

seatec

International Maritime Review

Oasis of the Seas Is Stunning the World

PAGES 6–13

seatec.fi/magazine

Special
Order
Only

PAGES 14–18



Your best return on investment.



Cruise Shipping Miami offers the most effective and efficient way for you to do business with the cruise industry. Dynamic tradeshows for buyers and sellers to meet. Networking opportunities to exchange ideas. Targeted and innovative marketing to promote your business.

BOOK NOW FOR 2010! Cruise Shipping Miami, your business plan for success.

MARCH 15–18, 2010 • MIAMI BEACH CONVENTION CENTER, MIAMI, FLORIDA USA

www.cruiseshippingmiami.com • sales@cruiseshippingmiami.com



GEODIS
wilson

GEODIS WILSON | OUR MARINE LOGISTICS SOLUTION

'Meeting your industry's challenges'

We understand that the marine and cruise shipping industry is different than general transportation and that it brings its own set of challenges. When it comes to freight solutions, you need a fast, reliable partner with a proven track record who will work for you – around the clock – to provide integrated door-

to-deck delivery every day of the year. A partner who creates transparent, tailored solutions and who speaks your language through clear communication channels.

A partner like Geodis Wilson.

For more information please contact

Andreas Market, Director Marine Logistics – Tel +1 786 380 4081 – mail andreas.market@us.geodiswilson.com

www.geodiswilson.com

Geodis Wilson, your freight management partner

PUBLISHER

PubliCo Oy
Pätkäentie 19 A
FI-00510 Helsinki
Finland
Phone +358 9 686 6250
Fax +358 9 685 2940
info@publico.com
www.publico.com

EDITORIAL COORDINATOR

Mirkka Lindroos

PROJECT MANAGER

Risto Valkeapää

CONTRIBUTORS

Sami J. Anteroinen
Frederik Naumann

GRAPHIC DESIGN

A5 Plate Media Oy

COVER PHOTO

Royal Caribbean International

AD SALES

Paul Charpentier
Phone +358 9 6866 2533
Fax +358 9 685 2940
paul.charpentier@publico.com

Risto Valkeapää
Phone +358 9 6866 2532
Fax +358 9 685 2940
risto.valkeapaa@publico.com

PRINTED BY

PunaMusta Oy, February 2010



PubliCo is a member of the European Association of Directory and Database Publishers (EADP), ensuring quality and reliability for advertisers and users.

All rights reserved. This publication may not be used in whole or in part to prepare or compile other directories or mailing lists without the written permission of the publisher. Measures have been taken in the preparation of this publication to assist the publisher protect its copyright. Any unauthorized use of the data herein will result in immediate legal proceeding.

editorial

COST-EFFECTIVENESS INCREASED IN GLOBAL MARITIME BUSINESS

Understanding the customers' needs is the key question in the shipbuilding industry. Shipbuilding companies in cruise business build facilities for wonderful experiences for the passengers and effective cargo handling. Those facilities make customers' business successful.

STX Europe is a leading designer and builder of passenger and car ferries. Nobody can directly say that there is something wrong with the business understanding or operation. Of the 20 largest ferries in the world, twelve were built by STX Europe. The most recent vessels built in Finland are known all over the world for their particularly high quality.

But the general situation in shipbuilding has not improved during the year 2009 and no new orders have been secured. The employment situation at the Turku yard is further worsening, the operational level is reduced and the impact to the employment is inevitable.

At STX Finland's Rauma shipyard, the situation is better. The production of two car and passenger ferries for the British company P&O Ferries for the Dover – Calais route offers work.

The first ferry, which is due to be completed in November 2010, is under construction in the dry dock. The second vessel in the series will be identical to its sister ferry. Both projects are right on schedule.

The order of a research vessel for the South African Department of Environmental Affairs will employ the Rauma shipyard even after the P&O Ferries order has been completed.

STX Finland won the building project of this new expedition ship in hard competition. The expertise of Finnish shipyards as builders of demanding Arctic and Antarctic vessels is well known in South Africa.

In this situation, the need to significantly improve the competitiveness and cost-effectiveness has increased. The percent-wise drop of the market prices has been recorded in double digits. Improving the cost-effectiveness and streamlining the operations are prerequisites for the future of the shipyards.

Good news are coming from the offshore sector. STX Europe has entered into new contracts with Island Offshore for the building of two Platform Supply Vessels.

The vessels will be built at STX Europe in Brevik, and are based on the same design as Island Commander and Island Chieftain delivered from STX Europe earlier this year.

STX Europe has been awarded contracts also with Siem Offshore for design and building of two Platform Supply Vessels. The vessels are designed by STX Europe in Ålesund and will be built at STX Europe in Brazil.

As a conclusion, I have to say that marine business has turned more complicated. But that is life: there are good days, difficult days and even bad days. But always after bad times there will be better business, because we have learned something new.

RISTO VALKEAPÄÄ

Seatrade All Asia CRUISE CONVENTION 2010

24 - 25 June 2010

Conference & Exhibition Shanghai Port International Cruise Terminal

Early Bird
Deadline for
Conference Booking:
16 April 2010

The Cruise Industry in Asia: Present Growth and Future Prospects

08年10月23-25日



Speakers include:

Lu Haihu Chairman, Shanghai International Port (Group) Co., Ltd

Michael Bayley SVP, International, Royal Caribbean Cruises Limited

Roberto De Blasi Trade Manager Far East Asia, MSC Cruises

Bruce Krumrine VP of Shore Operations – Europe & Exotics, Princess Cruises

Craig Milan President, Royal Celebrity Tours

William Ng Chief Operating Officer, Star Cruises

Gianni Onorato President, Costa Crociere SpA

Michael K. Pawlus Director, Revenue Management, The Yachts of Seabourn

Amerigo Perasso President & CEO, Silversea Cruises Limited

Ann Sherry AO Chief Executive Officer, Carnival Australia

Soo Siew Keong Chairman, ASEAN Cruise Working Group, and Director, International Group, Singapore Tourism Board

Jun Uoyama Director, Mitsui O.S.K. Passenger Line, Ltd

Commissioner for Tourism HKSAR Government

For more information and to book, visit www.asiacruiseconvention.com

Sponsored by



Organised by



In association with



Supported by





Photo: Royal Caribbean International

Oasis of the Seas, the biggest and the brightest cruise ship in the world, is now in full swing, running a boat-load after boat-load of people around Caribbean. Pages 6–13.



Photo: Meiko Maschinenbau GmbH & Co. KG

Meiko Maschinenbau GmbH & Co. KG is a world leader in the development, manufacturing and distribution of commercial dishwashing systems. Pages 38–39.

- 02** Editorial
- 06** Oasis of the Seas Is Stunning the World
- 09** Turku: Birthplace of Oasis
- 11** Kaefer Delivers Cutting-Edge Solarium Area for Oasis
- 14** Special Order Only
- 20** Renotech Specialists Have Extensive Experience of Fire Safe Materials in Cruise Vessels
- 22** Costa Deliziosa Delivers Entertainment with Panache
- 30** First Ultimate Insulation Delivery in STX Europe Rauma Shipyard
- 32** German Yards Strengthen Focus on Special-purpose Ships to approach New Markets
- 38** Meiko – Experts for Commercial Dishwashing
- 40** Leading Shipbuilding Nations of Baltic Sea Region at International Trade Fair
- 42** Kemppi Introduces the Wise™ approach to Welding
- 43** Bureau Veritas Specialist in Ice Classification
- 44** Baltic 152 Pink Gin – A Stunning Superyacht



Photo: Baltic Yachts

The main philosophy behind the Baltic 152 Pink Gin was to create a yacht with conservative long overhangs and with a styling that could be classified as a traditional clean look. Page 44.



Photo: DNV

In shipbuilding and the shipping world there is a large shift towards better regulation on hazardous materials and environmentally sound way of recycling. Pages 48–49.

- 45** Windside Wind Turbines for Professional Use with 30 years' Experience
- 48** Recycling of Ships Getting Environmentally Sound
- 50** Selka-Line Oy – Custom Made Furniture
- 51** **COMPANY DIRECTORY**

ADVERTISEMENTS

- | | |
|--|--|
| 01 Geodis Wilson | 40 Baltic Future |
| 03 Seatrade All Asia Cruise 2010 | 41 ShipTek 2010 |
| 11 Kaefer | 43 Bureau Veritas |
| 13 STX Europe | 45 Citykoti |
| 19 Seatec.fi | 46 Euronaval 2010 |
| 19 Jukova | 47 SeaTec Helsinki 10 |
| 21 Parker | 50 Shiptec China 2010 |
| 29 Arvelin | |
| 29 Antti-Teollisuus | Front insert Seatrade Cruise Shipping Miami |
| 31 Seatrade Middle East Maritime 2010 | Back insert Posidonia |
| 37 Meiko Maschinenbau GmbH & Co. KG | Back cover Kemppi |

All Hail Oasis

OASIS OF THE SEAS IS STUNNING THE WORLD

The debut of the new ruler of the waves has left the world in awe. Oasis of the Seas, the biggest and the brightest cruise ship in the world, is now in full swing, running a boat-load after boat-load of people around Caribbean. Performing seven-night cruises only, the floating city is expected to attract over 312,000 passengers annually.

Photos: Royal Caribbean International





The naming ceremony – or festival, really – of the Oasis took place on 30 November, 2009, in Miami.

There was an elaborate maritime celebration designed especially for “the world’s most revolutionary cruise ship,” as

the proud owner, Royal Caribbean International, is fond of saying. As the position of the queen of the seven seas warrants, the ceremony was far from grey: instead of the traditional godmother, the vessel had seven celebrity godmothers – with in-

ternational superstars Gloria Estefan, Daisy Fuentes and Michelle Kwan in the mix – presiding over the festivities.

The celebration took place throughout the seven signature neighborhoods onboard the ship, culminating – of course – with the traditional Champagne bottle breaking ceremony. Promptly afterwards, there was a stunning fireworks display in the AquaTheater, the ship’s dazzling oceanfront theater.

WHATEVER YOU WANT

Marking the finale of 10 days of preview sailings, Royal Caribbean spared no effort in order to properly launch the “most exciting product the industry has ever seen.” The name-giving ceremony coincided with a one-night inaugural celebration-fundraiser to benefit the non-profit Make-A-Wish Foundation. Again, it was a celebrities’ galore with such megastars as NBA legend Michael Jordan among the VIPs.

Royal Caribbean has every right to be proud of the newest addition to the fleet, since it seems that the ship itself is a true testament to the imagination and innovation of its designers and builders. Oasis of the Seas introduces a plethora of unique industry “firsts” including the neighborhood concept – seven main themed areas providing guests with the opportunity to seek out experiences based on their “personal style, preference or mood”. Or to put it differently: whatever strikes your fancy, the ‘hoods will deliver it.

Within these seven neighborhoods – Central Park, Boardwalk, the Royal Promenade, Pool & Sports Zone, Vitality at Sea Spa and Fitness Center, Entertainment Place and Youth Zone – are extraordinary elements such as the first living park at sea or an amphitheater-style theater that serves as a pool by day. For those with bigger wallets, there are 28 multilevel urban-style loft suites boasting floor-to-ceiling windows and offering unprecedented views. For daredevils, there is a thrilling





Lauderdale from where she sails, and new docks have been built around the Caribbean to properly berth the vessel.

Even visiting cruise journalists – who have seen it all twice – have been blown away. Due to the vessel's gargantuan size, it is easy enough to forget that you're on a (moving) ship on an ocean. The technology created to move and plan for the masses is nothing short of amazing, wrote one reporter.

"You would be suffering from severe synapse deficiency not to be dazzled by the scope and scale of the Oasis 'wow'," gushed another. And: "Every superlative to describe the ship is on target."

Richard Fain, Royal Caribbean International's chairman and CEO, summed it up pretty well:

"Until you get onboard you don't realise how it all came together; the grandeur of it."

The maiden voyage took place on 5 December. Royal Caribbean has been careful to choose ports where Oasis could dock directly and not have to tender guests ashore. Current ports include Nassau, St.



zip line that races diagonally nine-decks above an open-air atrium. Nostalgia-lovers are sure to visit the original, handcrafted carousel of the dreamy Boardwalk. For gourmet enthusiasts, there are 24 different eating places to choose from – and even a wiz kid chef, Keriann Von Raesfeld, a 23-year old "culinary phenom".

BIGGER THAN LIFE

It seems that absolutely nothing is small about the Oasis of the Seas. The vessel

spans 16 decks, encompasses 225,282 gross registered tons, carries 5,400 guests at double occupancy, and features 2,700 staterooms. Royal Caribbean lovingly refers to the ship as "our floating nation" which may be a bit over-the-top – but looking at the purchasing power of some of the patrons (with rumors of Madonna flying around), the metaphor seems apt.

In fact, the ship is so big that \$75 million has been spent on tripling the size of the Port Everglades terminal at Fort



Relaxation room in the SPA. NIT Naval Interior Team delivered over 3 000 m² SPA & Fitness Area turn-key for the Oasis of the Seas.

Turku: Birthplace of Oasis

Oasis of the Seas has been subject to intense media attention. The unprecedented success story has resulted in a situation where many parties are announcing themselves as the “mother” of the grand vessel. Recent article in The Korea Times, for instance, listed the Oasis of the Seas as the “peak” of Korean shipbuilding.

