



# Focus on PORTS







Dear Reader,

Across a growing worldwide network of ports, Smit Lamnalco provides safe, reliable and cost-effective harbour towage services. Whatever is needed to get the job done, we make sure we have the required assets to match the scope of work. From Terminal Tugs and Multi-Purpose Support Vessels to Pilot Boats, Line Handlers and Fast Patrol Crafts. We specialise in customised high quality support packages, offering a wide variety of related marine services in addition to our high performance and flexible fleet. We are always ready with a dedicated team – 24/7. In close cooperation with our clients and together with our experienced project engineers, we tailor our service to meet the demands of any location.

Therefore, I am pleased to present this Ports special. It provides an insight into the day-to-day operation of some of Smit Lamnalco's port operations.

Thanks to the craftsmanship of our tug masters and their crews, the experience of our contract managers and dedicated onshore support teams, Smit Lamnalco is able to deliver a reliable, safe and efficient service to it's clients. Smit Lamnalco will continue to invest in it's people and assets in order to maintain its position as a leading provider of integrated marine services to ports all around the globe.

Robert Jan van Acker  
CEO Smit Lamnalco



# OUR OPERATIONS:

**10 CAMEROON**

**22 JORDAN**

**48 AUSTRALIA**



# Ports in general

A port is a commercial maritime facility with one or more quays where ships can berth to load or unload cargo and passengers. Most ports are situated on a sea coast or estuary, but some are located many miles inland with access to sea via rivers or canals.

Today we recognise over 6,000 ports worldwide.

A port can either be specialised in certain cargoes, for example containers or passengers, however usually ports have multiple quays, divided into different operating terminals each handling a different type of cargo; such as containers, bulk products like minerals or grains, liquid fuels, liquid chemicals, wood, automobiles or livestock.



# A wide range of activities

Whatever is needed to get the job done, Smit Lamnalco provides the required assets to match the scope of work within the port. From standard ASD Terminal Tugs for routine port operations, more specialised high-horsepower Escort-class

Tugs required for LNG/FSRU terminals, and other support craft such as Pilot Boats, Line Handlers and Barges for fuel and water bunkering or waste discharge.

Beyond first class towage services, Smit Lamnalco provides turnkey marine services solutions. Complementary to the primary port towage operation, our services include a range of ancillary services to support optimal operations and maintenance.

The Smit Lamnalco range of related marine services for ports includes pilotage & mooring, vessel traffic management, logistics & shore base management, emergency and environmental response,

terminal management, hull inspection & cleaning and dive intervention. On the following pages, we will showcase and describe in more detail the services Smit Lamnalco provides to our Port clients worldwide.





# Team spirit in Cameroon





# Kribi deep sea port

One of the greatest most recent achievements of infrastructure development in Cameroon is the realisation of the Port of Kribi, which aims to become a vital port and logistics platform for Central Africa within the Gulf of Guinea.

