MoorMaster®

Schleuse

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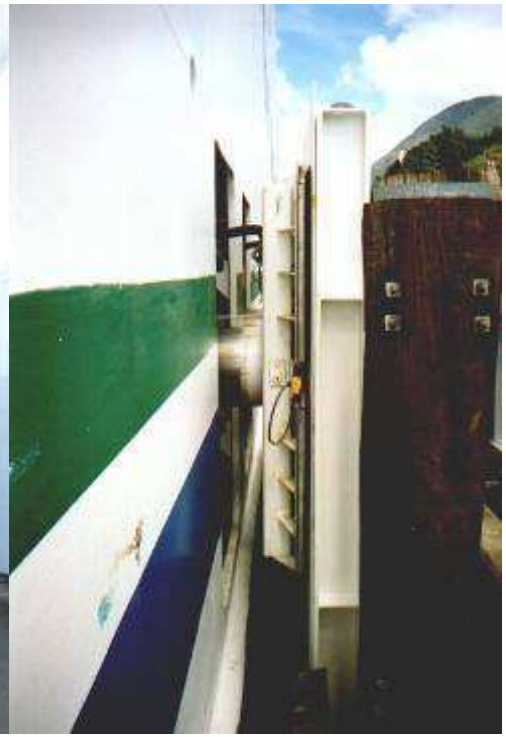
Reference sites



Picton, New Zealand

- MoorMaster Type I-400
- Ship based automatic mooring system
- Capacity: 4x200 kN (4x20 Tons)
- In operation since 1998 on the vessel "Aratere", a rail passenger ferry

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Reference sites

Picton, New Zealand

- MoorMaster 400
- Shore based automatic mooring system
- Capacity: 2x400 kN (2x40 tons)
- In operation since 2005

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Reference sites

Melbourne, Australia

- 2x4 MoorMaster 400
- In operation since 2003

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Reference sites

Davonport, Australia

- 2x4 MoorMaster 400
- In operation since 2003

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Reference sites

Port of Dover, UK

- MoorMaster 800
- Shore based automatic mooring system
- Capacity: 1x800 kN (1x80 tons)
- Installed in 2005

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Reference sites

St. Lawrence, Canada

- MoorMaster 200LS
- Lock based automatic mooring system
- Capacity: 200 kN (20 tons)
- Installation February 2007

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Reference sites

Salalah, Oman (APM Terminal)

- MoorMaster 600
- Shore based automatic mooring system
- Capacity: 4x600 kN (4x60 tons)
- Installation August 2006

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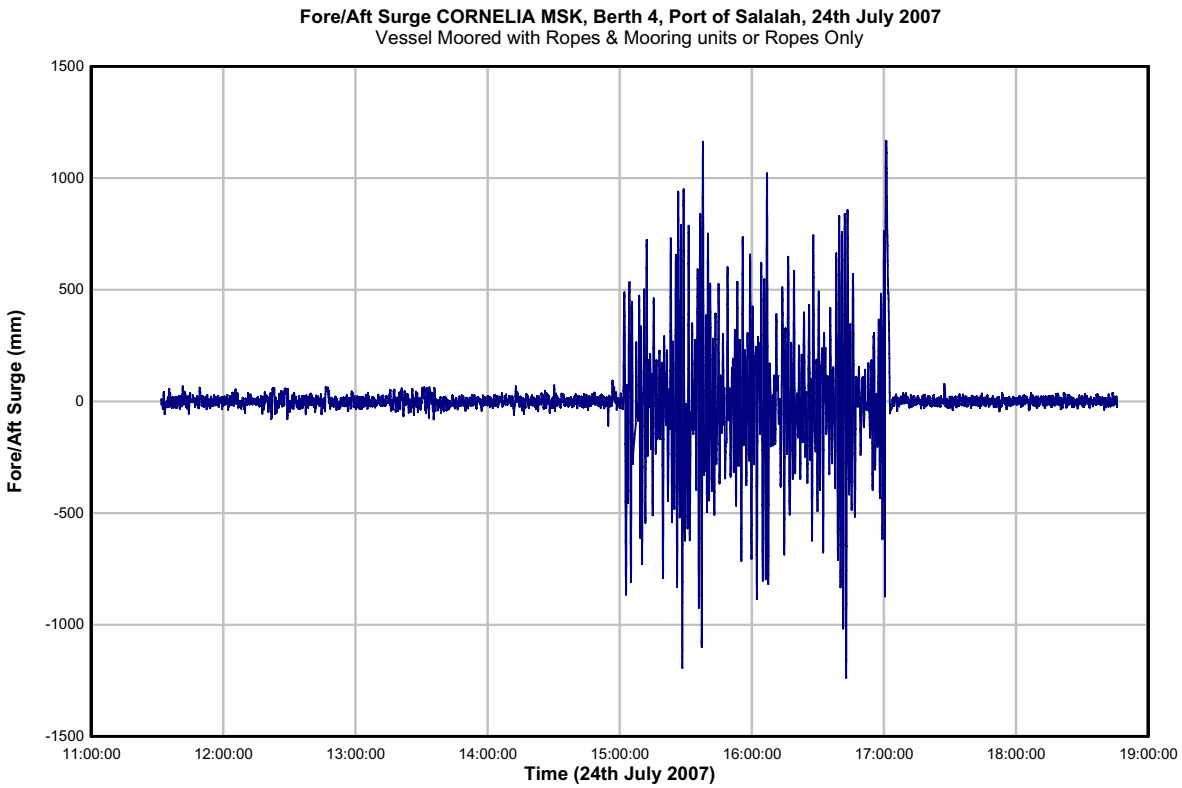
Market News – Salalah Port Services/APMT