In Turku, Finland, the move has not gone unnoticed. Marketing Manager Juha Elo from Turku Region Development Centre

comments that the biggest cruise ships in the world are made in the Turku shipyard – and this includes both Oasis-class vessels, Oasis of the Seas and Allure of the Seas, as well as the previous Freedom-class ships.

STX, the owner of the Turku shipyard, is of course a Korean company, but it was Finnish top expertise that designed and built the Oasis. Combined, the two giant vessels bring 12,000 working years to the region.

From time to time, there are speculations about the Koreans shifting cruise ship operations to South Korea, but Elo believes that it is not so easy to copy down the winning formula.

“The cruise ships are created as a

part of maritime cluster network effort, with about 500 Turku Region companies participating in the process. This network can hardly be moved to Korea or anywhere else.”

According to Elo, continuity and collaboration will remain key factors for success for the maritime cluster. The Turku shipyard has been struck by the global recession and as of yet, no new orders have been confirmed. However, the Finnish officials have engaged in extensive supportive actions to make sure that shipyard operations will continue in Turku.

“In this city, ships have been built for 300 years and this is not the first time when the going gets tough,” Elo adds. ■



Maarten, Labadee, and St. Thomas. Eventually, Falmouth, Jamaica will be added along with Costa Maya, Mexico. Other ports are expected to build facilities to accommodate the Oasis-class ships over time.

MADE IN FINLAND

In Turku, Finland – the birthplace of Oasis – the celebrations have been considerably more subdued. Still, the grand effort received accolades of the highest order

in November as STX Finland was awarded the first prize in the Quality Innovation of the Year Competition for the design and construction of the Oasis of the Seas. The award was presented by Tarja Halonen, President of Finland. Martin Landtman, the president of STX Finland Oy and Toivo Ilvonen, project manager for Oasis class, received the award on behalf of the company.

Years of systematic development work and continuous improvement of

the operations were cited as reasons for the prestigious award. The quality of the innovation was assessed with respect to customer perspective, profitability, novelty value, exploitability and learning. The design and construction of the Oasis of the Seas earned high marks from each sector of the criteria.

Martin Landtman stated that the company was both proud and happy to receive the award.

“It is our understanding that of all the shipyards in the world only STX Finland Oy, in cooperation with the Finnish maritime cluster, has been able to build a product like the Oasis of the Seas,” said Landtman. He went on to add that focus on innovations in the sector has created a strong base for the industry in Finland and for future operations as well.

Toivo Ilvonen emphasised that this kind of performance is only possible due to cooperation between effectively operating enterprises within the maritime network: the big picture is technically so extensive and complex that no player alone can accomplish it.

“The client’s strong trust and cooperation have had a significant impact on accomplishing this tremendous end product.”

ALLURE GOT NEXT

Still, the Oasis project is far from complete: the sister ship of Oasis, named Allure of the Seas, is very much under construction, and will be completed by the end of the year. The project has managed to sail through the turbulent economy unscathed – on 21 December, Royal Caribbean Cruises announced it has arranged commitments for unsecured financing in the amount of up to \$ 1.13 billion or 80 percent of the contract price of Allure of the Seas.

The facility will be 95 percent guaranteed by Finnvera, the official export credit agency of Finland, and amortises over 12

**KAEFER**

We provide luxury



Interior turnkey supplier for the Oasis of the Seas

- > Solarium area - 4.500 m²
- > Outdoor cafe
- > Park cafe
- > Picture this
- > Parkside gallery
- > Coach shop
- > Vintages restaurant
- > Giovanni's table restaurant

KAEFER Oy

Lehtimäentie 17
21290 Rusko, Finland
Phone +358 2 437 9400
www.kaefer.fi

Member of the KAEFER Group

Shipbuilding & Refurbishment

Kaefer delivers cutting-edge solarium area for Oasis

Building the Oasis required a strong effort from the Turku Region maritime cluster. One of the companies involved in the giant undertaking was Kaefer which has a wealth of experience from luxury cruise ships.

"We have worked with Voyager and Freedom class ships as well," confirms Kristiina Ketola from Kaefer.

Kaefer Oy has delivered Solarium areas for all previous RCCL ships built in Turku shipyard. The one delivered for Oasis of the Seas is the biggest ever at 4,500 m². The state-of-the-art Solarium area represents innovative thinking also in the sense that the location was optimised: the Solarium was realised in the front part of the vessel which is best suited for this kind of activity.

"Previously, the Solarium areas have

been placed in the middle of the ship. This new location gives passengers a breathtaking view from the windows," explains Ketola. The ten-person crew of Kaefer was hard at work on Oasis all the way to the finish line, due the last minute modifications wanted by end client RCCL.

The Oasis Solarium area has already attracted more than its share of praise – many people feel that it is the number one upgrade on the ship alongside the Promenade and Central Park.

Kaefer also worked on the VIP solarium area. The 700 square metre area located inside the Solarium is off-limits to all passengers, except those lucky ones living in the luxury loft suites on Deck 17.

In addition to Solarium excellence, Kaefer delivered several special restaurants and shops located in the Central

Photo: Royal Caribbean International



Park. Now, of course, the same operations are carried out on sister ship Allure of the Seas:

"Allure will be a lot easier to do, since we know what to expect now," says Ketola. ■

years. BNP Paribas, Citi, Nordea Bank and SEB have each committed to provide 25 percent of the financing and each has a seven year put option. The company has an option of a floating or fixed rate of interest.

One month prior to settling the finances, on 20 November, Allure reached its natural element as the valves of the shipyard's dry dock were turned on and the vessel was launched. The hard-working crew at STX Finland is certainly wasting no time, keeping in mind that Oasis of the Seas was handed over to the owners at the end of October.

REPEAT MIRACLE

According to Toivo Ilvonen, the Allure of the Seas is just as complex – all things considered – as its predecessor. However, a sister ship is more straightforward to produce since it is a part of a series and the design work has already been completed.

“Both in its innovativeness and other features, the Allure of the Seas is the twin of the Oasis of the Seas, excluding some colour and material changes,” Ilvonen explains.

The project has progressed on schedule, and presently over 60% of the work has been finished. Once the Allure of the Seas is moored at the outfitting quay, the next step will be interior outfitting.

CEO Landtman perceives the Oasis concept to be one of the key strengths of the company while STX Finland is further reinforcing its global position as the leading builder of large passenger vessels. ■

SAMI J. ANTEROINEN





COME AND MEET US
visit our stand 2367
at Seatrade Cruise Shipping
in Miami March 15th-18th.

The successful builder of the incredible OASIS OF THE SEAS

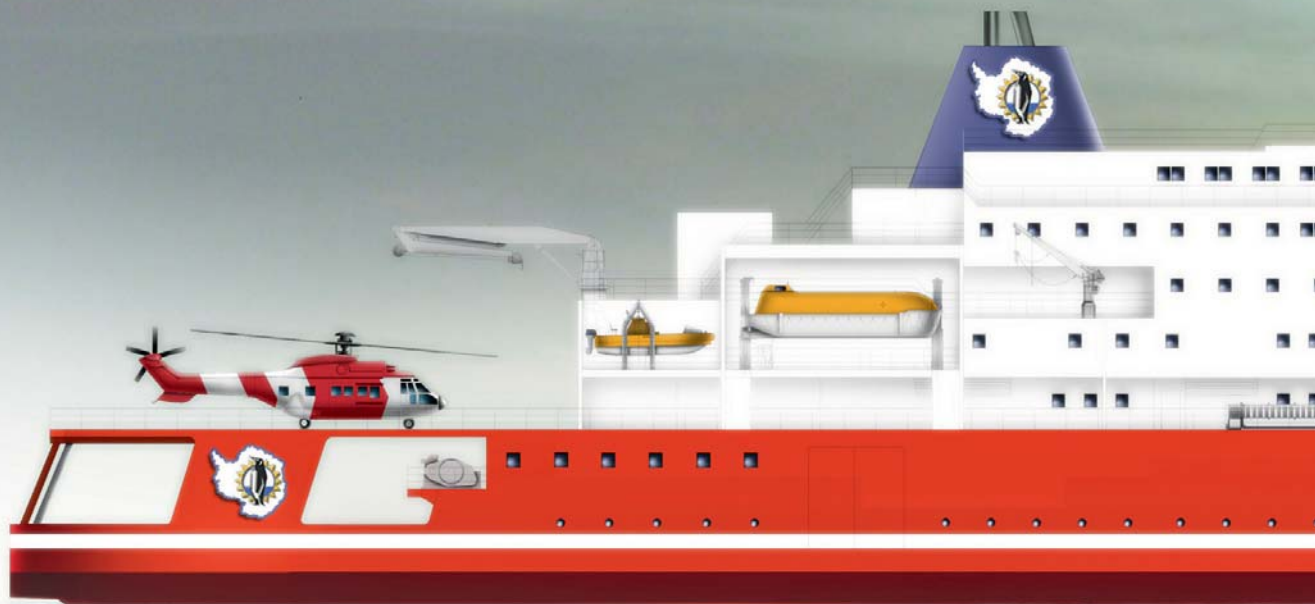
STX Finland Oy has three yards in Finland, located in the cities of Turku, Helsinki and Rauma. The company belongs to the STX Europe group comprising 15 yards in Finland, France, Norway, Romania, Brazil and Vietnam and having about 16 000 employees. STX Europe is world leading supplier of specialized vessels including icebreaking vessels, cruise passenger vessels and passenger ferries. STX Europe is owned by the international industrial corporation STX Business Group employing some 39 000 people.

www.stxeurope.com

stx Finland

Special Order Only

FINNISH SPECIALISED SHIPS EXPERTISE RANGES FROM ICEBREAKERS TO NAVY VESSELS



In addition to high-profile luxury cruise ships, Finnish shipyards have a long tradition of building highly specialised vessels. The most recent example of this is the November contract for construction of a Polar Supply and Research Vessel, with South African Department of Environmental Affairs as the customer and Rauma shipyard of STX Europe as the manufacturer.

The ship has a price tag of approximately EUR 116 million and will bring some 600 man-years of work. The ship will be delivered in the spring of 2012.

The ship will function as a multi-purpose vessel, serving, among other things, as a supply vessel, research vessel, icebreaker, expedition vessel, as well as a passenger ship.

Mr. Timo Suistio, Director of the Rauma shipyard, says that the ship must feature many capabilities since it will work in extremely challenging conditions, performing a wide range of tasks.

The Polar Supply and Research Vessel will be used to carry scientists and research equipment for the South African National Antarctic Programme in the sea

area between South Africa, the Antarctic islands and the Antarctica. The ship can spend several months out at sea and it also acts as a mobile laboratory. Scientists can also conduct various marine research onboard the ship.

DIVERSE PACKAGE

Furthermore, the vessel keeps continuous record of weather data for meteorological institutions around the world. The vessel has a shelter and landing area for two Puma class helicopters and it will feature laboratories, a gym, a library, and a small hospital.

The ice-strengthened vessel will be approximately 134 metres long and it will



Photos: STX Europe

have accommodation for a crew of 45 and some 100 researchers or passengers.

The bid for the new expedition ship was a long and hard competition process. Involved in the final round of the race there were the Dutch company Damen, Spanish Astillero Barreras and Keppel Singmarine from Singapore. Of these shipyards, the customer considered STX Finland's offer the best in terms of both technical solutions and price.

According to Suistio, the expertise of Finnish shipyards as builders of demanding Arctic and Antarctic vessels is well known in South Africa.

"One must have familiarity with Arctic conditions in order to be successful in this kind of a project. In the Antarctic, the

formation of ice is quite intense and the winds can be extremely harsh."

South African Department of Environmental Affairs is a demanding customer, since the ambitious National Antarctic Programme turned 50 years old last year. The new vessel is needed to operate between Cape Town and Antarctica since the existing ship was deemed too small for the expanding operations.

FIGHTING CLIMATE CHANGE

Henry Valentine, Environmental Affairs Director (Antarctica and Islands), comments that allocating this level of funding for the new vessel – despite the demanding economic situation – reflects the South Af-

rican Government's commitment to the South African National Antarctic Programme.

"The new ship, apart from its supply function, will be a catalyst to rebuild the deep-sea oceanography capacity in South Africa," Valentine says, adding that this is expected to attract participation of international scientists and researchers, as well. Through broad collaboration, one can significantly contribute to research projects addressing new challenges – for instance, Climate Change research.

Timo Suistio says that the trade agreement is of great importance both for STX Finland's Rauma shipyard and the trade relations between Finland and South Africa in general.





“Furthermore, the agreement will naturally have a positive effect on the employment at the Rauma shipyard.”

The design work on the new research vessel has already commenced and the ship will enter production in September 2010. The ship will be delivered to the South African Department of Environmental Affairs in spring 2012.

MASTERING ICE

Dealing with ice, of course, is the forte of Finnish specialised ships expertise. About 60 percent of the world's icebreakers have been designed or built by STX Europe and Finnish shipyards have had a key role in this. The STX Europe's knowledge of ice technology is unparalleled and the company unique expertise in new purpose-built solutions, such as multipurpose ice-breakers, the double-acting ship (DAS) concept for icebreakers, tankers and supply vessels.