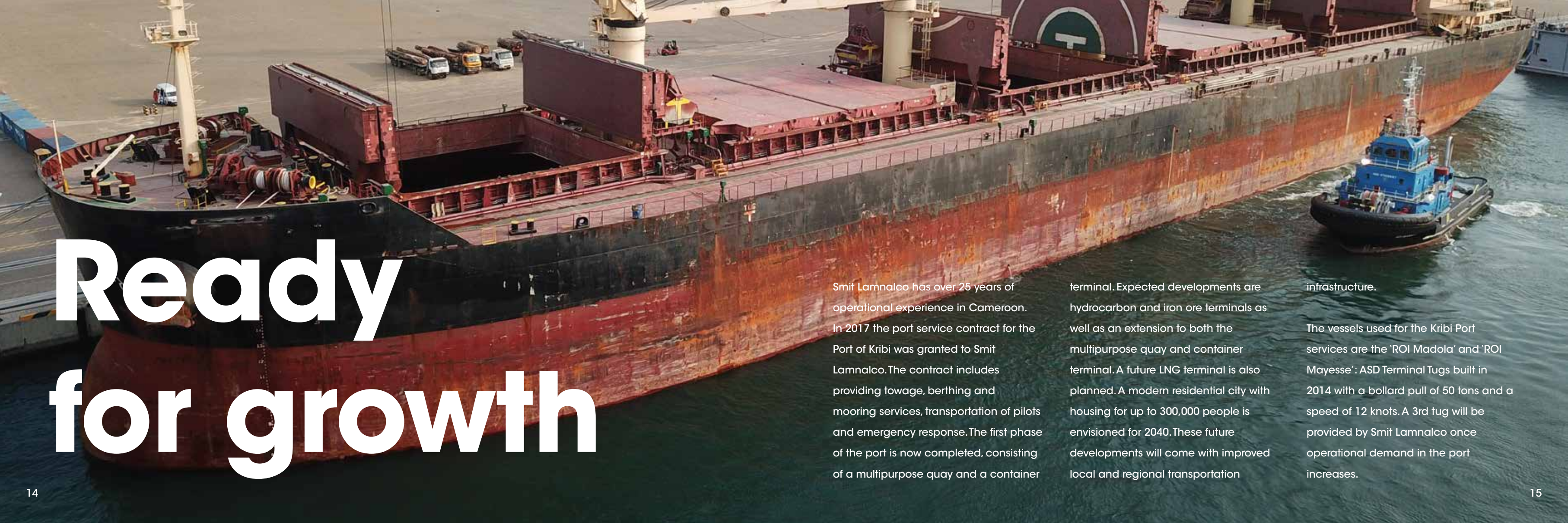
The Kribi Port and Industrial Zone was launched on a 26,000 hectare site just south of Kribi, in southern Cameroon. A deep sea port designed with 16m water depth, an approach channel of 200m wide, a seawall with a length of 1,150m giving protection against swells and

waves from the Atlantic Ocean, a swinging area of 600m and over 600m quay space. This is divided between a multipurpose quay of 275m and a container terminal of almost 400m. The Kribi Port can accommodate vessels of ground-breaking range in Western and

Central Africa, that measure up to 400m in length and can carry 100,000 tons of product. The Port of Kribi granted terminal concessions to private operators with international reputation and high

expertise to ensure good quality services. The combination of quality infrastructure and inured operators, warrants the provision of port services complying with international standards.





# Ready for growth

Smit Lamnalco has over 25 years of operational experience in Cameroon. In 2017 the port service contract for the Port of Kribi was granted to Smit Lamnalco. The contract includes providing towage, berthing and mooring services, transportation of pilots and emergency response. The first phase of the port is now completed, consisting of a multipurpose quay and a container

terminal. Expected developments are hydrocarbon and iron ore terminals as well as an extension to both the multipurpose quay and container terminal. A future LNG terminal is also planned. A modern residential city with housing for up to 300,000 people is envisioned for 2040. These future developments will come with improved local and regional transportation

infrastructure.

The vessels used for the Kribi Port services are the 'ROI Madola' and 'ROI Mayesse': ASD Terminal Tugs built in 2014 with a bollard pull of 50 tons and a speed of 12 knots. A 3rd tug will be provided by Smit Lamnalco once operational demand in the port increases.





# Proud to be a Cameroonian

Most of the Smit Lamnalco crews in Cameroon are local employees. Our local content programs are designed specifically for each operation and focus on personal competency and career paths for those both on- and offshore. Smit Lamnalco has proven to be successful in implementing sustainable localisation programs in, amongst others; Africa, the Middle East, Russia and Australia. The first 'local' Cameroon Smit Lamnalco staff member that I meet is the 31-year old Lionel Bateki. Lionel studied at the Douala University of Technology to become an IT expert. But guess what? Now he is working for Smit Lamnalco. After some time working in the IT sector,

he decided to change careers and find himself a job in the maritime industry, with Smit Lamnalco. Of course it was a bit of a leap of faith but he told himself, time after time, that he could do it, no doubt about it! And he did! He started working as a line handler in Douala and later moved to Kribi. He succeeded in climbing the ladder in less than four years up to line handler Supervisor at the Kribi Port. Today he manages a group of 6 people which are handling the mooring ropes on the quay side, when the Smit Lamnalco tugs bring the vessels alongside. He is very motivated to make the best out of his

career at Smit Lamnalco. One day he wants to become a Contract Manager somewhere abroad, meeting people and discovering new cultures. He is proud to be a Cameroonian and wants to be part of the generation that can make the difference in his home country.



