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editorial

ARCTIC CRUISING IS COMING

Climate statistics reveal that the yearly retreat of arctic ice is rapidly increasing. This is a big problem for ice bears but an interesting possibility for arctic navigation and also for arctic cruise business.

There are still limited amount of ice-free days per year, which means that the vessel technology has to ensure efficient and safe navigation. Ship designs need to fulfil a number of technical requirements regarding hull form, ice strengthening, propulsion power and winterisation.

Class societies such as Bureau Veritas have been taking this issue very seriously by setting up an extensive R&D program into arctic navigation. Good knowledge and experience of crews' navigation in ice is an important part of cruising in arctic circumstances.

Finland has a long history in ice navigation. For example, Aker Arctic has solid knowledge and long experience with ice-classed ships. This speciality area will be important also to Finnish shipyards in the hard competitions of cruise vessel construction business.

One important indication that arctic navigation is, in fact, becoming a larger business, is that STX Finland Oy and United Shipbuilding Corporation (USC) have formed a joint venture company which will specialise in arctic shipbuilding technology.

Discovery of large oil and gas reserves in the arctic region open up growth possibilities for shipping and offshore activities in arctic areas.

New ship types and larger vessels are coming, opening quite new dimensions for shipbuilding and international marine business. Arctic cruising is a growing business for companies which already arrange trips to the polar areas.

RISTO VALKEAPÄÄ
EDITOR-IN-CHIEF

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Photo: Beacon Finland

Beacon Finland is an international forerunner in the field of pusher-barge assemblies. Already in 1990, Beacon Finland developed the JAK®-ATB Coupling System for pusher-barge assemblies. Page 18.



Photo: Aker Arctic Technology Inc

Aker Arctic Technology Inc is running a brand-new facility in Helsinki, the only privately owned ice model testing facility in the world. Page 24.

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Photo: Lloyd's Register

New P&O ships receive state of the art design support from Lloyd's Register. These ferries are the first to be designed to comply with the new Safe Return to Port (SRtP) requirements. Pages 34.



Photo: Meyer Werft

Although being hit hard by the global recession, the German shipyards are not down and out yet. There is Meyer Werft which is coming off a rather successful year despite all the turbulence in the industry. Pages 44-46.

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LET ME ENTERTAIN YOU
Allure of the Seas is ready to play



Photos: Royal Caribbean International

It was the first time ever that a cruise ship was named by a fairytale princess. And not just anyone at that – Royal Caribbean pulled out all the stops to recruit Her Royal Highness Princess Fiona to perform the appropriate bottle-breaking. She was truly larger than life – at least in the sense that (technically) she is not living at all, but a 3-D star of the international blockbuster movie SHREK.

Royal Caribbean wanted to give an animated cartoon character a chance to be the godmother of the ship to celebrate the new partnership between RCCL and DreamWorks Animation film studio.

Fiona certainly did not disappoint, presiding over the celebration with true charm, while interacting in 3-D with Royal Caribbean Cruises Ltd.'s Chairman and CEO, Richard D. Fain, during the ceremony.

Fain was clearly taken by Her Royal Highness, commenting that it's never easy choosing the right godmother, but RCCL came to realise they had the perfect candidate right in front of them.

"Princess Fiona is not only a Royal, but we felt such a unique ship deserved a unique godmother and Princess Fiona symbolises the fun and entertainment that is so extraordinary on Allure of the Seas," said Fain.







Royal Caribbean International announced Princess Fiona as the godmother of Allure of the Seas during the naming ceremony of the cruise line's newest and world's largest and most revolutionary cruise ship. Picture above from left to right are: Adam Goldstein, president and CEO of Royal Caribbean International; Richard D. Fain, chairman and CEO of Royal Caribbean Cruises Ltd.; Princess Fiona; and Captain Hernan Zini, master of Allure of the Seas.

THE ENTERTAINMENT SHIP

Attended by approximately 3,500 guests, the naming ceremony took place in Allure's main Amber Theater and was broadcasted live throughout the ship, as well as via streaming video on the internet. The ceremony included a range of entertainment, complete with the customary bagpipe-and-drums procession. Nevertheless, the definite highlight of the show was the breaking of the Champagne bottle on the ship's hull, electronically activated by one swift karate-chop by Princess Fiona herself.