The double-acting vessel concept means the ship travels bow-first in ice-free conditions and approaches ice stern-first using azimuthing electric propulsion. A recent example of this Fesco Sakhalin which provides icebreaking and support operations to the Sakhalin offshore project. This combined icebreaker, offshore supply and standby vessel of Far Eastern Shipping Company (Fesco) is one of the most sophisticated and versatile ships ever built for arctic operations.

The Fesco Sakhalin also has fire-fighting and rescue capability and is fitted with high-tech equipment for oil spill recovery. Rauma shipyard delivered the vessel in 2005.

DAS RULES

According to Suistio, the South African vessel will not be a double acting, since the conditions do not require DAS. Still, he believes that double acting capabilities will be in demand in the future as offshore oil and gas activities are entering icy waters.

“Azimuthing abilities are needed



when one operates in proximity to offshore platforms and precise steering is required. The DAS concept yields undeniable benefits in this area." Offshore platforms are often at risk of being surrounded by grounded ice rubble.

Other innovative solutions include icebreakers for assistance of tankers during loading operations, supply vessels with ice breaking capabilities and even ice breaking tankers.

Suistio sees that the present development really started with Akademik Fedorov, a Russian scientific diesel-electric research vessel, back in the late 1980s. The flagship of the Russian polar research fleet

was built in Rauma for the Soviet Union, starting operations in October 1987.

The ship is still very much active, making news in August 2007 as it sailed in the path of an icebreaker on the way to the North Pole.

NAVAL TRADITION

Rauma expertise covers also navy solutions. During the recent years, the yard has delivered four Hamina-class fast surface combatant vessels for Finnish Navy. The latest, Pori, was delivered in June 2006.

The first Hamina-class vessel, Hamina, was built in 1998, and the second of the series, Tornio, was delivered in May

2003. Third sister ship, Hanko, was delivered in June 2005.

With a length of 51 metres, the vessel type features aluminium construction and also light weight composite materials are used, e.g. in the superstructure. The propulsion system is two water jets, which give the vessel a speed of over 30 knots.

Timo Suistio acknowledges that there haven't been orders for new navy ships in a while, but is relatively optimistic that there is more to come:

"We have enjoyed very good cooperation with the Navy over the years." ■

SAMI J. ANTEROINEN

seatec.fi

MARITIME CLUSTER

MEDIA



seatec.fi connects maritime.



Turn key systems for passenger transport

Jukova Oy is one of the leading system suppliers for the passenger transport industry. Jukova's long experience in maritime products has gathered under one product line, Meridian.

The Meridian product line includes:

- Prefabricated balcony modules
- Watertight sliding doors
- Windshields and windows
- Divider walls and door sections
- Cabin beds and Sofa beds
- Luggage stacks

All products are designed in co-operation with the customers to meet their requirements.



Jukova Oy
Jukovantie 20 FIN-21430 Yliskulma FINLAND
tel. +358 10 474 444 fax +358 10 474 4290
jukova@jukova.fi www.jukova.fi

Renotech specialists have extensive experience of fire safe materials in cruise vessels

"When designing the ship interior it is important to be aware of material properties and behaviour of materials during the fire," say Managing Director of Renotech Mr. Juhani Laaksonen and President Mr. Bob Talling.

Both men, partners in the Renotech Ltd, have scientific materials study background from a Finnish University of Technology. They also have a long practical experience of building materials and fire safe materials in cruise vessels. Latest reference is the Oasis of the Seas. Renotech holds five IMO certificates for non-combustible materials and two certificates for low flame spread materials.

"Our most recent innovation is a method to transfer high quality photographs (Renolmage) to almost any substrate. The substrate can be flat, curved



Juhani Laaksonen shows the result of transferring a photograph on a gypsum ball.



Juhani Laaksonen and Bob Talling have created, together with their artist, fire safe gypsum reliefs to the luxury cruise vessels.

or irregular and highly three-dimensional. Renolmage can be used on various gypsum and concrete mouldings or on metal surface to give the real look," they note.

The company's range of silicate adhesives is continuously used in fireproofing composites like fire doors and mineral wool based products.

"Fireproofing of steel is one of our growing business areas. Additionally, we provide penetration seals and fireproofing paints." The men add that gypsum is one of the best materials in the company's solutions because of its versatility and high content of chemically bound water to be released during fire.

"Artwork should at least have low flame spread behavior and minimal content of organic material. A specifying architect should take his responsibility not to specify suggest materials which have not been tested according to the newest IMO method. Never place plastic based materials, moulding or decorations up in the

ceiling and never specify materials, paint and coatings with unknown burning characteristics for any structure. This is one of many means by which passenger safety can be increased."

SURSHIP: SOLID SAFETY

Talling underlines the importance of the work of SURSHIP project. SURSHIP is a co-operative research project built to improve technologies for prediction of risks, safety and survivability of ships and to apply the knowledge into designs and rules.

The comprehensive and coordinated cooperation in the project strengthens the European maritime industry's ability and competitiveness. It creates an improved know-how of a more generic holistic ship safety approach which influences all stakeholders: ship owners, ship builders, suppliers, national administrations and International Maritime Organization (IMO). ■

RISTO VALKEAPÄÄ

Photos: Risto Valkeapää



Together, we can change the course of hydraulic and lube maintenance history aboard ship and in dock.



DF40 Duplex Filters



WPF "iprotect" high pressure filter



icountPD

Parker is the first name for filtration aboard ship, offshore and on the dock with a unique blend of marine fuel and lube filtration products and innovative customer solutions. Everything from on-deck winches and cranes, power generators to the engine room and steering hydraulics require Parker quality filtration. For predictive maintenance needs there's the Parker Fluid Contamination Monitoring programme with particle analysers, detectors and bottle sampling models for maximum portability.

For details please visit: www.ro-ro-ro.com.

aerospace
climate control
electromechanical
filtration
fluid & gas handling
hydraulics
pneumatics
process control
sealing & shielding



ENGINEERING YOUR SUCCESS.

www.parker.com
EPIC@parker.com

Taste of Luxury

COSTA DELIZIOSA DELIVERS ENTERTAINMENT WITH PANACHE

Photo: Costa Crociere S.p.A.



The Costa Deliziosa is Costa's newest flagship, along with her sister ship, the Costa Luminosa. Costa Deliziosa, Costa's 15th fleet member, is nearing completion at Fincantieri's Marghera (Venice) shipyard. Costa Deliziosa promises to offer the most exclusive and innovative features in the entire fleet, being specifically designed for Costa's demanding clientele. The Deliziosa will feature similar facilities and interior design to the Luminosa but will have her own décor. Both ships carry specially commissioned artwork in the public areas.

The Deliziosa features avant-garde design and skilfully uses premium materials, such as various types of marbles, granite, mother-of-pearl and Murano glass, stucco applied by spatula using the technique known as "spatolato veneziano" and other decorative interior finishes including "parchment scroll" lamé, refined Zebrano wood, Wenge timber and stylish polished and glazed steel.

The stunning atrium features fine works of art, including 'Sphere' by Arnaldo Pomodoro, and 'Delizia fisica e Delizia intellettuale' (Physical Delight and Intellectual Delight), a piece by leading contemporary Italian painter Mario Donizetti.



SPA HEAVEN

One of the crown jewels of the Deliziosa will be the 3,500m² double deck Samsara Spa wellness centre with a Technogym Kinesis room. The Kinesis exercise equipment was designed by Antonio Citterio and is built into the wall. The 3.5m² structure allows over 200 resistance-based exercises using its system of grips, cables and weight stacks. Samsara amenities include a thalassotherapy pool, tea ceremony, relaxation area, sauna, steam room, Samsara restaurant and private consultation to develop a personal programme.

In addition, there is a variety of entertainment options onboard including a 4D cinema; roller skating track; the latest generation golf simulator with an outdoor putting green; a Grand Prix race car driving simulator with the same software and technology used by the F1 champion drivers in training; "PlayStation World," an area onboard dedicated exclusively to

PlayStation3, as well as the "PlayStation on demand" cabin service.

On top of the more exotic entertainment, there are three swimming pools in a resort-style area, four Jacuzzis, a three-storey theatre, casino (Casino Gaius), disco (Disco Sharazad), dance club and piano bar (Piano Bar Excite), internet point, four restaurants (Club Deliziosa, the Samsara restaurant, Albatros restaurant and the Muscadins buffet restaurant), library and a shopping centre.

There is also the Cafe Sugar and Chocolate bar, an indoor coffee bar serving hot beverages, cakes, chocolate and pastries. Bar areas include Grand Bar Mirabilis, Alcazar, Vanilla, Tabc Blonde and Delle Delizie.

DOUBLE CHALLENGE

According to the project management staff, the biggest challenge of the con-

struction was the "temporal contiguity" of the deliveries of Costa Deliziosa and Costa Luminosa, completed at Marghera last April.

The shipyard has stayed busy implementing all the new ideas and modifications that were requested by the client throughout the process. Another challenge was to conceive and enforce a new design of the public areas in a short time, thereby giving the passengers a definite "wow-effect" the moment they step onboard.

On 8 December, the Costa Deliziosa successfully completed her official technical trials in the open sea. The sea trials put the ship through her paces for the first time, with a series of running tests on the ship's systems, machinery and engines. After the demanding trials, the Costa Deliziosa returned to the outfitting wharf yard at Marghera for her final touches before entering service.



Photos: FINCANTIERI - Cantieri Navali Italiani S.p.A.



DELIVERY ON SCHEDULE

According to the project management, the final activities mainly concern the furnishing of pax cabins, public areas and open decks. The progress of the works on the ship has been on schedule, if not ahead schedule, so that, by the end of December, Fincantieri was in the position to deploy the theatre for some company events.

The Costa Deliziosa will be ready for delivery on January 29, 2010, while her inauguration will take place in Dubai on February 23 during her Grand Maiden Cruise, which departs from Savona on February 5. The inaugural event promises to be an unforgettable occasion combining traditional Arabian enchantment, reminiscent of "A Thousand and One Nights," with Costa's traditional Italian style. This also marks the first time the international locale has hosted a cruise ship naming ceremony.



After the maiden voyage, Costa Deliziosa will sail seven-day cruises in the Arabian Gulf visiting the United Arab Emirates, Oman and Bahrain. In the 2010 summer season, the ship will sail from Copenhagen for seven-day cruises to the Norwegian fjords and the Baltic capitals.

HIGH FIVE

The Costa Deliziosa is part of the Italian company's fleet expansion programme, with five new ships launched between 2009 and 2012, for a total investment worth EUR 2.4 billion. The Costa Luminosa, Costa Pacifica and Costa Deliziosa will be followed by Costa Favolosa, due for delivery in summer 2011, and Costa Fascinosa, which will make her debut in spring 2012.

All five ships are Italian builds commissioned from Fincantieri, each one requiring the labour of nearly 3,000 people, comprising both the shipyard's own employees and those of about 500 contracted suppliers, most of which are Italian firms.

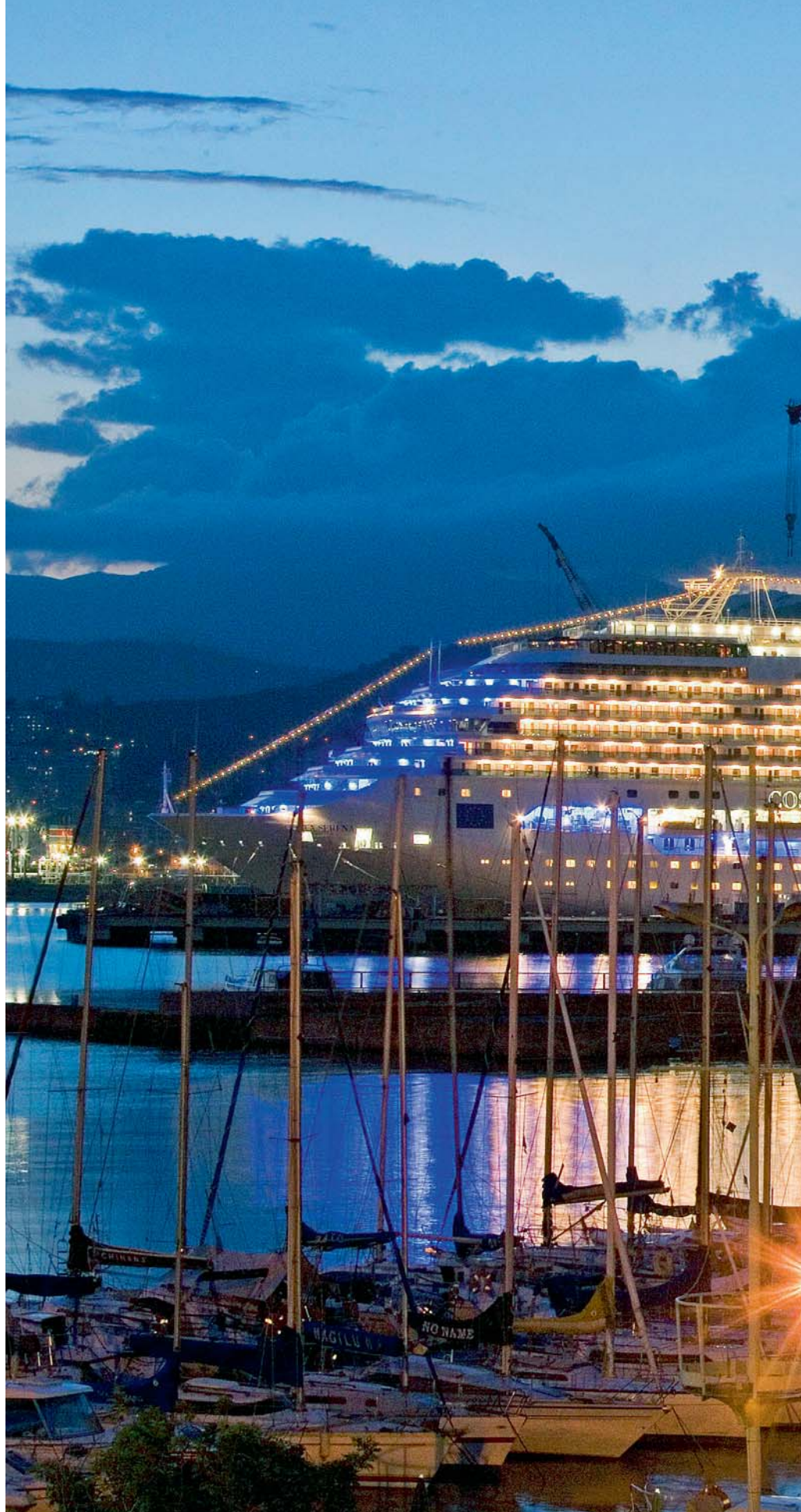
The five new cruisers represent a 50% increase in the capacity of the Costa fleet, ranked fifth in the world and number one in Europe. In 2012, the fleet will consist of seventeen vessels with a total capacity of 46,400 passengers.

