

REINTJES News

YOUR PARTNER FOR THE FUTURE

01 / 07



Dr. Christian Schliephack

Dear Reader,

You are holding the first issue of our newsletter in your hands.

As flexibly as we respond to your individual wishes and needs when manufacturing our gearboxes we would like to inform you about current affairs, special deliveries and other interesting topics around REINTJES in the future.

Therefore it will be a pleasure for us to send you our "REINTJES News" by post several times a year at irregular intervals (instead of the REINTJES Report).

Of course, you can also download the newsletter from our website www.reintjes-gears.de.

But first of all, we wish you a pleasant and informative read.

As always, we look forward to your feedback: Please e-mail your queries, wishes, ideas or changes of address to: Kathy.Brand@reintjes-gears.de

New management at REINTJES Asia Pacific Pte Ltd.

Change at the top of the REINTJES-subsiary

After over 13 years as Managing Director of REINTJES Asia Pacific Pte Ltd., Philippe Veenhof left the company to go into retirement.

Since its foundation in 1993 Mr Veenhof, as a "man of the first hour", has contributed a lot to the successful establishment of the company in the Asian market.

Daniel Vanniasingham succeeded him on 1st January 2007.

After spending nine years as an engineer with a European shipbuilder, Daniel Vanniasingham felt drawn back to Asia in 1986.

Since then he has lived in Singapore and held different managerial positions in marketing and sales there, primarily in the maritime industry.

Having worked in this field for many years, Daniel Vanniasingham not only has extensive knowledge of the maritime industry, but also gained experience in the key areas of product management, marketing and sales.

We look forward to many years of successful cooperation with Mr Vanniasingham and thank Mr Veenhof for the past 13 years.



The old and the new managing director of REINTJES Asia Pacific Pte Ltd., Philippe Veenhof (left) and Daniel Vanniasingham



FACTS

Asian Shipping & Work Boat Show 2007

A very successful Asian Shipping and Work Boat Show closed its gates on 8th February in Singapore.

A 33 % increase in the number of visitors, booked-up exhibition space and the fact that the Asian Shipping & Work Boat Show, which takes place every two years, now opened its gates for the fifth time clearly demonstrate that this exhibition has become a major event in the maritime industry.

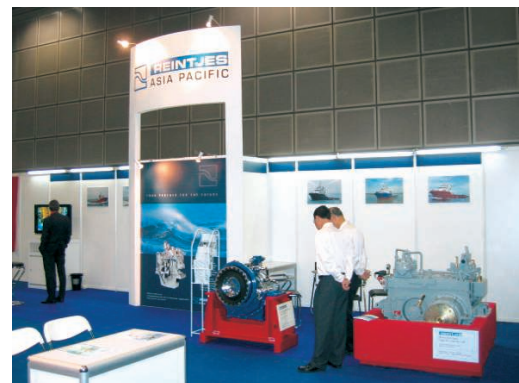
This year's exhibition was considered the best of all times. Last but not least, because, in addition to fifteen shipyards, all renowned manufacturers of marine propulsion systems and numerous other suppliers to the maritime industry showcased their products at the exhibition.

The positive general atmosphere and the continuing high demand for marine products and services were clearly noticeable also at the REINTJES Asia Pacific stand:

Engine manufacturers, shipbuilders and shipowners took advantage of the opportunity to exchange information.

REINTJES had numerous project talks and, among other things, obtained the following orders for tug gearboxes:

- six WAF 562 and four WAF 665 by the Sapangar Shipyard, Malaysia, and
- sixteen WAF 665 by B & C/Sibu, Malaysia.



▲ The REINTJES Asia Pacific stand at the Asian Shipping and Work Boat Show 2007

The newly designed REINTJES Asia Pacific stand showcasing the VLJ 930 gearbox (1,740 kW at 2,000 rpm) for a passenger catamaran from the Damen Shipyard, Singapore, provided the opportunity for many interesting discussions and an exchange of experience among specialists.

The first explorer yacht to combine training and expedition with a maximum of convenience

"Hanse Explorer"

A very special training vessel was built for ship operators Harren and Partner in Bremen by the Fassmer Shipyard.

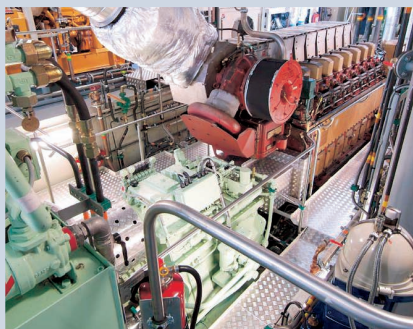
Training up to 12 sailors and, at the same time, giving passengers the opportunity to experience everyday life on a ship before and behind the scenes – this was the idea behind the design of luxury training vessel "Hanse Explorer".

Looking over the captain's shoulder, you can experience live how routes are planned. Sounds like tough sailor's work, you may think? Don't worry:

The powerful propulsion system in the engine room drives the "Hanse Explorer" ahead ►

The "Hanse Explorer" is no ordinary training vessel. On the contrary, the 48 metres long cruiser with its posh interior is more like a luxury yacht. Exhausted guests can relax in the lounge watching satellite TV, go to the sauna or enjoy fine food prepared according to their wishes.

Distinguished by the ice class GL E3, the "Hanse Explorer" can carry her guests and trainees even to polar regions, as far as to the Northwest Passage.