The shattering of the bottle remarked a new beginning – and the end of a long

road, as well, in a sense. In his blog, Fain reminisced over the delivery ceremony back in Turku, Finland, a month earlier. There were only two documents waiting to be signed at STX Finland offices: one signifying the formal transfer of ownership and another providing instruction to the bank for the transfer of the final payment.

Looking back, Fain admitted that the closing created conflicting emotions for him.

"On the one hand, it was anti-climactic. After millions of man hours, years of effort, endless argumentation and consideration, and tons of sweat and tears,

a simple one page document saying it was complete didn't seem momentous enough."

On the other hand, signing a one page sheet of paper transferring a billion dollars felt like an awesome responsibility.

"I have to admit that my hand hesitated a bit before actually signing that paper," Fain confesses.

MORE THAN PICTURE PERFECT

After the required ink was committed to paper, it was time for a little party. A host of VIP visitors climbed onboard Allure for some celebrations and flag changing cer-





Koja Marine Air Handling Unit installation onboard Allure of the Seas.



Evac's scope of supply to the Allure of the Seas:

- over 4 000 pcs of silent and hygienic vacuum toilets, model Evac 910 Wall Prestige Silent USPH
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Waves along passanger corridor by Antti-Teollisuus.

emony – to give a taste of what's to come, even Shrek himself made an appearance. Finally Captain Hernan Zini gave the order to raise the ship's flags, signifying that the ship has changes ownership and was ready to be taken into service.

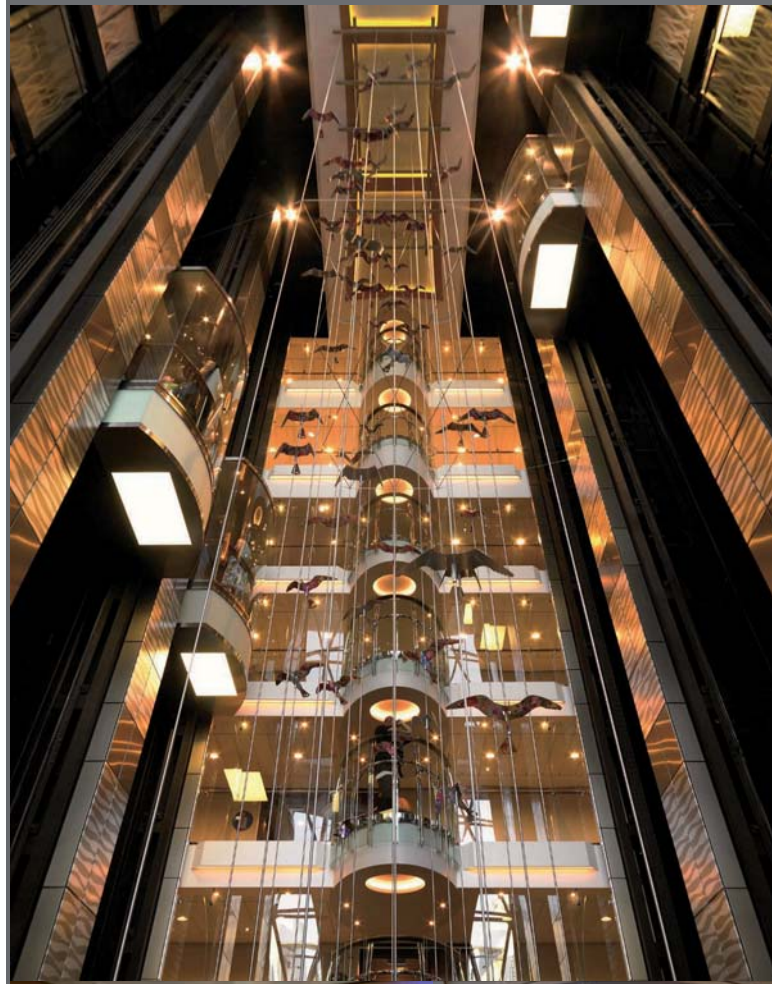
RCCL people were all extremely pleased with the outstanding level of quality onboard. After all, there were only 230 comments left outstanding at the delivery of the ship. Fain remarked that 230 comments for a vessel of this scale was an "amazing accomplishment" – sister ship Oasis had 6,000 comments upon delivery.