In recent years, Costa has been upgrading its fleet as well. Costa completed the upgrade of five ships in early 2009 including the Costa Serena, Costa Europa, Costa Atlantica, Costa Romantica and Costa Concordia.

Costa Cruises is a subsidiary of Carnival Corporation, which encompasses 11 cruise brands including Cunard, P&O and Holland America.

ANCONA ORIGINS

The keel of the 92,700t Costa Deliziosa was laid at Fincantieri's yard in Ancona, Italy. The keel and first section were then towed to the Marghera yard in Venice in July 2008 to continue construction. Another





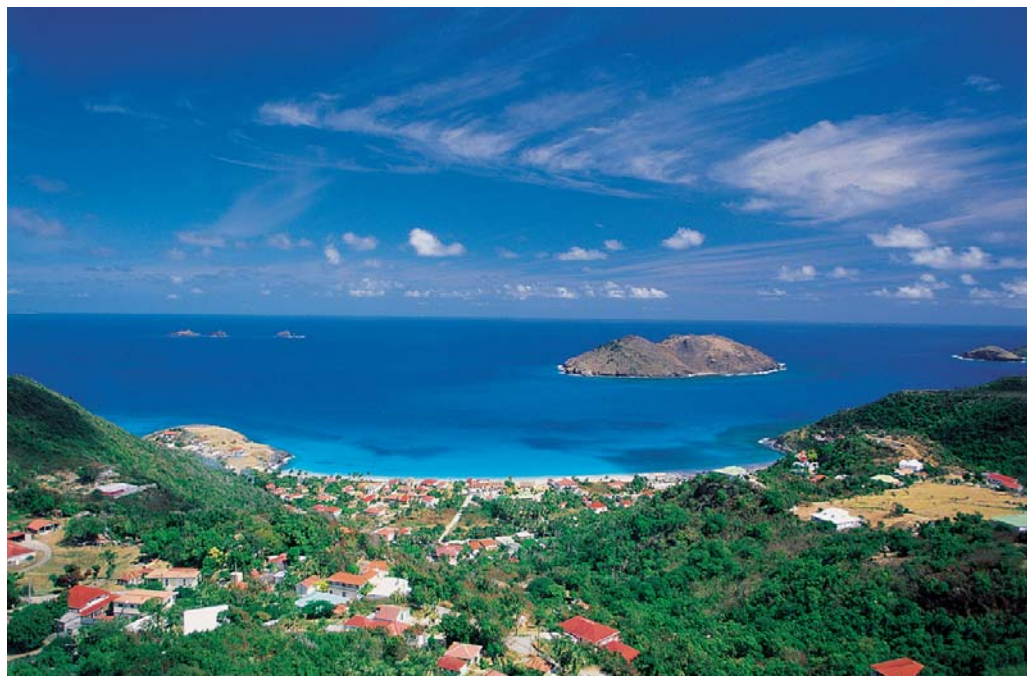


er landmark in the construction occurred in March 2009 when the Deliziosa was floated out for the first time.

The 12-deck ship will be able to carry 2,829 passengers in double occupancy in 1,130 staterooms of which 718 (68%) will have a private balcony. There will also be 50 suites with private balconies, 52 staterooms with direct access to the Sam-sara Spa and 180 inside cabins. There will be 1,050 crew members onboard and the majority will be Italian.

The ship is 292 metres long and has a beam of 32.30 metres. The ship will operate at a cruising speed of 21.6 kt and will have a maximum speed of 23.6 kt. ■

Photo: Costa Crociere S.p.A.



SAMI J. ANTEROINEN

*Your Global
Exhibition Partner*



YOUR PLACE IN THE WORLD

Find it with us



ARVELIN
INTERNATIONAL OY

Arvelin International Oy
Kauppakartanonkatu 7 A
FI-00930 Helsinki, Finland
Telephone +358 9 2511 110
Telefax +358 9 2511 1150
expo@arvelin.fi

www.arvelin.fi

antti

SAFETY

Style

**Wiurila
Marine
quality doors
for quality
interiors**

Sound reduction and
fire doors for B-class
applications
MED and U.S.C.G.
approved



0575/10



WWW.ANTTI-TEOLLISUUS.FI

ANTTI-TEOLLISUUS OY

Wiurila Marine
Sales and production
Koskentie 89, FI-25340 KANUNKI, Finland
Tel. +358-2-774 4700

First ULTIMATE Insulation Delivery in STX Europe Rauma Shipyard

STX Europe delivers two vessels subscribed by P&O Ferries. Both vessels will be insulated with ULTIMATE products excluding car deck. Total consumption for two vessels will be approx. 70,000 m² in fire protection, thermal insulation and acoustic insulation.

The car ferries are planned to operate in the English Channel and will be delivered during the years 2010 and 2011.

Both vessels will be built in the Rauma shipyard. The vessels are designed to represent latest environmental technology. The length of the vessel is 210 meters and their load capacity is 49,000 gross tons, respectively. They have room for 180 trucks and 195 cars and the passenger capacity will be about 2,000 people.

Products mainly planned to be used:

UMFV 36 roll which is mainly used in A60 Deck solutions and fire protection to metal ducts

UMFN 24 roll which is mainly used in A30 Deck solutions and in sound reduction

UMPN 66 flexible slabs which are used in stiffeners and A 60 Bulkhead solutions

ULTIMATE solution gives also the advantages in quick installation KT rolls (glass wool products) will be used in thermal insulations in the upper decks due to their thermal performance and lighter weight.

P&O and STX decided for ULTIMATE because of its benefits in light weight solutions: that results in reduced fuel consumption and operation costs and, consequently, reduction of emissions. This is all about being an environmentally friendly company. ■

For further information contact

Mark.Westermayer@saint-gobain.com (International)

Matti.Reijonen@saint-gobain.com (Finland)

More information: www.isover-ULTIMATE.com



Photo: STX Europe



Seatrade Middle East Maritime

26-28 October 2010

Dubai International Convention & Exhibition Centre, UAE

Under the patronage of His Highness Sheikh Mohammed bin Rashid Al Maktoum, Vice-President & Prime Minister of UAE and Ruler of Dubai

Your route to Middle East shipping



www.seatrade-middleeast.com

Principal Sponsor



Sponsors & Supporters



MANAGING RISK



LIFE MATTERS



Organised by

Seatrade®
In Print Online At Events



German Yards Strengthen Focus on Special-Purpose Ships to Approach New Markets

In 2009, Germany's shipbuilding industry was severely hit by the impact of the international economic crisis and the global collapse of shipping markets. But despite a significant production downturn and declining order volumes the year was not an exclusively bleak one – quite a number of yards succeeded to increase their efficiency, to strengthen their technologic leadership and to approach new markets with innovative products.



The cruise ship M/V "AIDAblu" delivered by Meyer Werft in Papenburg in February 2010.

	2005	2006	2007	2008	Jan–Sept 2009
Number of ships built	69	70	74	84	43
Total turnover (Mio. €)	2.581	2.919	3.126	4,449	2,279
New contracts received	157	88	70	46	12
Total contracts (number)*	231	246	239	172	118
Total contracts (value) (Mio. €)*	11.084	13.442	15.397	13,287	10,133

* at the end of the respective period

Data table compiled from data facilitated by the German Shipbuilding and Ocean Industries Association (VSM) and the German Federal Ministry of Economics and Technology.

Photo: Meyer Werft GmbH



The impact of the global economic downturn – which rapidly turned into a crisis of the maritime industry as well – had a severe impact on Germany's shipyards industry already during the first three quarters of 2009. According to data facilitated by the German Shipbuilding and Ocean Industries Association (Verband für Schiffbau und Meerestechnik e.V.; VSM) only twelve new orders worth 387 million euros were received between 1st January and 30th September 2009, against 46 contracts worth some 2.89 billion euros recorded during the whole of 2008.

As per 30th September, Germany's yards had 118 newbuilding orders in their books, corresponding to an accumulated contract value of 10,133 billion euros and a total tonnage equivalent of 2,024,000 GT. Some further orders – merely for special-purpose ships – were obtained during the fourth quarter of 2009, but at the same time Germany's yards had to deal with more contract cancellations than most other shipbuilding nations.

Already during the year's first nine months 27 orders worth 1.3 billion euros had been cancelled. VSM estimates the German shipyards' accumulated turnover for 2009 to be less than four billion euros, clearly less than in 2008 (4.4 billion

Photo: W.D.R.



The new double-end commuter ferry M/V "Uthlande" due for delivery by J.J. Sietas in time for the 2010 summer season.

Photo: W.D.R.



Another view of the new M/V "Uthlande".

euros). As a result of contract cancellations and declining order volumes the annual production is estimated to fall below three billion euros in both 2010 and 2011.

The precarious market situation has already made an impact on the number of employees working in the shipbuilding and ocean industries segment; it declined by about 14% – corresponding to 3,400 full time equivalents – during the three quarters of 2009. By 30th Septem-

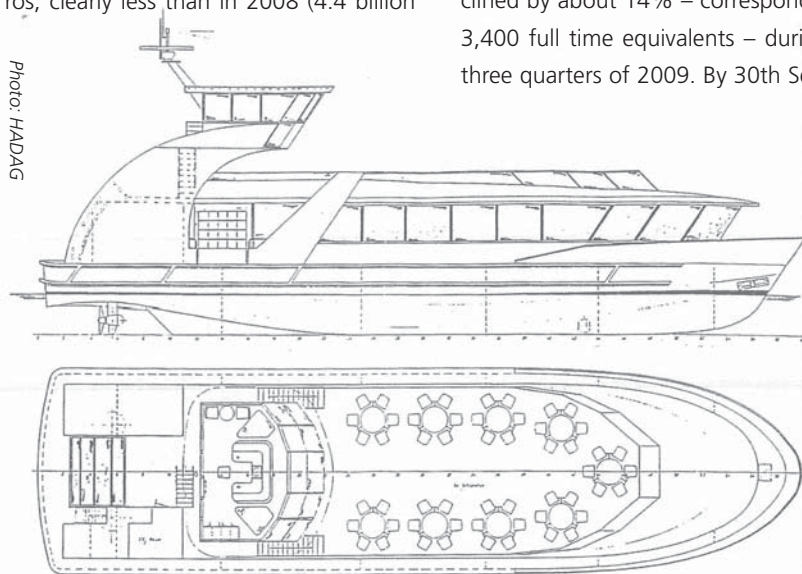
ber the industry's total staff amounted to around 22,800.

FOCUS ON SPECIAL-PURPOSE SHIPS

Among the main reasons for the current crisis of global shipbuilding are significant overcapacities generated in Far Eastern countries – particularly in China and South Korea – during the past half decade. In response to booming shipping markets, numerous new yards entered into business, merely in order to produce serial container ships. In response to this competition Germany's yards have gradually shifted their focus towards the production of more sophisticated special-purpose ships such as cruise vessels, ferries, RoRo-ships, special tankers and luxury yachts.

The current order book clearly reveals this trend: By 30th September 2009 ferries, cruise ships and yachts accounted for 57% and RoRo-ships for another 16% of the total compensated tonnage of orders. In contrast the previously dominating share of container ship contracts had reduced to just 14%.

Photo: HADAG



A drawing of the M/V "St. Pauli", the first 'Typ 2000' public transport ferry delivered for operation in Hamburg back in 1997.