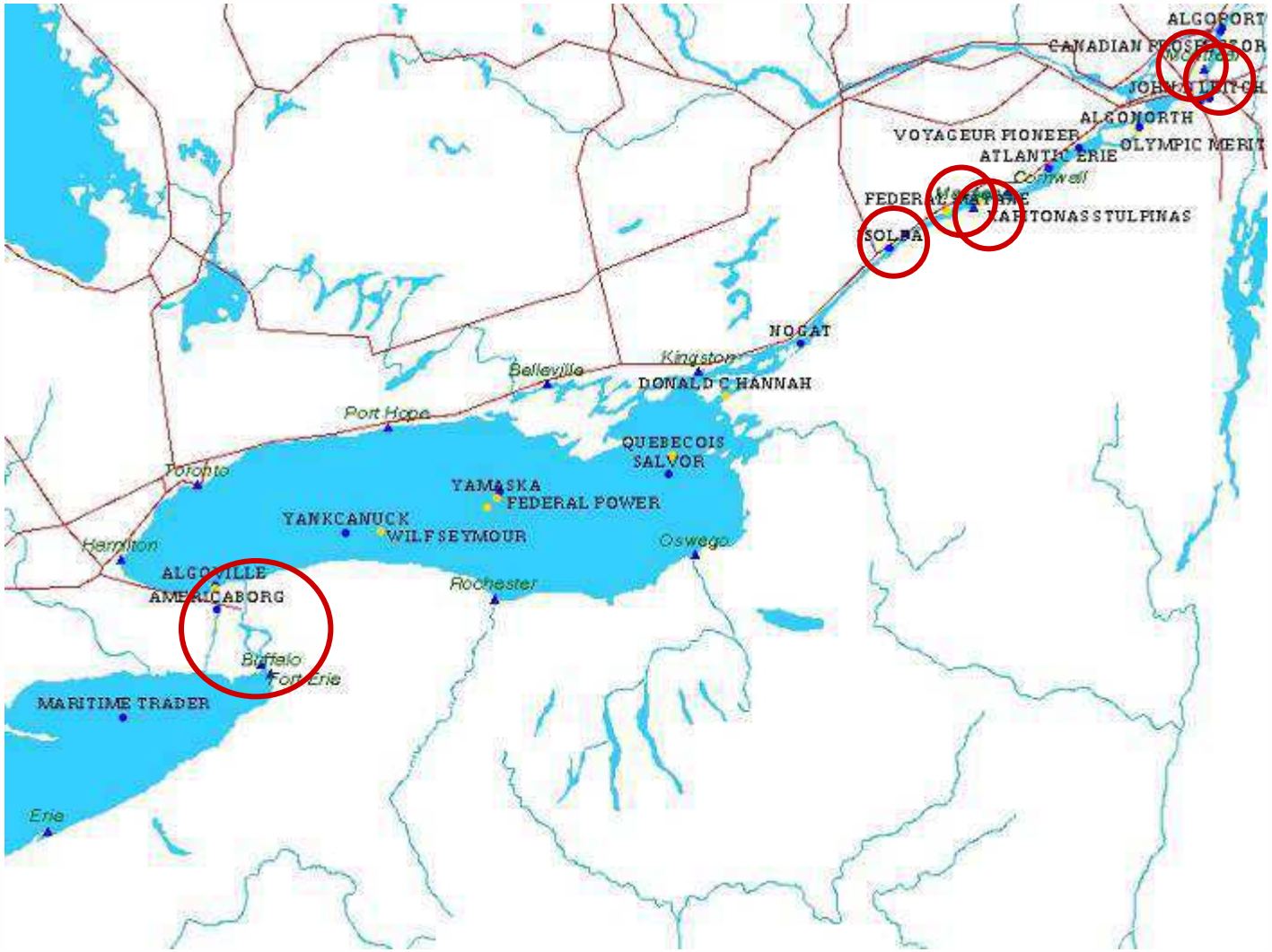
- 4 MM600 units commissioned in September 2006