Promptly heading out of Finland and the Baltic Sea, Allure wasted little time crossing the Atlantic to arrive in Ft. Lauderdale on November 16. Fain was there, too, up in John L. Lloyd State Park to greet the fleet's newest addition. The CEO It was able to watch the magnificent sunrise silhouette of the Allure, waiting on the horizon. ■

SAMI J. ANTEROINEN



Rauma Interior Oy delivered furniture for 2,630 passenger cabins and 32 officer cabins on Allure of the Seas. The cabins were by no means identical: there are 80 different cabin types (and mirror versions of each). In addition, the furniture package varies in every cabin type.



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The Great Decking Challenge

Lemminkäinen provided the deck covering systems for the outdoor deck areas of the Allure of the Seas. In addition, Lemminkäinen coated the loft balconies. The total work area was 17,000 square metres.

Tomi Hulmi, Product Group Manager for Lemminkäinen Rakennustuotteet Oy, says that the schedule was a tight one, but everything was completed in time.

"When working outside, weather poses always the biggest challenges – during rain, decking systems can't be undertaken at all if proper weather protection is not in place."

During the most hectic phase in the summer, there were 30 people working on the deck coverings. The covering project took about 10 months to complete.

Lemminkäinen has a long experience regarding cruise ship coatings. Oasis received the same beauty treatment as Allure, and the company worked also on the three Freedom-class ships.

"In fact, Lemminkäinen made the first ship deck coatings in Turku in 1987," Hulmi says.

Presently, the company is doing deck coverings on P&O Ferries' two vessels in Rauma and is involved in the Color Line conversion project in Helsinki, as well. ■

BevTec: Sweet Soda Story

Beverage sales onboard luxury cruisers is a must – a thirst-quenching soft drink under the hot sun goes a long way in setting the right holiday mood. BevTec has provided complete beverage dispense systems for the biggest cruise ships out there – Allure of the Seas is only the latest addition to the list.

"We supplied about 140 bar dispense pistols to Allure, along with nine beverage towers," says Kim Sundström, Project Manager from BevTec.

Allure is the biggest worksite as of yet, edging sister ship Oasis by less than ten beverage pistols. Altogether, the soda operation took one year to complete, with 2-3 BevTec professionals working hard to equip the entire vessel with "refreshment infrastructure".

"In addition to soda, there's also juice available."

According to Sundström, work on Allure was not as tough as it sounds, since the general layout was already familiar from Oasis. Still, the project could not be wrapped up in Finland:

"In the end, we flew to Florida to finish the outdoor beverage areas of the ship." This work could not be conducted on the Atlantic crossing, due to the risk of freezing. ■

Puttek Oy – Specialists for Pipe Clamps and Supports

Based in Toijala (Finland), Puttek Oy is a company specialised in the production of high quality pipe clamps and supports for ships and offshore structures. Established back in 1982 it is today the largest supplier of such components for the Finnish shipbuilding industry. The clients list comprises renowned shipyards in Finland, Germany and France.

Puttek's sophisticated product range features a vast variety of steel and aluminum pipe clamps and supports, which are surfaced and insulated as specified by the client. Custom made products manufactured according to client drawings and specifications are supplied as well. Thanks to their outstanding quality Puttek's products are used in numerous demanding types of vessels and offshore structures, including cruise vessels, oil tankers, gas tankers, oil drilling platforms as well as storage tankers. Passenger shipping references include, among many others, the "Stena Discovery", "Superfast III" as well as her sister "Superfast IV", and Royal Caribbean Cruise Lines' "Voyager of the Seas" along with her sister ships. ■

More information: www.puttek.fi

Cable for Allure

Helkama Bica was involved in the massive cabling effort of the Allure of the Seas. Headquartered in Hanko, the company specialises in the manufacturing and development of marine cables, with a track record that spans already two decades.