Among the shipyards which have successfully responded to the new market environment is Hamburg-based J.J. Sietas, Germany's eldest shipbuilding enterprise with roots dating back to 1635. A year ago, the situation looked less than promising for the family-owned group and its over 1,000 employees: Sietas Group (which comprises J.J. Sietas KG Schiffswerft GmbH & Co. and three subsidiaries) was widely associated with container ship building, applied a traditional production layout and had suffered severe losses both in 2007 and 2008.

SIETAS – ACHIEVING THE TURNAROUND

On 1st March 2009 Hinrich Sietas, the yard's owner and longstanding Managing Director, handed the helm over to a new Managing Board comprising Rüdiger Fuchs – a former senior Airbus manager – and Rüdiger Wolf. Within few months, the company underwent deep restructuring: the product portfolio was reshuffled with a focus on special-purpose ships rather than container vessels, costs were reduced and the production changed to an industrial concept facilitating shorter processing times and higher productivity.

The new concept turned into an instant success: already at the end of April, Sietas obtained a contract for a double-end commuter ferry from a domestic client, Wyker Dampfschiffs-Reederei Föhr-Amrum GmbH (W.D.R.). The new ship – able to carry up to 1,200 passengers and 75 cars – will commence operation as M/V “Uthlande” on the Dagebüll-Föhr-Amrum route linking the German mainland to two North Sea Islands in time for the 2010 summer season.

“In the Sietas shipyard, we found an ideal partner for this project,” says Axel Meynköhn, MD of W.D.R., “the yard adapted quickly to our requirements, and already in the tender phase Sietas was able to optimise our drafted plans for the ferry in a highly impressive way. That sealed the deal for us.”

Rüdiger Fuchs calls the W.D.R. contract “a symbol of the new beginning at Sietas,” adding that “ferries are an excellent fit for the new corporate strategy” with regard to its new focus on ships requiring specialist design and product know-how.

Few weeks after this deal, Sietas Group obtained another contract for two heavy-lift ships from SAL-Schiffahrtskon-

tor Altes Land. Although the yard is still in the middle of its redevelopment process, Sietas perspectives look quite encouraging again – its order volume has been stabilised and expanded, and the forthcoming delivery of M/V “Uthlande” promises to provide Sietas with an important reference supporting its further expansion in the ferries segment.

SSB – WEATHERING THE STORM

The construction of passenger ferries has developed into a success recipe also for another German shipyard, SSB Spezialschiffbau Oortkaten GmbH based at the Oortkaten harbour in Hamburg. Employing a staff of about 20, the small yard was established from the remains of Schiffswerft Heinrich Grube, a company which had collapsed back in 1999.

The founder of SSB, Klaus Schlünzen, focused on the construction of minor special-purpose ships – mainly vessels for authorities and passenger ferries for local

With the M/V “Schwentine” SSB Spezialschiffbau Oortkaten managed to sell its first sophisticated public transport ferry design outside Kiel.



Photo: Schlepp- und Fahrgesellschaft Kiel

public transport – on inland waterways from the very start. This approach has succeeded to secure the yard's competitiveness and long-term viability.

One of SSB's most successful references is 'Typ 2000', a passenger ferry design created by HADAG Seetouristik und Fährdienst AG back in the 1990s for operation on waterborne public transport services in Hamburg Harbour. The first unit of this successful series, the M/V "St. Pauli", was delivered to HADAG in July 1997.

Since then, eleven sister vessels have followed, including ultimately the M/V "Harburg" in November 2009. With one exception, all units of the series were built at Grube Werft and subsequently SSB.

While many technical details were improved, the main design characteristics of 'Typ 2000' have remained unchanged: each of the 29.9 m long ships carries up to 250 passengers for whom 124 seats are provided in an attractive salon and another 60 on the open deck. All units of 'Typ 2000' are operated by a single crew member; after arrival alongside a landing stage the access gangway is hydraulically lowered and during disembarkation/embarcation monitored by means of a CCTV system.

SSB Spezialschiffbau Oortkaten GmbH has obtained its 'Typ 2000' newbuilding contracts in sharp competition with other yards (as many as 19 bids were received for the series' tenth ship) not only as a result of attractive pricing, but also thanks to the outstanding quality and reliability of the units delivered so far.

Service intervals are quite long; the first extensive shipyard inspection of a 'Typ 2000' vessel is usually required only five years (corresponding to 25,000 operation hours) after delivery. This excellent record is achieved in spite of tough operational demands caused by very frequent manoeuvring; depending on their route 'Typ 2000' ferries may call landing stages in intervals as short as five minutes.

Mainly thanks to the attractiveness of

Photo: HADAG



M/V "Harburg, the latest 'Typ 2000' ferry delivered by SSB Spezialschiffbau Oortkaten to HADAG last November.

its new ferries, HADAG has been able to increase the number of passengers transported on its Hamburg Harbour ferry services from just over 2.2 million back in 1997 to about 6.8 million in 2008.

In July 2007, SSB Spezialschiffbau Oortkaten GmbH delivered a commuter ferry similar to the 'Type 2000' design to Schlepp- und Fährgesellschaft Kiel mbH (SFK) for operation on Kiel Fjord. The 24.82 metres long M/V "Schwentine" operates on a 15-minute-route linking two parts of the city of Kiel, carrying 200 passengers at a speed of 12 knots.

The ship, which is equipped with two Volvo D7 CTA main engines and two Schottel SRP 110 thrusters, has likewise succeeded in boosting the attractiveness of waterborne public transport and confirms that SSB's products are suitable for use beyond Hamburg.

EUROPE'S PASSENGER SHIPBUILDING EXPERTS

Cruise ships and ferries of all sizes will definitely constitute a core business of German yards in future. While Flensburger Schiffbau-Gesellschaft and Meyer Werft are among the world market leaders for large cruise vessels, RoPax and RoRo vessels, other ventures – including Sietas and

SSB – cater for the market of smaller commuter ferries.

Another yard, Schiffs- und Yachtwerft Dresden GmbH, has recently joined the market as well by constructing two 70 metres long commuter ferries carrying up to 1,550 passengers and 60 cars for Mombasa-based Kenya Ferry Services Ltd. M/V "Likoni" and "Kwale", which will trade on routes in the Mombasa metropolis region, constitute more proof of the German shipbuilding industry's international competitiveness.

The industry association VSM has recently proposed that a 'ferry scrappage bonus scheme' for ageing European coastal ferries should be implemented to support the shipbuilding industry in tackling the economic crisis. It is estimated that nearly a third of the respective tonnage trading in Europe is outdated and due for replacement.

Drawing a comparison to last year's car scrap bonus scheme – an initiative launched by the German government in order to stimulate car sales – VSM suggested that a support scheme could be developed to encourage the replacement of old ferries with new efficient and eco-friendly units. ■

FREDERIK NAUMANN



Dedicated to warewashing around the world and on all Seven Seas!



MEIKO dishwashing technology. Since decades MEIKO is setting new standards for professional dishwashing - starting with the smallest glasswasher, up to the largest dishwashing installations. You will find further information on our web-site as well as in our catalogues which will be supplied to you upon request.

Now also on board of
Celebrity Equinox,
Oasis of the Seas, AIDA luna ...



For further references have a look at:
www.meiko.de • product group - marine

MEIKO Maschinenbau GmbH & Co. KG • P.O.Box 2040 • 77610 Offenburg • Mobil-Tel.: (+49) 1755432817
Tel.: (+47) 41461583 • Fax: (+49) 781/203-1121 • E-Mail: marine@meiko.de • <http://www.meiko.de>



Meiko is among the world market leaders for dishwashing systems applied on ships.

Meiko – Experts for commercial dishwashing

Offenburg-based Meiko Maschinenbau GmbH & Co. KG is a world leader in the development, manufacturing and distribution of commercial dishwashing systems. Its vast product portfolio is applied in hotels, bars, restaurants, in-flight catering plants, hospitals as well as on numerous ships all around the globe.

Total customer care and continuous product enhancement have been cornerstones of Meiko Maschinenbau's corporate culture ever since the company started as a small workshop with just five employees back in 1927. "The existence and continuation of the Meiko Group are dependent on the acceptance we find among our customers," says Burkhard Randel, member of the Managing Board. "Therefore everything we do serves to secure and improve this acceptance and customer loyalty." This

approach – which combines corporate tradition with visionary thinking – has facilitated Meiko's development into one of the world leaders for commercial dishwashing systems with an overall staff of 1,650 and an annual group turnover exceeding 200 million euros. The company's main production plant in Offenburg (Germany) has a size of more than 108,000 square meters, and with an export business share of more than 50% its clients are based in virtually every corner of the world.

DISHWASHING EFFICIENCY

Meiko's product range includes machines for stationary dishwashing operations, automatic conveyor type washing machines, integrated dishwashing machines, glassware washing machines and conveying systems. Its great variety of machine sizes and capacities helps Meiko to serve a very wide scope of clients, including medium-sized restaurants and bars as much as large hotels, hospitals and production plants for in-flight catering. All these customers require systems ensuring rapid high-performance cleaning of huge amounts of trays, crockery, cutlery, glassware as well as pots and pans. An example of Meiko's approach to these demanding requirements is the DV 200.2 PW, an innovative passing-through machine which is able to wash up to 120 standard-size baskets of dirty ware per hours. Its power wash programme ensures optimum cleaning of even the most difficult ware, such as kitchen implements or pots and pans. For its very large customers Meiko provides fully automatic washing-up plants which can process up to 1,800 tray sets per hour and be operated by just two people – in contrast, conventional dishwashing systems with similar capacities require ten to 15 operators. The heart of Meiko's fully automatic plants is a clearing, sorting and loading system which separates and handles all different sorts of ware that are found on a tray: First, a magnetic cutlery lifting device with an incorporated demagnetising device removes all cutlery items and transfers them onto a dedicated track. Subsequently, all crockery items are removed from the trays and forwarded to a pre-washing station while the trays themselves continue on a dedicated track towards their own washing station. All cutlery items as well as the trays are automatically turned around on rotating hedgehog-type extended finger belts in order to remove loose waste such as food remains, napkins, etc. Crockery items are subsequently sorted and distributed onto

different tracks, with plates being gently forwarded onto a twin cord conveyor belt which transports them towards the plate stacking device.

Meiko's dishwashing systems – which constitute the company's core activity – are complemented by two other product lines which have likewise gained global reputation: Waste treatment installations are tailored to convert problematic food waste into bio-waste which can be handled and disposed more easily. Eventually, Meiko's bedpan washers and associated hospital sluice rooms equipment have set standards in hospital patients and nursing staff hygiene for several decades.

MEIKO MARINE

In recent years Meiko Maschinenbau has systematically extended its presence in the maritime segment and successfully turned into a global market leader supplying cargo ships, ferries and cruise vessels. Particularly in the passenger shipping segment its products can be found on most newly delivered ships. Among Meiko's most recent and at the same time most spectacular references is the M/S "Oasis of the Seas" which was delivered by STX Europe

to Royal Caribbean International in October 2009. This cruise ship – which accommodates up to 5,400 passengers in lower beds – has been equipped with a total of 128 Meiko dishwashing machines as well as a two-line vacuum food waste disposal system connecting 22 feed units in the ship's galley areas to a central waste handling facility. Other recent references include the German-built M/V "AIDA Blu" and "AIDA Luna" (each of the two ships is equipped with seven different products from the Meiko dishwashing systems range), all of Color Line's new ferries ("Color Fantasy", "Color Magic", "Color Superspeed 1" and "Color Superspeed 2"), Brittany Ferries' new "Armorique" as well as Norwegian Cruise Line's 2009-built "Norwegian Epic". The maritime reference list also features Celebrity Cruises' five newbuildings constructed at Meyer Werft between 2008 and 2012: The "Celebrity Solstice" and her sisters are equipped with a total of nine different products from Meiko's portfolio, including – apart from dishwashing systems – also a food waste treatment installation. ■

FREDERIK NAUMANN

Meiko's elaborate dishwashing systems ensure rapid high-performance cleaning of huge amounts of trays, crockery, cutlery, glassware as well as pots and pans.



Leading shipbuilding nations of Baltic Sea region at international trade fair

BalticFuture 2010 – Exhibition of medium-sized maritime supply industry

With Finland, Poland, Denmark and Germany – the leading shipbuilding nations of the Baltic Sea region will be present at the international trade fair BalticFuture 2010 in Rostock from 4 to 6 May. The medium-sized maritime suppliers form the backbone for the region's economic performance. Without specialised small and medium-sized suppliers, large-scale projects of this in-

dustry sector can not be implemented. This includes cruise ships, oil rigs or offshore wind parks.

Behind this background, BalticFuture 2010 is also focusing on new trends. Within the wide range of supply and service offers, the trade fair provides a showcase for small and medium-sized companies that are specialised on offshore wind plants. Offshore energy production is developing to a profitable business of the maritime industry. Up to 40 offshore wind parks are to be built off Germany's coasts in the next years. German and Danish offshore suppliers have already announced their participa-

tion in the BalticFuture 2010. "We offer an international platform for the medium-sized maritime supply industry. The exhibitors can establish new contacts and deepen existing business relations, explore new options for cooperation and discuss strategies and perspectives in new areas of offshore wind energy and marine technology," emphasises Petra Burmeister, managing director of the Rostocker Messe- und Stadthallengesellschaft mbH. Partner region of the BalticFuture, which is taking place for the second time after its successful premiere in 2008, is the Polish region Western Pomerania. The region will present its own trade show. A delegation of 150 representatives from business, politics and science of Western Pomerania will be visiting the fair on 6 May.