- Khareef trials conducted July to September 2007 this included:
  - *Wave measurement*
  - *Ship Motion measurement*
  - *KPI analysis*



St. Lawrence Seaways

General information



St. Lawrence Seaways

General information

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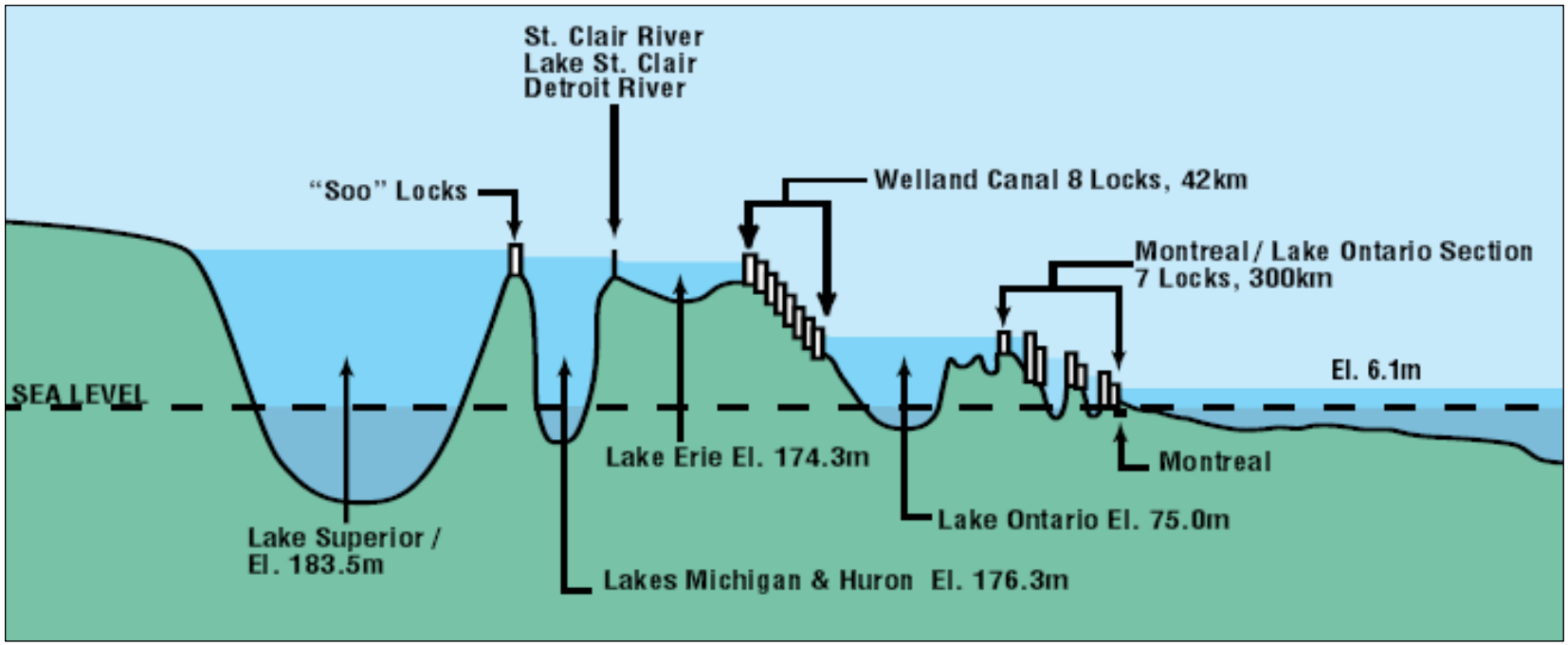
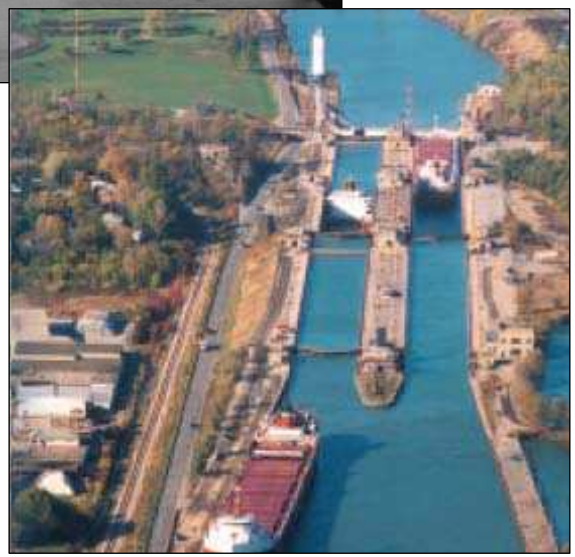