Lionel Bateki



# “Travailler pour Smit Lamnalco c’est magnifique!”

Another one of our local employees I get to meet is Denis Blito. He is the Chief Engineer of one of the tugs in Kribi Port. The (Chief) Engineers together with the Technical Superintendent, Port Engineer and Electrician are responsible for day-to-day maintenance of the vessels.

Vessel reliability depends on factors such as design, construction, initial commissioning, operating practices and maintenance. For installed equipment,

the execution of running maintenance procedures are essential if vessels are to operate safely and reliably and avoid unnecessary downtime or incidents.

But his work scope is not only limited to the engine room, Denis also assists during operations, handling the winch from the bridge.

I asked him about his experience since he started for Smit Lamnalco about a year ago.

“Travailler pour Smit Lamnalco c’est magnifique!” he answers with a smile.

“In what way?” I want to know.

“They are very well organised and work with the best possible equipment.”

“Absolutely!” I confirm as I’ve seen the crew busy with a mooring operation that same morning. It all went very smooth, everybody was 100% focused on the job.

**A dedicated team!**





# Well trained and dedicated



Kribi Port is on the fringe of the jungle in the very south west of Cameroon only some thirty miles from the border with Equatorial-Guinea.

It's here, where I meet Supriyadi Gunadi, Master of the 'ROI Madola' and Muslimin Muhammad Idris, Master of the 'ROI Mayesse'.

They are both born and raised in Indonesia. A country that consists out of a huge archipelago, estimated none less than about 15,000 islands with a total coastline of nearly 100,000 km. So no wonder that the number of Indonesians of who make a living out of the maritime industry is probably the largest in the

world.

Safety, skills and teamwork are critical factors on board. Out in the water, the success of Smit Lamnalco is in the experienced hands of the Master and his crew, as they deliver our services to the port users.

Muslimin graduated at the Maritime Academy of Makassar. He first served as a first Officer at a few local shipping companies gathering experience. In 2011 he started working for Smit Lamnalco and worked in Sierra Leone, Mozambique, Gabon and The Middle East before he arrived in Cameroon.

You will always spot him near the sea, at work as a dedicated master and back home.....doing some fishing.



**Muslimin Muhammad Idris**





# Jordan Port of Aqaba





# “Slack the line”

The strategic location of Jordan's only port plays a vital role in its economy. It handles 78% of Jordan's export and 65% of the country's import.

In 2007 the Aqaba Port Marine Service Company (APMSCo) was established, a partnership between the Aqaba Development Corporation and Smit Lamnalco Jordan.

A pure Jordanian company which brings together the best of local expertise and international marine operating experience. Effective collaboration is the key to delivering the best performance. Especially in remote and challenging environments, you have to work together to get the job done. That is why we invest in solid partnerships; with our clients, subcontractors, and local specialists.

Jordan has only one port; the Port of Aqaba, at the head of the Gulf of Aqaba. Across the Gulf of Aqaba you can see ports in neighbouring countries, and Egypt frequented by daily passenger and car ferries. Needless to say that the Port and City of Aqaba are of strategic importance to Jordan.

The Port of Aqaba dates back to at least 4000 BC. It is an important location at the crossroads of trade routes between Europe, Asia and Africa.



# Partnership of services

The Aqaba Port Marine Service Company (APMSCo) was awarded an exclusive license, to provide marine services to all vessels calling at the Port of Aqaba. Services include providing towage, pilotage and transfers.

The current vessel spread consists of 2x 45 tons bollard pull ASD Tugs, 2x 25 tons bollard pull ASD Tugs, a Pilot Boat, a Crew Boat, Utility Boats and Barges for water supply and garbage disposal.