The ambitious accompanying programme of the BalticFuture includes a logistics conference, a workshop on maritime technology, the networking event B2B@BalticFuture and the foreign trade forum of the Federal Association of Medium-Sized Companies. Numerous national and international trade visitors are expected at the exhibition. Apart from the supply industry, shipbuilding, shipping, offshore wind energy, propulsion systems, maritime logistics & services and marine technology belong to the topics of the exhibition. ■

BalticFuture
supply industry | offshore wind energy
maritime logistics | marine technology

 **Partner Region 2010**
West Pomerania - Poland

04-06 May 2010
10:00 to 18:00

Rostock
HanseMesse

www.baltic-future.com

Organized by: Rostocker Messe- und Stadthallengesellschaft mbH

HANSA
International Maritime Journal

Photo: Rostock Port/nordlicht

More information:

www.baltic-future.com

ShipTek 2010

International Conference on Shipping, Marine and Offshore Industry



Benchmark Event

3MSummit



2010 April 18-22
UAE

Hotel Crowne Plaza, Dubai

- Two day International Conference on Shipping, Marine and Offshore Industry
 - International Maritime Expo
- 4th International Maritime Video & Excellence Awards

Silver-Partners



Bronze-Partner



Badge & Lanyard Sponsor



Awards Sponsor



Event Associates



Media Partner



Organized by:

Marine BizTV
First Global Maritime TV Channel

Supported By:



Event Managed by

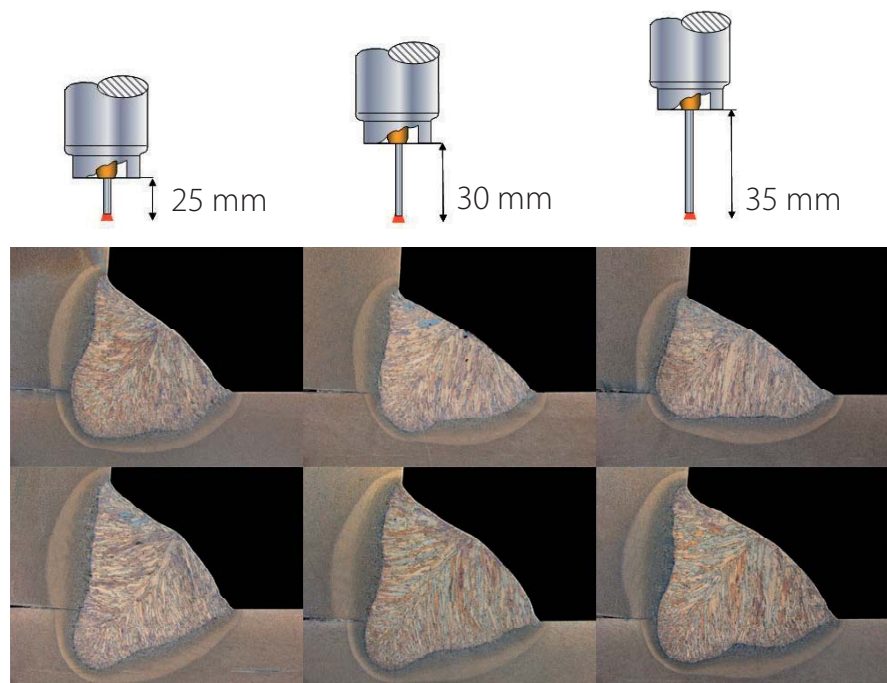
BizTVEvents
The concepts division of Marine BizTV

Kemppi Introduces the Wise™ approach to Welding

The Finnish welding solutions provider, Kemppi Oy, directs the way to Wise welding with its new modified arc welding processes. They are optional expert functions available for Kemppi's new FastMig Pulse and KempArc Pulse welding equipment.

Standard 1-MIG

WisePenetration



WisePenetration accommodates stick out variation and improves weld quality

The Wise software products help meet productivity and quality requirements in shipbuilding, offshore industry, automotive manufacture and various other welding industries.

The software can either be pre-loaded to new Kemppi equipment or added later using DataGun, a compact automatic field-program device for delivering Kemppi's software programs and updates.

These software products can be used in manual as well as automated welding. They are divided into two groups to either influence the efficiency of the welding performance or to provide new welding process techniques that would be impossible to achieve with the standard MIG/MAG welding process.

There are three Wise processes that are particularly useful when welding carbon steel structures in shipbuilding industry, the WiseRoot, the WisePenetration and WiseFusion.

WisePenetration is designed to produce consistent quality welding in structures where welding gun positioning is challenging. It is an optional function for delivering constant welding power regardless of changes in the stick out length.

This process is suitable for manual and automated synergic MIG/MAG welding and is designed for long and short cable lengths between the power source and the wire-feed unit.

WiseRoot is an effective tailored cold arc process for root pass welding, designed for the effective closure of root joint areas and also to take into consideration gap tolerances created by poor joint fit-up. It produces excellent root passes, and is three times faster in root closure than TIG welding and 15 % faster than normal MIG/MAG welding.

With WiseRoot there is no need for ceramic root supports or rings, and it is easy to learn and use. It also saves time on

rework costs, reduces weld volume in thick materials, thereby making the work much faster and reducing filler material costs.

WiseFusion is a modified arc process with extra benefits for shipyard and offshore applications where special materials like aluminium and stainless steel are used, and pulsed MIG process is used for best welding results.

In addition to Wise products, Kemppi offers also a wider scope solution for maximising welding efficiency and productivity. With Kemppi Arc System you can collect and analyse welding data to be used for adjusting and refining the welding operations in your production process.

The Kemppi web site offers more information about these and other Wise products and the Kemppi Arc System welding analysing solution. ■

More information:
www.kemppi.com



**Global technical excellence closer to shipowners -
closer to shipyards wherever you are**

www.bureauveritas.com
www.veristar.com

Move Forward with Confidence



**BUREAU
VERITAS**

Bureau Veritas Specialist in Ice Classification

It seems to be a real ice winter after several mild ones," says the Chief of Bureau Veritas Finland Mr. Olli Kaljala in January 2010 watching the ice report on his laptop screen. This is a good situation for the company whose expertise includes especially ice classification.

"Baltic Queen, Baltic Princess, Romantica, Victoria and Galaxy have been classified by BV and their special characteristics include high ice classification, which means in practice more power in engine room and thicker steel in hull structure."

Bureau Veritas has focused on TallinkSilja ships in the Baltic Sea area. The latest BV classified cruise vessel on European level was MSC Fantasia by STX Europe's Saint-Nazaire shipyard.

"We have also classified icebreaking vessels for Caspian sea oil industry. There we have co-operation with Aker Arctic which has special know-how in model testing in ice and design of ice-breaking vessels," Kaljala notes.

"Energy efficiency and environmental friendliness are key issues in maritime business. For operating in difficult weather conditions, the ships have to have high ice classifications and capability to operate in heavy ice conditions. Bureau Veritas has experience in all these speciality areas."



Photo: Risto Valkeapää

Olli Kaljala checking the ice report of the Baltic Sea on his laptop screen.

Bureau Veritas has 50 people in the Finnish organisation and nearly 20 are involved in maritime. Out of this number, 9 people are working in the Turku office conducting plan approval. ■

RISTO VALKEAPÄÄ

Baltic 152 Pink Gin – A Stunning Superyacht

The main philosophy behind the Baltic 152 Pink Gin was to create a yacht with conservative long overhangs and with a styling that could be classified as a traditional clean look. Simplicity dominated throughout the entire design, with a special emphasis focusing on sound insulation and smooth operations.

One of the key factors that influence a Super Yacht's performance and handling characteristics is the displacement. The displacement of this yacht is a fraction of what is "normal" for this size of yacht. The only way to achieve this was to use high technology and the best materials available, plus also to develop a keel design with an ample sailing draft but with the possibility to reduce the keel draft to allow access into harbours. This styling was combined with the highest technology and carried out by Baltic Yachts, Naval Architect judel/vrolijk & co and Interior Designer Design Unlimited.

Baltic Yachts' new purpose-built production building is 80 metre long enabling the yard to take on more ambitious boat-building projects than ever before. Already the Baltic 197, the so-called Panamax project, is based in the new building.

A new project which is also likely to benefit from the new facility is a Baltic 170 Custom, a high-performance cruising boat incorporating a high degree technology, hidden within the lines of a traditional, class design. While Baltic Yachts has never shied away from accepting large-scale projects, the company looks forward that the new facility will attract more customers looking for a boatbuilder of Baltic Yachts' pedigree. ■

More information: www.balticyachts.fi



Feel Like Home...

PRICED FROM

44 €/NIGHT

(VAT 0%)

Customized for businessmen, **CITYKOTI** Apartments are superbly renovated studios located **in the very heart of Helsinki**. They offer an advantageous quality alternative to hotel rooms for short or long-term accommodation. Fully furnished **CITYKOTI** studios are **PRICED FROM 44 € per NIGHT (VAT 0%)**.

Considering that the demand is very strong for **CITYKOTI** rentals, we suggest that you enter your corporate information into the mailing list of our electronic **CITYKOTI newsletter**. Please fill in the following form and you will receive the real time situation of our apartments.

More information, check **www.citykoti.com**
or call: **+358-50-555 00 58**

Corporate name: _____

Contact person: _____

phone/fax _____

e-mail: _____

Please fax the form to number **+358-9-685 65 77**
or e-mail it directly to **info@citykoti.com**



Windside Wind Turbines for Professional Use with 30 years' experience

Finnish Windside Wind Turbines have been designed for the most demanding professional use in the harshest of environments. Completely self contained and automatic Windside Wind Turbines are operating in the extremes of climate. From the freezing Antarctica with its ice and snowstorms, to the heat and sandstorms of the Sahara Desert and to the wet, stormy and corrosive atmosphere of the Pacific Ocean. Windside wind turbines are in use in over 40 countries.

Windside wind turbines have been designed for battery charging and can be used wherever energy is needed. The Windside uses are almost limitless be it safety lights, traffic signs, emergency exits, street lighting, telecommunication towers, remote signal and surveillance equipment, lighthouses, gas and oil platforms, ships and boats etc. ■

Oy Windside Production Ltd is a member of IALA.

Patented Technology.

Read more: www.windside.com



EURONAVAL 2010



25TH > 29TH / OCTOBER
PARIS LE BOURGET / FRANCE

22ND INTERNATIONAL NAVAL DEFENCE & MARITIME EXHIBITION & CONFERENCE

www.euronaval.fr

Supported by:



In partnership with:



Organized by:



SEATEC HELSINKI 10

13-16 April 2010
**Helsinki Exhibition
& Convention Centre**

A new international event for the maritime industry • A new international event for the maritime industry

New international maritime tradeshow

A breath of fresh air for the maritime industry! This professional event offers a broad overview of the latest innovations and projects in international maritime technology. Welcome to the Helsinki Exhibition & Convention Centre – come and utilize this ideal opportunity to network and meet new customers! Become a part of a global network and create new contacts at SeaTec Helsinki 10, 13–16 April 2010! Keep up to date with our news bulletins on the event website.

Exhibitor profile:

- shipbuilding and subcontracting • ports and shipyards • shipping companies
- engines and propulsion systems • offshore • components and materials • building and interior decoration of ships and vessels • protecting the Baltic Sea • oil spill response
- authorities, organisations and unions • research and education • maritime industry services and maintenance • other products and services

Book your stand at SeaTec Helsinki:

Matti Välimaa, Project Leader
tel: + 358 40 584 9515
m.valimaa@elisanet.fi

Kari Pulkkinen, Sales Manager
tel: + 358 400 813 696
kari.pulkkinen@expomedia.fi

Six events with one visit!

SeaTec Helsinki 10 is a part of a heavyweight event bringing together the metal and engineering fair FinnTec 10, the industrial tool tradeshow ToolTec 10, the plastics industry fair PlasTec 10 and the industrial surface treatment and machine shop materials events Pinta 10 and Materia 10 – all under one roof. www.teollisuus10.fi

FINNTEC
PLASTEC
TOOLTEC 10 **TEOLLISUUS 10** **PINTA 10** **MATERIA 10** **SEATEC 10**
HELSINKI

**An international conference with high-profile keynote speakers
will be arranged in conjunction with The SeaTec Helsinki 10
NORTHERN MARITIME CHALLENGE 2010**

13–15 April 2010 Helsinki Exhibition & Convention Centre

- Challenges facing the Baltic Sea: Safety, environmental demands and the future of viable transports
- Ports in change: Business operations and port technology
- Innovative ship solutions

The conference language is English

Special fee for the SeaTec Helsinki 10 exhibitors. Visit: mkk.utu.fi/en

Organiser: Centre for Maritime Studies, University of Turku



Kuva: STX Europe



Kuva: RCCL



Kuva: STX Europe

www.seatechelsinki.fi

Open: tue–thu 9 am–5 pm, fri 9 am–4 pm.

Admission by registration via internet www.seatechelsinki.fi or buying a ticket at the entrance €20.

Organisers: The Finnish Fair Corporation with Expomark Oy.