St. Lawrence Seaways

General information

- Max. ship sizes using the locks are 229m long by 24.3m beam
- On busy days up to 32 vessels can pass a lock
- It takes 9-11 min. to fill/empty 91M litres of water from the lock
- It takes up 15 min. to moore a ship with conventional ropes



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St Lawrence Seaway – Conventional mooring

- 4 mooring lines out
- 3 shore crew to handle those lines
- All secure after 15 minutes
- Most ships equipped with onboard fenders

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St Lawrence Seaway

- March 2007 Prototype **MM200LS** commissioned
- 3 months trial on several hundred ships
- Operation in all weather and down to +15° C

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St Lawrence Seaway – Trial spring 2007

- 51% of all ships successfully moored with MoorMaster®
- 35% not successfully moored due to *special fender list*
- 15% not successful moored due to too *low freeboard* or *special hull shape*

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St Lawrence Seaway – Future

- 85% will be automatic moored with MoorMaster®
- 15% will be moored with ropes to the bollard on top of the MoorMaster®

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St Lawrence Seaway – Objectives to auto mooring choice

Barge of 1,500 tonnes securing to mooring bollard on top of the MoorMaster®

- Reduce manual handling of lines
- Reduce safety risk to personnel
- Time saving

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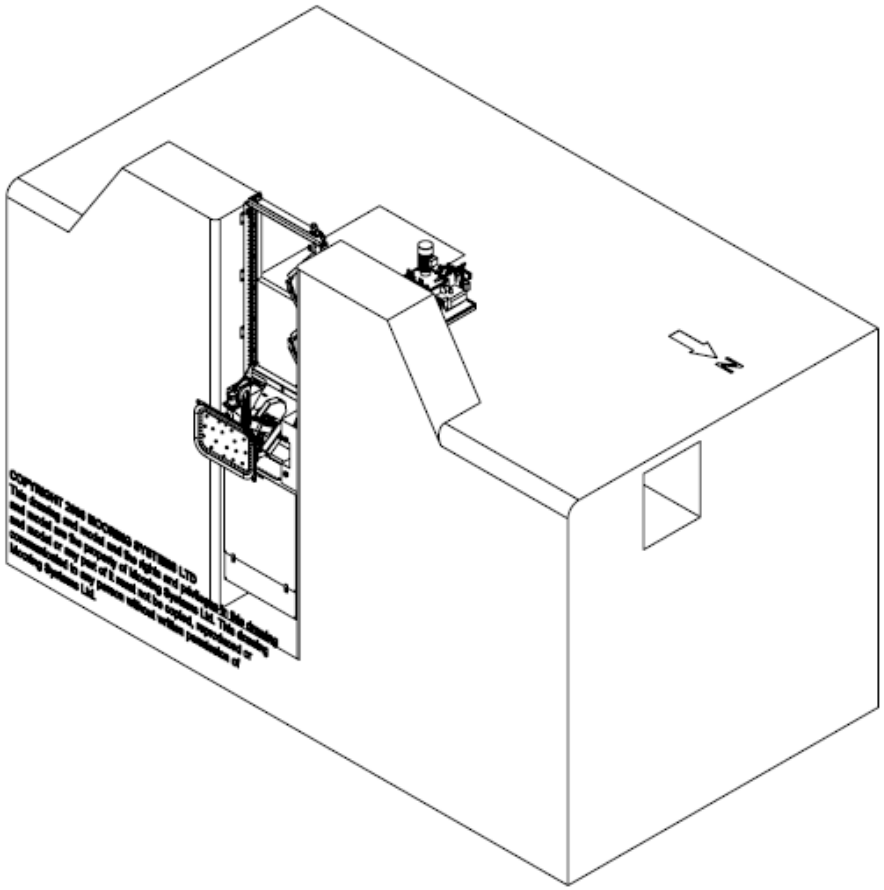
MM200LS