Port operational scope of work includes:

- Vessel escort, berthing and unberthing
- Pilotage & mooring
- Buoy and navigational aids maintenance
- Vessel traffic management
- Logistics & shore base management
- Emergency response
- Environmental response







# A journey back in time

More and more cruise ships find their way to the Port of Aqaba. They berth at the former general cargo quay close to the town. There is enough space to accommodate three vessels at a time. When a vessel arrives, 60 buses are ready to transport passengers to historical and archaeological desert locations like Wadi Rum and the City of Petra.

Cruise vessels are assisted by APMSCo tugs and a pilot is always present for a smooth mooring operation.



Aqaba Container Terminal is Jordan's only container port and the second-busiest container facility on the Red Sea. It serves as a gateway to the Jordanian market, as well as for transit cargo moving to and from other countries in the region.

The Aqaba Container Terminal is a joint venture between Aqaba Development Corporation and APM Terminals under a 25-year build-operate-transfer agreement that was signed in 2006. A terminal expansion project completed in October 2013 added 460 metres to the existing quay to create a total quay length of one-kilometre, increasing the annual container throughput capacity to 1.3 million TEUs.

Today, the Aqaba Container Terminal has grown from a feeder port to a mature main liner facility and plays a crucial role in the Jordanian economy, enabling growth and development regionally.

# Boxes on the red sea



# Wheels from the east

Car carriers are vessels specially designed for efficient transport of cars, or a mixture of cars, and other vehicles such as trucks, tractors and buses.

Long-haul car exports were originally handled by bulk carriers fitted with portable car platforms and loading or discharge performed by ship's cranes. But a massive rise in demand for global vehicle movements dictated the creation of purpose designed vessels using a

roll-on/roll-off cargo handling system.

Cargo transfer equipment of typical car carriers consist of a stern quarter ramp, side ramps, internal ramps with covers and decks. Vehicles drive directly into the ship and via internal ramp systems to various decks.

APMScO crews and its pilots are well aware of the special handling of the car carriers as their enormous flat sides can be real wind catchers.





# Living cargo

The background image shows a large white livestock vessel with multiple decks. Each deck is filled with rows of sheep, visible through the metal railings. The vessel is docked at a port. In the foreground, two men wearing white hard hats and orange safety vests are working with a thick rope. The man on the left is looking down at the rope, while the man on the right is pulling it. The sky is clear and blue.

Livestock vessels come in different variations and sizes. 'medium'-sized vessels with capacity for about 30,000 to 40,000 sheep (or 3,000 to 4,000 head of cattle) are a common size for this type of vessel. Bigger vessels can achieve economies of

scale in their operations, but also require more extensive port facilities to handle the larger numbers of livestock. The main exporting countries of livestock are Australia and New Zealand, and main importers are countries in the Middle East and Indonesia. Today's vessel is coming from Romania and is carrying 9,000 sheep and 1,500 head of cattle.

The unloading of the sheep and cattle takes place on the general cargo quay with great care and a maximum of welfare caution for the animals. APMSCo provides berthing and mooring services as well as a pilot.



# Sailing on a compass

Effective collaboration is the key to delivering the best performance. Especially in remote and challenging environments, you have to work together to get the job done.

Zafer Frayhat is the Marine Manager, providing Operational and Marine related support & assistance to the General Manager.

"From starting the JV till now, we have achieved a lot as a team and as a company, and of course we had our

ups and downs. As a marine manager, it is my task to get all the noses in the right direction.

Specially with today's new port which stretches from the old town till the Saudi border. Recent system upgrades and implementations have brought the operation in line with all other entities and operations of Smit Lamnalco, creating harmony and giving a clear understanding on view, visions and performance."

"Daily operations, both day and night,

sometimes under extreme conditions, ask a lot from men and machine, therefore motivation and constant education are key elements for our success. Internal transparent communication is crucial; better ask something twice instead of doing it wrong."

"It is important for us and the stakeholders to make sure and prove that we are in fact the only local company who is able to do the operations that we do here 24/7 in Aqaba.

We are now sailing on a compass and we

know exactly where we want to go."



**Zafer Frayhat – Marine Manager**



"After a long time at sea, where I started in 1984 as an engineer cadet, I became a chief engineer in 1993. Since 1996 I started working for the Aqaba Port Corporation. In 2007, with the establishment of the joint venture, I was promoted to technical superintendent for the slipway and today I'm the Technical Manager."