FREJ MATTSSON, DNV:

Recycling of Ships Getting Environmentally Sound

Photo: Risto Valkeapää

In shipbuilding and the shipping world there is a large shift towards better regulation on hazardous materials and environmentally sound way of recycling.

"In order to manage the process from new building to recycling there will be – for each ship to be built – a document worked out, called 'Inventory of Hazardous Materials (IHM),' Principal Surveyor Mr. Frej Mattsson from Det Norske Veritas says.

"This document will follow the vessel from the new building yard to the recycling yard. International Maritime Organization (IMO) has formed the guidelines of this renewal which will take effect in the coming years. As a conclusion, it may, as an advice, be wise for all involved in the shipping industry to start to plan for the work in connection with their particular interests."

Ship recycling, or scrapping as has been the more common term, has not been widely regulated. However, the Basel Convention generally prohibits its OECD member states from exporting harmful waste to non-OECD countries.

"Some administrations, e.g. Finland, interpret this as also being a prohibition against selling ships for demolition to countries without first removing harmful and hazardous substances and materials. We had recently a related case in Finland," Mr. Mattsson notes.

IMO FORMED GUIDELINES

Since 2001, there have been published guidelines concerning ship recycling. IMO published in March 2004 the "Guideline on Ship Recycling." This is now an IMO Convention with the name "International Convention for the Safe and Environmentally Sound Recycling of Ships" and was adopted on May 2009 by 63 member delegates. It was agreed that it will come into force 24 months after the entry-into-force conditions were met.

Mainly, these conditions are met when 15 member states, of which the combined merchant fleet is not less than 40 % of the world's fleet, have ratified the convention.

This Convention will provide regula-

tion, for example, on the design, construction, operation and preparation of ships so as to facilitate safe and environmentally sound recycling without compromising safety and operational efficiency of ships.

Regulations mean the operation of ship recycling facilities in a safe and environmentally manner.

Regulations join also to the establishment of an appropriate enforcement mechanism for ship recycling, incorporate certification and reporting requirements.

The objectives for the Convention are first to give guidance to "best practice" in ship recycling process throughout the life cycle of the ship. The second objective is significantly minimise the use of hazardous materials and identify those materi-





The document named Inventory of Hazardous Materials (IHM) is a step towards environmentally sound way of recycling, says Frej Mattsson.

als. It should also phase out the impact on workers health, welfare and safety and to protect the environment at the recycling facilities. The regulations are to form one stage in the development of mandatory international regulations.

TAKING EFFECT 2013–2016

As it has taken about five years for conventions to be finally ratified, IMO has now set a target on three years. It is thus believed that the convention will take effect between the years 2013 and 2016.

IMO urged the member states to start, as a first step, to do the home work in ratifying the convention as soon as pos-



sible, then secondly to initiate action to provide technical assistance without waiting for the entry into force and thirdly to initiate action to ensure the effective im-

plementation and enforcement of the convention when it takes effect. ■

RISTO VALKEAPÄÄ

The Flagship Maritime Trade Fair in Northeast Asia

Shiptec China 2010

- 7TH INTERNATIONAL SHIPBUILDING, PORTS AND MARINE EQUIPMENT EXHIBITION FOR CHINA

26-28 October 2010

Dalian World Expo Center, Dalian, Liaoning, PR China

Shiptec China, the upgraded edition of Shiport China which had been serving the industry since 1998 till 2008, will carry on its obligation to present revolutionary innovations in areas such as shipbuilding, ship repairing, ship auxiliaries, port and logistics, marine services, marine technology and offshore engineering from 2010 on.

The market that Shiptec China will serve includes Japan, Korea, Russia and two major shipbuilding bases of China in Around Bohai Sea Area and in the Yangtze River Delta where the shipyards hold most of the world's shipbuilding orders.

More information is available at <http://www.shiptec.com.cn>. Welcome to join us!



Shiptec China's Objectives in 2010:

- 700+ exhibitors from all over the world
- 30%+ international exhibitors
- 15,000 of professional visitors
- 30,000 square meters of gross exhibition area
- 10 national pavilions

Hosted by:

China Association of the National Shipbuilding Industry
China Shipowners' Association
Chinese Society of Naval Architects & Marine Engineers
Dalian Municipal People's Government

Organized by:

Dalian Xinghai Exhibitions Co., Ltd.



For enquiries, please contact Mr. Harbor Chai, International Marketing Director, Dalian Xinghai Exhibitions
Tel: +86-411-3991-6904 Fax: +86-411-8480-9988 E-mail: shiptec.china@gmail.com

Selka-Line Oy – Custom Made Furniture

Selka-Line Oy manufactures high quality furniture for the marine industry and contract use.

We have supplied furniture for cruise ships and passenger vessels around the world; Recent deliveries are Oasis Of the Seas for RCCL, Color Super Speed I and II for Color Line, Viking XPRS for Viking Line, Armorique for Brittany Ferries, Baltic Princess for Tallink, Independence of the Seas for RCCL, Liberty of the Seas for RCCL among others.

We produce custom made furniture and you can find hundreds of standard models in our collection. ■

More information:
www.selka.fi



company directory



Photo: Royal Caribbean International

BALTIC YACHTS OY AB LTD

Balticvägen 1
FI-68555 Bosund
Finland
Phone +358 6 781 9200
Fax +358 6 781 9222
www.balticyachts.fi

**Contact Person**

Kenneth Nyfelt
Sales Director
kenneth.nyfelt@balticyachts.fi

Facts & Figures

Turnover: EUR 25 million
Personnel: 155
Established: 1973

Specialty Areas

Sailing and motor yachts

BEVTEC OY AB

Konalantie 47 B
FI-00390 Helsinki
Finland
Phone +358 9 547 1700
Fax +358 9 547 1701
bevtec@bevtec.fi
www.bevtec.fi

Contact Person

Kaj Nykvist

Facts & Figures

Turnover: EUR 3,5 million
Personnel: 14
Established: 1998
Parent Company: Bevtec AS

Specialty Areas

Beverage dispense multiflow systems
Softdrink-, beer-, wine-, liquor-dispensers and control systems
Planning project management, equipment, installation, start up, after sales support

BUREAU VERITAS

Hermannin rantatie 10
FI-00580 Helsinki
Finland
Phone +358 10 830 8630
Fax +358 10 830 8690
helsinki@fi.bureauveritas.com
www.bureauveritas.com

**Contact Person**

Olli Kaljala
Chief Executive
olli.kaljala@fi.bureauveritas.com

Facts & Figures

Personnel: 50
Established: 1984 (Finland)
Parent Company: Bureau Veritas SA (est. 1828)

Specialty Areas

Survey of ships & ship equipment, classification of newbuildings
Inspection of industrial products & goods for international trade
Certification of management systems against international standards

DET NORSKE VERITAS OY AB

Keilasatama 5
FI-02150 Espoo
Finland
Phone +358 9 681 691
Fax +358 9 692 6827
Helsinki.Classification@dnv.com
www.dnv.fi

**Contact Person**

Jan Laukøy
Area Manager
jan.laukoy@dnv.com

Facts & Figures

Personnel: 40 (in Finland)
Established: 1864
Parent Company: Det Norske Veritas AS

Specialty Areas

Classification of ships, rigs, equipment and material

ELEKTROSKANDIA FINLAND OY

P.O. Box 360
FI-05801 Hyvinkää
Finland
Phone +358 10 509 311
Fax +358 10 509 3222
www.elektroskandia.fi



Elektroskandia
Finland

Contact Person

Juhani Lehtinen
Director, Marine Segment
juhani.lehtinen@elektroskandia.fi

Facts & Figures

Turnover: EUR 235,1 million (2008)
Personnel: 340
Established: 1923
Parent Company: Rexel Group

Specialty Areas

Electrical wholesaling; Electrical items such as electrical installation materials, cables, cable racks, cable penetrations and seals.
Also deliveries of all electrical items for marine business.

EVAC OY

Sinimäentie 14
FI-02630 Espoo
Finland
Phone +358 20 763 0200
Fax +358 20 763 0222
Firstname.Lastname@ZMP-Zodiac.com
www.evac.com

**Contact Person**

Mika Karjalainen
Mika.Karjalainen@ZMP-Zodiac.com

Facts & Figures

Turnover: EUR 53 million

Specialty Areas

Evac is an international company that forms part of the French Zodiac Marine & Pool Group. Evac designs, manufactures and markets environmentally friendly wet and dry waste collection and treatment systems for the shipbuilding industry. Skilled personnel, professional design and high-quality technical solutions have facilitated continuous growth, both in turnover and market share.

1

FENNOCON OY
FENNOCON OY
Engineering & Naval Architecture

Kairiskulmantie 10
 FI-20760 Piispanristi
 Finland
 Phone +358 2 253 1200
 Fax +358 2 244 0000
 www.fennocon.fi

Contact Person

Martti Hörkkö
 Managing Director
 martti.horkko@fennocon.fi

Specialty Areas

We provide the basic design and engineering of HVAC-systems of cruisers public spaces, galleys and cabin areas.
 We also design power plant packet applications for ship, off-shore and stationary environment.
 Our clients are mainly yards, turn-key companies and shipping companies.

7

FINLAYSON OY
Finlayson

Headquarter:
 Heikkiläntie 7 A
 FI-00210 Helsinki
 Finland
 Phone +358 20 721 3671
 Fax +358 20 721 3679
 proship@finlayson.fi
 www.finlayson.fi

Contact Person

Mari Ylinen
 mari.ylinen@finlayson.fi
 Askonkatu 9 C, 2nd floor, FI-15100 Lahti, Finland

Facts & Figures

Established: 1820
 Parent Company: Finlayson & Co

Specialty Areas

Finlayson Pro interior textiles bed products provide a rich source of inspiration for an integrated decoration of public spaces.

9

See page 1

GEODIS WILSON

WTC Schiphol, Schiphol blvd. 351, H-tower, 7th floor
 1118 BJ Schiphol Airport, The Netherlands
 Phone +31 20 655 7112
 Fax +31 20 655 7191
 info@hq.geodiswilson.com
 www.geodiswilson.com


GEODIS
wilson
Contact Person

Andreas Market
 Vertical Market Manager, Marine Logistics
 andreas.market@us.geodiswilson.com

Facts & Figures

Turnover: EUR 2 billion (2008)
 Personnel: 5500
 Established: 2007
 Parent Company: SNCF Geodis

Subsidiaries & Representatives

Geodis Wilson runs 250 offices worldwide in 53 countries

Specialty Areas

Geodis Wilson offers integrated transport services and tailored logistics solutions for special industries. i.e. for cruise shipping lines and the marine industry.

2

7

HUURRE INSULATION OY
HUURRE

P.O. Box 127
 FI-33101 Tampere
 Phone +358 20 5555 11
 Fax +358 20 5555 288
 www.huurreinsulation.fi

Contact Person

Petri Hiilloste
 insulation@huurre.com

Facts & Figures

Turnover: Approx. EUR 23 million
 Personnel: Approx. 130
 Established: 1946
 Parent Company: Huurre Group Oy

Specialty Areas

Provision stores
 Walk-in rooms in galleys/pantries
 Insulated doors
 Insulated fire doors, A60, for cold stores

2

7

See page 19

JUKOVA OY

Jukovantie 20
 FI-21430 Yliskulma
 Finland
 Phone +358 10 474 444
 Fax +358 10 474 4290
 jukova@jukova.fi
 www.jukova.fi

Contact Person

Stefan Sundblom
 stefan.sundblom@jukova.fi

Specialty Areas

Modular balconies, sliding doors, balcony divider walls and glass railings.
 Sofabeds and Pullman beds.

7

See page 11

KAEFER OY

Lehtimäentie 17, FI-21290 Rusko, Finland
 Phone +358 2 437 9400
 Fax +358 2 438 6692
 kaefer@kaefer.fi
 www.kaefer.fi


KAEFER
Contact Person

Janne Sirviö
 janne.sirvio@kaefer.fi

Facts & Figures

Turnover: EUR 20 million
 Personnel: 75
 Established: 1977
 Parent Company: KAEFER GmbH

Subsidiaries & Representatives

MML Shipbuilding Oy LTD, Finland
 KAEFER OÜ, Estonia

Specialty Areas

Interior solutions for the shipyards and ship owners
 Turnkey services for accommodation and public areas
 All type of insulation services for marine industry

1. Consulting
 2. Equipment
 3. Machinery

4. Materials
 5. Safety
 6. Systems

7. Turnkey Deliveries
 8. Yards
 9. Other

LAUTEX OY AB**OY LAUTEX AB**

P.O. Box 58
FI-03101 Nummela
Finland
Phone +358 9 224 8810
Fax +358 9 222 5447
sales@lautex.com
www.lautex.com

Contact Persons

Juha Kytö
Jukka-Pekka Tuominen
Thomas Pökelmann

Facts & Figures

Turnover: EUR 14 million
Personnel: 90
Established: 1951
Parent Company: Christian Berner Invest AB

Specialty Areas

Ceilings for ship accommodation and public spaces, such as metal panels, profiles, tiles and grating in aluminium or steel
Special ceilings, domes and beams etc.
Various finishes possible: real wood finish, digital coating etc.