Helkama produces only halogen-free cables, since they improve the fire safety of the ships by not emitting toxic burning fumes or thick smoke, explains Sami-Pekka Arlin, Helkama Area Sales Manager.

"This also means that no corrosive gases damaging the ship and its equipment are emitted in case of a fire."

Using the latest technology, the company has also been able to reduce cable

weight and size to a minimum and still maintain quality, enabling easy installation. Helkama marine cables are approved by all major classification societies.

MASTERING MARINE

Helkama has cooperated with STX and its predecessors for years and expects that quality shipbuilding will continue in Finland in the future, as well. Helkama, however, is mostly geared towards exports, with 90 % of the products going abroad.

"We're delivering cables into over 40 countries around the world," says Arlin.

As a highly specialised, independent and optimum-sized company, Helkama has

been able to grow steadily over the years. Listening intently to its customers and responding quickly to their needs, Helkama has become known for its commitment to service.

Furthermore, the company's short delivery times enable punctual deliveries and a high level of client satisfaction. In addition to its Finnish factories (located in Hanko and Kaarina, respectively), the new production plant in Shanghai, China, kicked off in 2006. ■

More information: www.helkamabica.fi

SAMI J. ANTEROINEN

Photo: Royal Caribbean International



A UNIQUE CRUISE DESTINATION IN FINLAND

Rauma charms with its beauty and sights

Rauma, situated on the east coast of the Bothnian Sea, is among Europe's leading city tourism destinations.

Founded in 1442, Rauma's location is excellent from the perspective of cruise travellers: from either the Swedish capital Stockholm or Finland's Helsinki, the trip to Rauma takes no more than one night. Rauma is rather unique in European terms, since the town is home to no less than two UNESCO world heritage destinations, which are among the treasures of humanity.

The first of Rauma's UNESCO sites is Old Rauma, the town centre comprising ornate old wooden houses. The

town's medieval roots are still clearly visible in the district's features and idyllic layout. Old Rauma is full of charming sights: the Church of the Holy Cross, built at the end of the 15th century; an old town hall from the 18th century; and one of Finland's most beautiful squares. The area is made more attractive and lively by its small specialist shops, selling handicrafts, interior décor, and antiques, over a hundred of which are within walking distance of one another. Tourists should also find out more about Rauma's distinctive specialty, bobbin lace making, which is very prominent in the Old Rauma district.

In Lappi, about a 20-minute drive away from the centre of Rauma, you will find Sammallahdenmäki, Finland's first ar-

chaeological site to be awarded UNESCO world heritage status. This Bronze Age burial site is located in a striking natural environment, and comprises more than 30 granite burial cairns of different shapes and sizes.

The natural setting of some 300 islands as well as the maritime tourism services will form a key part of the Bothnian Sea national park to be established in the near future. The national park and its hiking routes will make this town of 40,000 an increasingly attractive tourist destination.

In addition to its cruise tourism, Rauma is also known for the STX port, where memorable cruise vessels and car ferries are built. ■

Paroc: Insulation for Allure

Paroc has been cooperating with the Finnish marine cluster for decades, finding the right insulation solutions for all kinds of vessels. Allure of the Seas is only the latest reference of the company.

"Over 90 % of insulation onboard consists of Paroc products," confirms Juha Mielikäinen from Paroc. In the Allure project, Paroc served in product delivery capacity, setting up a warehouse in the shipyard area which could service the construction without delay.

"This way, we could stay close to the customer and make sure that the flow of goods was optimal."

The logistics challenge was rather impressive, considering that there were Paroc products ranging from heat insulation to fire and sound, and the entire chain from production to hand-off to the client (or subcontractor) needed to be taken care of.

"Allure was such a big project with a lot riding on it – it was crucial that we could make our delivery schedules from start to finish," Mielikäinen says.

In the end, Paroc was able to overcome all obstacles and meet the deadlines.