"I'm responsible for all technical issues. Which means taking care for all vessels operating in the port and the slipway which is also under my control. Ordering spare parts and making schedules for maintenance is a big part of my job. But also not to forget keeping an eye on the budget."

Sometimes it can be very stressful, but I work with a great team. It is just like a football team. I'm the coach and have

to make sure I've got the right person at the right position. It's all a matter of being focused and being well prepared in order to act on the highest level of our business."



**Bilal Al Juhani**  
Technical Manager



# The coach



"My job is to work with people, to develop their talents, take care of their needs and to emphasise their strengths."

APMSCo is committed to the employment of local personnel wherever it works. Integrating local skills at all levels of our workforce is a cornerstone of our local content effort. For the operations at the main port we achieved maximum local content.

"This was our goal, so we trained,

educated and guided Jordanians in order to fulfil all possible disciplines in our company."

To become part of the maritime world and it's so called 'seaman' environment, was a real challenge but also a great opportunity. "if I visit one of our tugs, they consider their vessel as their kingdom. Stepping on-board I always feel proud to be part of that".

"At the end we make every step together, hand in hand as a team. It all worked out very smoothly.....as you can see!"



Wael Ayyad – HR Manager

# "Step by step, hand in hand"





# Proud to ensure safety

Noor Mobaideen holds an industrial engineering degree, but also loves art and design. A combination difficult to combine and unfortunately there is no such thing as creative industry in Jordan, so finding a job in that sector was almost impossible.

Today Noor is the SHE-Q Officer Assistant in the office of the new port in Aqaba, ensuring operations are run in compliance with Smit Lamnalco's Integrated Management System (SLIMS), SHEQ standards and related industry legislation, continuously trying to improve SLIMS implementation, and increase the SHEQ culture at the local Aqaba level. It can be a true challenge to get men to listen a woman in this men run environment. But with knowledge and a

smile she surely manages to do so.

It was very much her father who encouraged Noor to make a career in the maritime business.

In the beginning it wasn't easy and it took some time for her to adjust, but now she feels proud to be part of the company!



**Noor Mobaideen**  
**SHE-Q Officer Assistant**



To become a Pilot in Jordan you need lots of experience, years at sea as a master and a wall full of certificates. Then there is training; involving three months working on the Tugs and another nine months working alongside the Senior Pilots.

Next step, are the exams. A Senior Pilot and a member of the Jordan Maritime Commission will select a number of tasks for you to complete, some during the day and others at night. If you pass these

exams you may become a Junior Pilot. After five years of successful service, you become a Senior Pilot.

"I have been at sea almost all my working career, but honestly the best job is being a Pilot... you can compare my work as an art. Every vessel is different and has a character of its own; if the vessel is loaded or unloaded, and what the weather is like. If I make the moves perfectly with no mistakes, then I feel

proud. I love my job immensely!"



Hussein Osta - Pilot



**"Being a Pilot is an art form"**



# “The sea is where my heart is”

“It all started for me when I was in Sofia studying to become a Mechanical Engineer. A friend told me about the maritime academy in the UAE. I applied and only a few weeks later I was accepted as a student in Sharjah. After two years I finished my studies as a Chief Engineer. In the following years I was at sea, all over the world. My last real seaman life was on a passenger vessel, a high-speed ferry, built in Italy, and sailing under the Jordanian flag.

Today I am a Senior TSI here in Aqaba. My responsibilities are to ensure the availability and reliability of the vessel spread, maintenance, and to ensure we follow the SLIMS and Marad systems. We want to keep our vessels in top condition, so we do everything that is necessary to get the operations done in the best possible way.

Besides doing the necessary paperwork, I am lucky to spend a lot of time on the Tugs.”



Tareq Abu Hamdan - Senior TSI



# Australia





# Surrounded by water

As an island nation, Australia is surrounded by water and the development of the country depended to a great extent on its port activity. Today there are about 70 ports of which the ports of Adelaide, Brisbane, Port Botany, Fremantle, Gladstone, Port Hedland, Melbourne and Newcastle

are the more significant. Smit Lamnalco has concentrated its harbour activities on the eastern coast of the country from Melbourne in the south, through to Weipa in the north.

