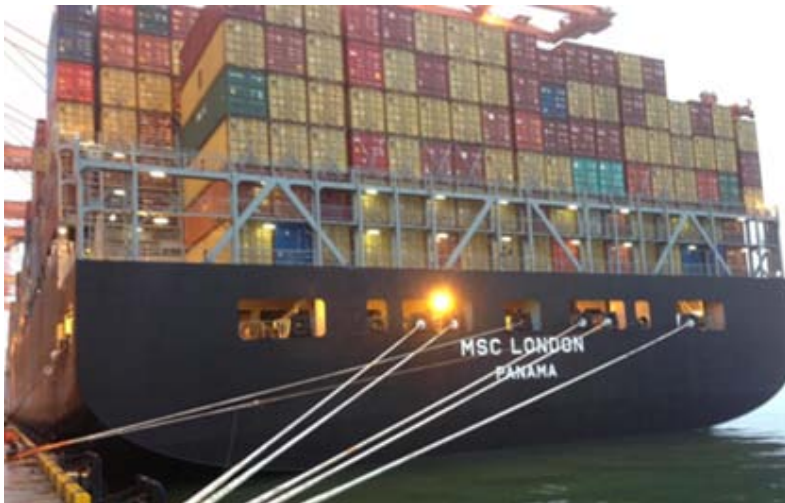


Last Friday on Saturday night the **Shore tension team Chris, Raoul, Paul and Marcel** of the **Rotterdam-boatman organisation**

K.R.V.E. moored the **MSC LONDON** with 4 cylinders **SHORE TENSION** (swell dempers) in the port of Salalah (Oman) during heavy rain fall as can be seen at the photo's The Members of the **Rotterdam-boatman organization**



K.R.V.E. do the mooring and unmooring of all kind of seagoing vessels. For that purpose they make use of mooring launches. In good



cooperation with the vessels's crew we bring the ropes or wires from the ship ashore. Then the colleagues on shore take the ropes or wires from the launches and put them on the shore bollards. This is partly done by hand or with the use of our so called winch trucks. This is a specially designed truck with a motorized winch which brings in the wire or rope. The **K.R.V.E.** boatmen make use of a lot of tools, developed by the association. Besides the work in Rotterdam, the **K.R.V.E.** is also involved in



specialized (offshore) projects worldwide. We provide our expertise internationally and it goes without saying that we meet all high safety standards required. Together with the **Port Authority of Rotterdam** the **K.R.V.E.** developed the **ShoreTension® system**. A tensioning system for the maritime industrie which delivers permanent tension without the need of constant external energy. The **ShoreTension** is a flexible stand-alone mooring system, based on a permanent tension of shore mooring lines without the need of external energy. It reduces the movements of a moored vessel caused by strong wind, current or passing vessels. Control valves ensure that the tension of the shore mooring line does not exceed the Safe Working Load of the vessel's ropes and bollards. The cylindrically shaped ShoreTension exerts the same, constant pressure to the ship's mooring lines which are fastened to the bollards on the quay. This requires no electricity except for an external hydraulic system which only needs to be used once to get the **ShoreTension** at the correct tension. After that, the cylinder of the ShoreTension hydraulically moves along with the forces which the mooring line is exposed to. This process continues perpetually without the need for additional energy. All mooring lines are always kept at the same, constant tension, also if wave

ShoreTension®
DYNAMIC MOORING SYSTEM

and/or wind conditions change – particularly crucial for the safe and stable mooring of vessels. It is the differences in tension between the different mooring lines which cause a ship to move and potentially cause the mooring lines to snap. The [ShoreTension](#) provides a high tension and pays out the line, coping with the peak loads without exceeding the minimum breaking load of the line (MBL). By doing this, the system dampens the ship's motion and absorbs the energy of the ship. When the peak loads are over, the [ShoreTension](#) heaves in the line with the energy stored and returns to its initial position. Because the [ShoreTension](#) doesn't require any external energy, it is CO2 neutral. For additional security, the [ShoreTension](#) is used in combination with a high-quality mooring line made of HMPE, a super-strong synthetic fibre. These mooring lines are issued to the ship from the shore. **Photo's : Team Shore Tension / Paul van den Boogert ©** [CLICK HERE to see how the shore tension system is working](#).



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The **MOL EXCELLENCE** inbound in Rotterdam-Europoort – **Photo : Krijn Hamelink ©**

Indonesia to intensify joint patrols to address pirate issue in Malacca Strait

The Indonesian authorities, along with their Singaporean and Malaysian counterparts, are highly expected to intensify sea patrols in Malacca Strait due to escalating piracy activities lately that cost international and national shipping business, an international transport workers organization said on Friday. International Transport Workers' Federation (ITF) said that escalation of sea piracy activities in one of the world's busiest waters has entered an alarming situation with some oil and gas tankers reportedly hijacked last month.

Head of ITF Asia Pacific Hanafi Rustandi said that the pirates were moving very fast, taking ship crew as hostages, seizing valuable goods, damaging communication instruments as well as ship engines before they fled from the scene. "Those sea piracy acts were very worrisome and endanger (the) world's shipping business. They must be stopped," Hanafi said in a statement. Indonesia, Malaysia and Singapore have engaged their police and troops to carry out joint patrols to address the issue in the strait, which is located in between their territories. Hanafi identified as areas prone to piracy activities the waters between Indonesia's Rupert island and Malaysia's Port Dickson and waters between Indonesia's Big Karimun, Kundur and Batam islands which are close to Singapore. Improving the security in those waters should be one of the major tasks for Indonesia's new government as the strait holds a crucial position in facilitating international vessels for international trade and serving as a crucial trade route for Indonesia itself as well.