"Whatever the problem, we came up with the proper solution." ■

More information: www.paroc.com

IVK-Tuote merges into Lindab Group

Lindab Group has acquired Finnish company IVK-Tuote Oy. Acquisition will strengthen Lindab's portfolio within sound attenuators, dampers and cleaning doors.

Both Lindab Group and IVK-Tuote have operated a long time in the marine business. Lindab has supplied ducts and terminal units for ships for over 30 years. IVK-Tuote, founded in 1988, is specialized in sound attenuating solutions in demanding conditions of marine industry.

A continuing product development, searching for new and more efficient solutions has helped Lindab become a major player on the world marine market for circular ducting. Lindab is proud to deliver duct systems for the major part of the world's cruise ships. Lindab puts a lot of effort in meeting the demands from customers on quality, logistics and flexibility. Together with the new sound attenuating solution from IVK-Tuote, Lindab offers a more complete ventilation system for Marine industry's needs.

This makes your choice easy, when looking for a quick, reliable and experienced partner in marine ventilation. ■

More information: www.lindabmarine.com, www.ivk-tuote.fi

The Antti logo, featuring the word "antti" in a stylized, lowercase font with a red triangle above it.

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5300 HP tug "Freedom" provided with JAK®-700 ATB Couplers.
Owner: Express Marine, Camden NJ.

Beacon Finland: Design Solutions for Marine Industry

Beacon Finland is an international forerunner in the field of pusher-barge assemblies. Already in 1990, Beacon Finland developed the JAK®-ATB Coupling System for pusher-barge assemblies.

ATB means, in essence, an articulated tug-barge system where a tug is engaged to barge with two couplers. These allow tug and barge to pivot in vertical direction independently, thus reducing forces in joint.

The basic idea of the invention was to improve the existing connection devices between the tug and the barge in the ATB system with the aim of a lightweight, safe, simple and cost-efficient coupling. Beacon Finland was able to overcome the conventional problems relating to heavy weight and high cost to create the JAK®-ATB Coupling System. As a consequence, also safety and stability were improved.

Technology Director Timo Rintala

says that today the JAK®-ATB Coupling System is in production in four sizes: "We have smaller systems for lakes and rivers and bigger ones for open sea," he says.

Over the period of two decades, the coupling system has seen many upgrades as feedback has come in from the customers, enabling product development to take place. "We also conduct the installation designs and calculations ourselves to make sure that all functional issues are at an optimum level."

AMERICAN ACTION

The biggest market for the ATB System is the United States where the devices are in use on all three coasts – east, west and south (Gulf of Mexico). In addition, there is some lake action as well. "All told, there are 40 units in the USA." Looking ahead, Rintala recognises that it is difficult to predict the future, but one thing seems clear: "The share of bigger devices in production is growing."

The Rauma-based Beacon Finland


was established in 1987 and it has a long track record of working with ship owners', shipyards and ship equipment manufacturers.

In addition to the JAK®-ATB Coupling System, the company has plenty of other experience in ship design – both conventional and special ships. The company's designers have expert knowledge on e.g. hydrodynamics, ship propulsion, structural strength and hydraulics.

OFFSHORE INNOVATION

Beacon Finland is also involved in the offshore sector where the company has delivered advanced propulsion applications for drillships which need to stay in one place during operation. "We have developed a thruster canister for the drillship which can be lifted inside the ship as required – when navigating a shallow channel, for instance," Rintala explains. At the moment, there are three drillships which utilise the solution. ■

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The Antarctic research and supply vessel being built for South Africa will have an overall length of 134 metres. Rauma Interior Oy delivered the furniture for all passenger and crew cabins onboard.



New Antarctic supply and research vessel

Since autumn 2010, STX Finland Oy's Rauma shipyard has been building an Antarctic research and supply vessel ordered to South Africa.

As a multi-purpose vessel, the research ship will also be able to carry 100 passengers in addition to a crew of 45 persons. The vessel is due for delivery in the spring of 2012.



for South Africa being built at Rauma

The final contract for building the new polar research vessel was signed by STX Finland and the South African Department of Environmental Affairs in No-

vember 2009. STX's engineers are also responsible for the ship's design.