At all times, safety and convenience come first.

The main engine of type MaK 8M20 (1,360 kW at 900 rpm) and a REINTJES LAF 2346 gearbox with integrated PTH (power take home) of 480 kW at 1,500 rpm set the stage for a safe arrival at any port.



▲ Space for 12 trainees, 12 guests and 6 crew members - the "Hanse Explorer"

The squaring of the large spur gear

By setting up a new grinding centre for spur gears with a diameter of up to 3,200 mm, REINTJES has achieved a considerable reduction of throughput times for the parts to be ground and could still enhance the machining quality.

Inspired by Forschungsvereinigung Antriebstechnik (FVA), a research association for propulsion systems which conducted in-depth analyses of costs, machining times and quality features in the manufacture of large pinion shafts and spur gears, REINTJES cooperated with machine tool specialist NILES to develop a new grinding centre tailored precisely to the needs of REINTJES GmbH.

The results to be achieved here were simple and challenging as well: to shorten throughput times and, at the same time, enhance the quality.

The concept was to install an additional internal circular grinder which

allows machining not only of the tooth flanks, but also of the bore and the end faces of spur gears with an outer diameter of up to 3,200 mm.

While in the past, the gears had to be set up three times on two machines, only one set-up is required now, thanks to the new approach. The effect is that machining operations and error sources are reduced to a minimum.

But this is not the end of the story: The new concept also allows determination of any changes in dimensions resulting from case hardening already before the gears are machined so that a much more uniform hardening depth can be achieved for the ready-ground gears.

This advanced manufacturing concept was implemented together with the machine tool specialist NILES GmbH from Berlin.

Higher quality in less time – this result is yet another proof of the innovative power of REINTJES.



◀ Technical data of the NILES ZP30B

Outer diameter max.:
3,200 mm

Module max.:
40 mm with tooth height 2.25 x module

Bore depth max.:
1,000 mm

Rotary table load max.:
30,000 kg

Space required L x W x H:
10,000 x 8,300 x 6,000 mm



New inland waterway vessel christened

For the solemn ceremony of taking over their new inland waterway vessel Mr and Mrs Devos, the owners, were looking for a proper location - which they found in Antwerp, right in front of the gates of our subsidiary REINTJES Benelux.

The long-lasting, good relationship between the Devos family and REINTJES began back in 1988 when the first "COLOMBIA" was built and equipped with two REINTJES-gearboxes of the WGV series.

18 years and over 85,000 operating hours later, also the second "COLOMBIA" has been equipped with a REINTJES WGV gearbox now.

The proud owners of this new-building are their daughter Belinda and

her husband René Willaert who live and work on the ship with their two kids.

The "COLOMBIA" consists of two parts, the main vessel with a length of 110 m and the barge measuring 82 m. These 192 m offer space for 364 containers. If, for comparison, we imagine 180 lorries lined up one after the other on the motorway it soon becomes obvious how eco-friendly and efficient such an inland vessel is.

An ABC 8 MDZC engine with an output of 1,756 kW at 1,000 rpm provides the necessary propulsion power. Since the engine room is not very high, the coaxial WGV is the ideal gearbox for this type of ship. The optimally quiet running characteristics of the gearbox are of particular importance because the owners have their rooms directly above the engine room. In order to improve its manoeuvrability the vessel is equipped with four 360° reverse bow thrusters.

The owners celebrated the solemn christening of the "COLOMBIA" with more than 300 guests, among them REINTJES Managing Director Dr. Christian Schliephack and Peter Verschuur who represented REINTJES Benelux. They clinked glasses and wished that "she may travel safely for many years".

COLOMBIA

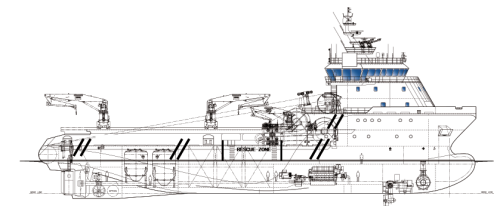
Shipyard:	Rensen Shipbuilding, Belgium
Length:	110 m
Draught:	3.50 m
Barge length:	82 m
Container:	364 TEU at four levels
Engine:	ABC 8 MDZC
Output:	1,765 kW at 1,000 rpm
Gearbox:	WGV 482
Reduction ratio:	2.891:1

NOTIFIED BRIEFLY:

REINTJES-gearboxes for four of the largest AHTS (Anchor Handling Tug Supply Vessels) operating in the Asian seas.

REINTJES Middle East has obtained an order from the ABG Shipyard in India to equip four newbuildings.

When completed in 2009, each of these vessels will have a bollard pull of 200 tons and operate off the Indian coast.



Vessel type:	AHTS
Shipyard:	ABG Shipyard, Mumbai, India
Owner:	Pacific First Shipping
Length overall:	74.50 m
Beam:	17.20 m
Bollard pull:	200 t
Classification:	LRS +100 A1
Accommodation:	42 persons
Engine:	4 x MAN 8L27/38
Output:	4 x 2,920 kW
Engine speed:	800 rpm
Gearbox:	2 X DLG 4447
Reduction ratio:	5.920 : 1
Output speed:	135 rpm
Shaft centre distance:	2,500 mm
Weight:	26,000 kg


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