Top exports (by value) are iron ore, coal and liquefied natural gas, followed by

gold, aluminium ores, livestock, and crude oil. Top export destinations are China, Japan and South Korea. On the other hand, Australia imports cars, refined petroleum, and general consumer goods from China, United States, South Korea, Japan and Thailand.



The Port of Weipa is on the North West Coast of the Cape York Peninsula in the Gulf of Carpentaria and is mainly involved in the export of bauxite from the nearby Rio Tinto Aluminium (RTA) mine. RTA operates the port facilities, has on-shore bauxite handling, processing and stockpiling facilities and conveyor belts running to the Lorim Point Wharves for ship loading. Smit Lamnalco provides manning services to several RTA tugs and harbour towage services to the new RTA Amrun project.

Over 80.000 tonnes of bauxite were loaded onto the RTM Weipa on

3 December 2018, marking the first ship departure from the Amrun project. Amrun will ramp up to full production of around 22.8 million tonnes a year by the end of 2019. The mine is being developed as an eventual replacement for RTA's ageing East Weipa mine. "This project has been a fantastic opportunity to showcase to the market in Australia how Smit Lamnalco can offer professional 'turnkey' marine operations to various mining and terminal operations within the region. Working closely with our business partners, we are proud to have delivered the project safely, ahead of time, and within budget."

# Ready for business



**Evan Milne**  
General Manager North Queensland



# Environmental considerations



The Port of Townsville is situated in the heart of tropical Queensland and operates 8 berths. It is the largest container and automotive port in Northern Australia. Imports include essential everyday goods such as fuel, furniture, electrical goods, cement and bitumen.

Regional farmers export agricultural products, and mining company's need the Townsville port to export minerals.

The Port of Townsville also serves as a strategic Navy call and is equipped with

dedicated cruise ship facilities.

The port is situated inside the Great Barrier Reef region of Australia and world heritage environmental considerations are part of the daily operations.

Smit Lamnalco provides harbour towage services under an exclusive license since 2010.

Part of the Townsville operations is to supply firefighting and oil spill response capacity to the port. Regular exercises are undertaken with Smit Lamnalco and the Queensland Fire and Rescue Service.



# Sugarport

As Queensland's fourth largest multi-commodity port by throughput, Mackay is one of the major servicing centres for the Central Queensland mining and agricultural industries.

The Mackay region is the largest sugar producing area in Australia, nicknamed the sugar capital, it produces more than a third of Australia's cane sugar and the Port of Mackay hosts one of the world's largest bulk sugar terminals.

Located on the Far North East Coast of Queensland – about halfway between

Brisbane and Cairns – the Port of Mackay comprises four wharves within the sheltered waters of Mackay Harbour.

Smit Lamnalco operates in Mackay since December 2014. Masters and crew interact with multiple customers and stakeholders on a daily basis, dealing directly with ship's agents and or principals to provide dedicated harbour towage services.







The Port of Gladstone is one of Australia's finest natural deep-water harbours. Queensland's largest multi-commodity port, with 20 wharves, handling over 30 different products. Major cargoes include coal, bauxite, alumina, aluminium, cement and Liquefied Natural Gas (LNG).

In addition to delivering first class towage services, Smit Lamnalco contributes to a flawless port operation. And in a busy port like the Port of Gladstone, this can be quite a challenge.

We work side by side with the local Port Scheduling Department to ensure optimal utilisation of tugs and crews and an on-time arrival and departure for vessels calling at the Port of Gladstone.

# Stay alert 24/7





As the sole contractor of towage services by the Gladstone Ports Corporation, Smit Lamnalco is trusted to bring all nautical expertise and operational skills into practice to ensure unhindered operations. With an annual throughput of more than 100 million tonnes already, and even bigger growth ambitions for the near future, it's safe to say that expectations are high. But as the port grows, so is our focus on excellent efficiency, partnership and safety.

# Scheduled operations





# Smit Lamnalco

## Dedicated to the extreme





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