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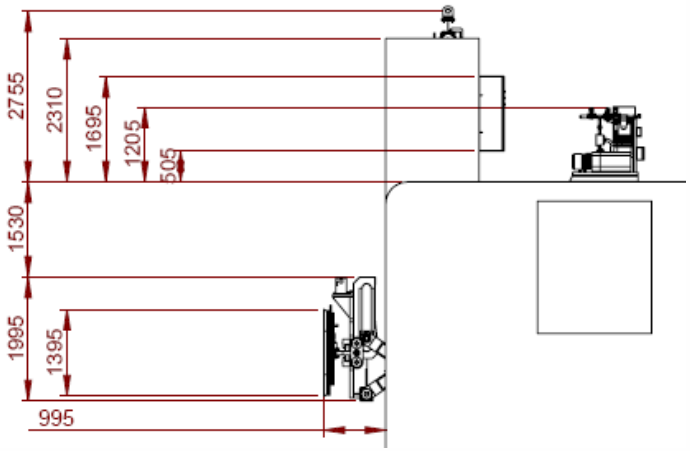
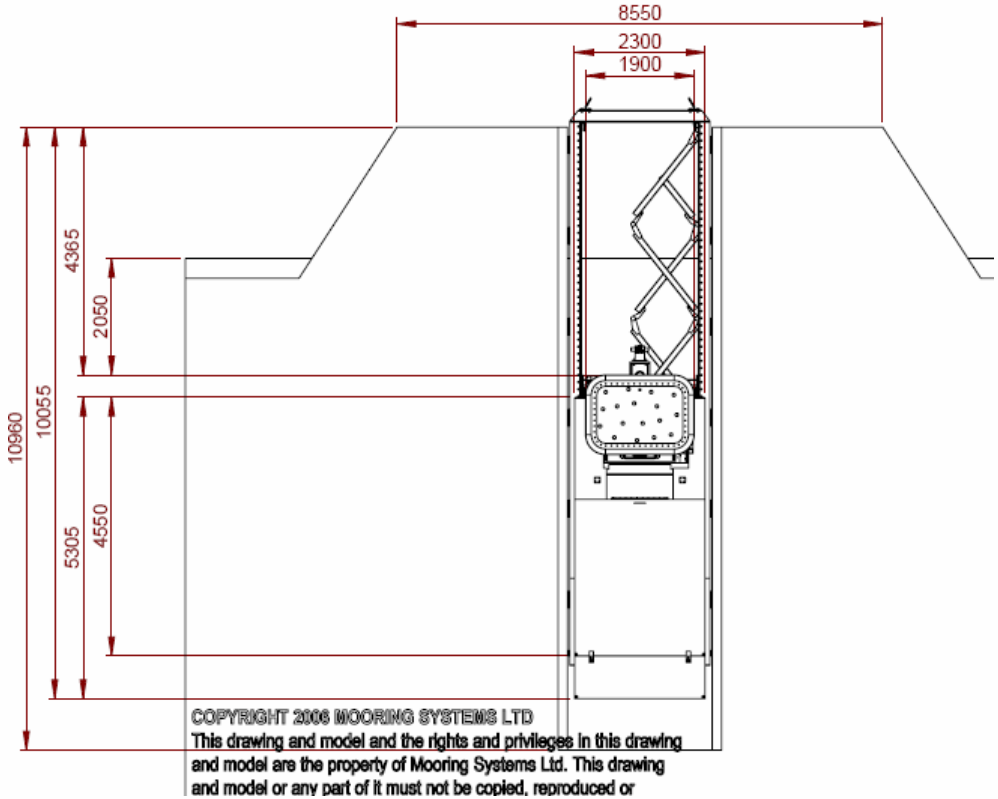
MM200LS





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