See page 21

**PARKER HANNIFIN OY
HYDRAULIC FILTER DIVISION EUROPE**

Salmentie 260
FI-31700 Urjala As.
Finland
Phone +358 20 753 2500
Fax +358 20 753 2501
filtration.finland@parker.com
www.parker.com

**Contact Person**

Olli Rantanen
olli.rantanen@parker.com

Facts & Figures

Personnel: 200
Established: 1964
Parent Company: Parker Hannifin

Specialty Areas

Filtration:
Lubrication oil filtration, fuel oil filtration, hydraulic filtration
Condition Monitoring

See page 9

NIT NAVAL INTERIOR TEAM

Hadvalantie 10
FI-21500 Piikkiö
Finland
Phone +358 2 477 8200
Fax +358 2 477 8210
www.niteam.com

Contact Person

Arto Naumala
arto.naumala@niteam.com

Facts & Figures

Turnover: EUR 16 million
Personnel: 20
Established: 2000

Specialty Areas

Turnkey deliveries for Cruise Liners and passenger ships
Interior materials and tailor made interior modules
Refurbishments and refits for Cruise Liners and Passenger ships

PATRIA AVIATION ENGINE BUSINESS UNIT

FI-37240 Linnavuori
Finland
Phone +358 40 869 2800
Fax +358 204 69 2801
www.patria.fi

**Contact Person**

Seppo Tamminen
seppo.tamminen@patria.fi

Facts & Figures

Turnover: EUR 12 million
Personnel: 150
Established: 1947
Parent Company: Patria Industries

Specialty Areas

Maintenance and overhaul of high speed diesel engines and related equipment (500-6000 kW, Authorised MTU Service Dealer)
Maintenance and overhaul of industrial and marine gas turbines
Special repairs of parts for diesel engines and gas turbines

PEDRO OY

Tehdastie 4-6
FI-15560 Nastola
Finland
Phone +358 3 873 900
Fax +358 3 873 9010
www.pedro.fi

Contact Person

Juha Lehtonen
Managing Director
juha.lehtonen@pedro.fi

Facts & Figures

Turnover: EUR 3,4 million €
Personnel: 30
Established: 1988

Specialty Areas

Special furnitures for ships and hotels

PORT OF HELSINKI

P.O. Box 800
FI-00099 Helsinki
Finland
Phone +358 9 310 1621
Fax +358 9 3103 3802
port.helsinki@hel.fi
www.portofhelsinki.fi

Contact Persons

Antti Saarinen
Cargo
antti.saarinen@hel.fi
Eeva Hietanen
Cruise
eeva.hietanen@hel.fi

Specialty Areas

Containers
Ro-Ro
Passengers

PROJEKTIA OY

Tuulissuontie 21
FI-21420 Lieto
Finland
Phone +358 2 477 9200
Fax +358 2 477 9210
projektia@projektia.fi
www.projektia.fi

**Contact Person**

Paavo Mikkola
paavo.mikkola@projektia.fi

Specialty Areas

Provision Refrigeration and cooling systems

RENOTECH OY

Virusmäentie 65 N, FI-20300 Turku
Finland
Phone +358 10 830 1600
Fax +358 2 254 3745
rt@renotech.fi
www.renotech.fi

**Contact Persons**

Bob Talling, bt@renotech.fi
Juhani Laaksonen, jl@renotech.fi

Facts & Figures

Turnover: EUR 2 million
Personnel: 14
Established: 1994

Specialty Areas

GRG decorative wall and ceiling elements, mouldings and sculpture work. DGG light-weight gypsum board. Renopur decorative surface finishes, paint effects, marbling, wood graining, gilding, paintings and art work. Stonemix textured mouldings and finishes. Renofix non-combustible glues. Fireshield acoustic and fire proofing. Renolmage silk printing and 3-D release films. Acoustic flooring and floor screeds. B-15 elements and draught stop.

ROLLS-ROYCE OY AB

P.O. Box 220
FI-26101 Rauma
Finland
Phone +358 2 837 91
Fax +358 2 8379 4804
rolls-royce.finland@rolls-royce.com
www.rolls-royce.com/marine



Rolls-Royce

Contact Person

Liisa Snellman
Communications
liisa.snellman@rolls-royce.com

Facts & Figures

Turnover: EUR 430 million
Established: 1988
Parent Company: Rolls-Royce plc

Subsidiaries & Representatives

Rolls-Royce Worldwide sales and service network

Specialty Areas

Thrusters, propulsion systems, winch systems
Stabilizers, steering gears, bearings

SAINT-GOBAIN RAKENNUSTUOTTEET OY

P.O. Box 250
(Kerkkolankatu 37-39)
FI-05801 Hyvinkää
Finland
Phone +358 20 775 511
Fax +358 20 775 5267
firstname.lastname@saint-gobain.com
www.isover.fi

**Contact Person**

Matti Reijonen
Sales Manager

Facts & Figures

Turnover: EUR 200 million
Personnel: Approx. 550
Established: 1941
Parent Company: Saint-Gobain

Specialty Areas

Saint-Gobain Rakennustuotteet Oy manufactures and sells mineral insulation products for heat insulation, sound reduction, and fire protection on ships. Additional information regarding the new fire insulations is available at: www.isover-ultimate.com

S.A. SVENDSEN OY

Särkiniementie 3 B
FI-00210 Helsinki
Finland
Phone +358 9 6811 170
Fax +358 9 6811 1768
www.sasvensen.com



S.A.Svendsen Oy

Contact Person

Kimmo Räisänen
Managing Director
kimmo.raisanen@sasvensen.com

Facts & Figures

Turnover: EUR 16,5 million
Personnel: 11
Established: 1981

Specialty Areas

Complete turnkey deliveries for cruise ships and ferries
Interior materials and custom made interior modules
Refurbishments and refits for cruise ships and ferries

SELKA-LINE OY

Harjuviidantie 3
FI-15550 Nastola
Finland
Phone +358 3 882 610
Fax +358 3 882 6110
www.selka.fi

**Contact Person**

Marjo Leinonen
Export Manager
marjo.leinonen@selka.fi

Facts & Figures

Turnover: EUR 3,2 million
Personnel: 20
Established: 1985

Specialty Areas

Selka-line Oy produces high quality furniture collection for bars/restaurants and components for furniture industry, also special furniture according to architect/designer drawings.

STEERPROP LTD

P.O. Box 217
FI-26101 Rauma
Finland
Phone +358 2 8387 7900
Fax +358 2 8387 7910
www.steerprop.com

Contact Person

steerprop@steerprop.com

Specialty Areas

Steerprop Ltd, The Azimuth Propulsion Company - a maker of azimuth propulsion up to 20 MW, also dual-end CRP solutions.
Potential applications: offshore vessels, ferries, tugs, ice breakers.

STX FINLAND OY

P.O. Box 666
(Telakkakatu 1)
FI-20101 Turku
Finland
Phone +358 10 6700
Fax +358 10 670 6700
www.stxeurope.com

Specialty Areas

STX Europe is an international shipbuilding group which aims to be the leading builder of cruise and offshore vessels. The group has a strong position in terms of developing state-of-the-art concepts, technology, processes and products for customers around the world. STX Europe AS comprises 15 shipyards in Finland, France, Norway, Romania, Brazil and Vietnam. STX Europe has approximately 16 000 employees. Formerly known as Aker Yards, the group changed its name to STX Europe in November 2008.

**VTT TECHNICAL RESEARCH CENTRE OF FINLAND
VEHICLE ENGINEERING**

P.O. Box 1000
FI-02044 VTT
Finland
Phone +358 20 722 4294
Fax +358 20 722 4815
www.vtt.fi

Contact Person

Seppo Kivimaa
Vehicle Engineering
seppo.kivimaa@vtt.fi

Facts & Figures

Turnover: EUR 245 million
Personnel: 2700
Established: 1942

Specialty Areas

R&D services. In vehicle engineering VTT offers expertise in model and full-scale tests, computational fluid dynamics, structural monitoring, structural integrity and dynamics, maritime simulations and virtual prototyping, maritime safety and environmental engineering, small craft design analysis, hydraulics.

WINDSIDE PRODUCTION OY LTD

Keskitie 4
FI-44500 Viitasaari
Finland
Phone +358 208 350 700
Fax +358 208 350 701
finland@windside.com
www.windside.com

Contact Person

Sara-Maaria Asp
Export Manager
sara@windside.com

Specialty Areas

Windside wind turbines for battery charging are safe, soundless and ecological solution for energy production wherever energy is needed. They meet the requirements of the demanding professional use in the harshest of environments. Their unique features ensure reliability, high efficiency, long life span, durability and an absolute minimum of maintenance. All the advantages of the turbine together with the beautiful design, enables almost limitless use of Windside.

NOTES

Posidonia 2010

7-11 June 2010

Hellenikon Exhibition Centre, Athens, Greece

Your opportunity

The biggest gathering in the shipping calendar
with the owners of the world's largest fleet.

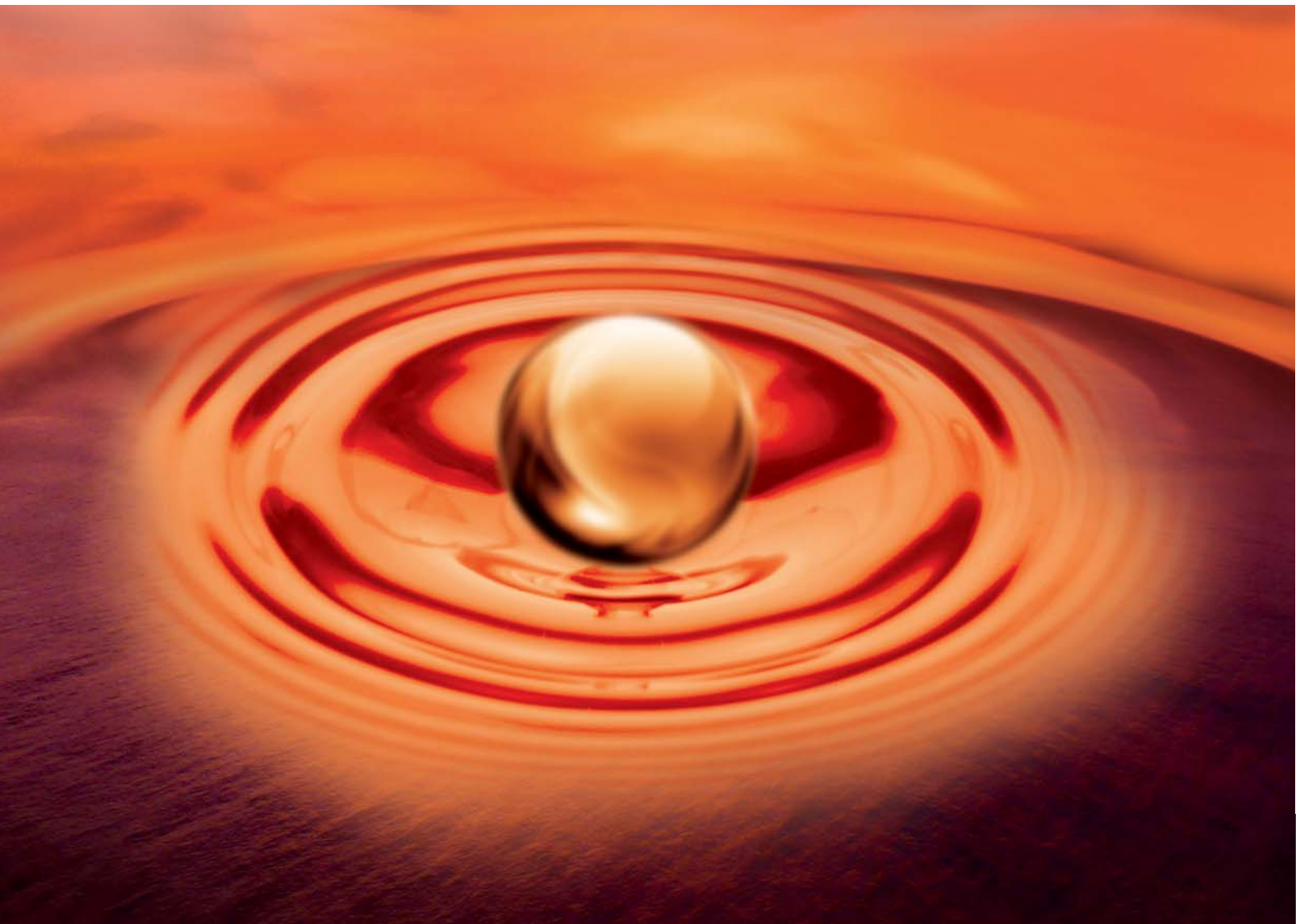
Welcome to the home of shipping



Organisers: **Posidonia Exhibitions SA**, e-mail: posidonia@posidonia-events.com
Tel. +30 210 428 3608, Fax +30 210 428 3610

www.posidonia-events.com

The **round shape** of success



In honour of our 60th anniversary, KempPi greets the welding industry with an uplifted company image. The new, airier logo reflects KempPi's flexible services and our power to pioneer innovation. The symbol's round shape represents the core of the welding process: the droplet that is dynamically produced by a controlled arc – KempPi's lifelong commitment.

A droplet makes an ocean.