According to STX Rauma Shipyard's Director Timo Suistio, the vessel has been

under construction since 9th September, 2010, when the first steel plates were cut.

"The shipyard's block factory has also been fully employed with the manufactur-



Mr. Alain Robertson started the plate-cutting work for the new research ship at Rauma Shipyard on 9th September, 2010.

ing of parts for the vessel. The ship's hull is to be assembled in the course of the spring and early summer of 2011. The launch has been scheduled for July," Mr. Suistio notes.

Further work on the ship's interiors and the equipment installations will continue throughout the second half of 2011 and early 2012.

"The vessel is to be completed by March 2012," asserts Suistio.

The value of the new vessel is close to 116 million euros. According to Mr. Suistio, the ship-building project will have a significant employment impact for the Rauma shipyard for one year onwards.

DESIGNED FOR DEMANDING TRANSPORT & RESEARCH WORK

STX Rauma Shipyard was awarded the contract for the polar research and supply vessel on the basis of a bidding competition. Mr. Suistio mentions that the shipyard has prior experience of designing and building large-scale polar research vessels.

"In the 1980's, Rauma Shipyard built the research ship Akademik Feodorov for Russia's Science Academy. Of course, the design principles have been updated in many respects for the ship currently under construction," he points out.

The new multi-purpose vessel being built for the South African scientific research community will operate as a supply, research and passenger vessel and an icebreaker.

The length of the ice-strengthened vessel will be 134 metres. The ship will provide accommodation for 45 crew members and approximately 100 scientists or passengers.

The Antarctic supply and research vessel will be used to transport scientists and research equipment for the South African National Antarctic Programme in the maritime area between South Africa, Antarctic islands and the Antarctica.

The vessel continuously records information on weather conditions for the use of meteorological institutions. It will be equipped with a shelter and a landing area for two Puma class helicopters, in addition to laboratories, a gym, a library, and a small hospital.

CLASSIFIED FOR SAFETY

The vessel can stay out at sea for several months and it also operates as a mobile laboratory. The vessel's classification allows it to transport passengers.

"What is particularly innovative

about this research ship is that it has been designed in accordance with SOLAS 2009 directive and Safe Return to Port regulations related to passenger safety. In fact, this is the first polar research ship in the world to be classified as an extremely safe passenger ship," explains Suistio.

While most of the polar research and supply vessel will be constructed by STX's Rauma Shipyard, Mr. Suistio expects that the ship's cranes, machinery, helipads, and research equipment will eventually be supplied by subcontractor companies.

"However, installation for even these pieces of equipment will be carried out at the shipyard. More than 80 percent of the ship will be built by Finnish shipbuilders," Mr. Suistio emphasises. ■

MERJA KIHIL
ARI MONONEN

Aker Arctic now operates a third generation ice model testing facility in Helsinki, Finland.

the ice technology partner

Aker Arctic



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Windside Wind Turbines for exceptional conditions

In Antarctica a German research group utilizes Windside wind turbines for producing power for device that record whale-noise and "singing". This is a great example of the most demanding professional use in the harshest of environments, for which Finnish Windside Wind Turbines have been designed. Completely self contained and automatic Windside Wind Turbines are operating also in other extreme marine environments. In addition to this Windside wind turbines are in use in over 40 countries since 1982.

Windside wind turbines have been designed for power production 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.

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Read more: www.windside.com



▲ WS-0,15B producing power for a lighthouse in Estonia



▲ Men assembling a WS-0,30A8 in Norway.



▲ WS-0,30A8 producing power for whale-noise recording device in Antarctica.



Aker Arctic Technology Inc – the Full Service Ice Technology Partner

Aker Arctic Technology Inc (Aker Arctic, or AARC) was established on December 30, 2004 and continues as an independent company the operations of the former Wärtsilä Ice Model Basin (WIMB, 1969), Wärtsilä Arctic Research Centre (WARC, 1983) and Kvaerner Masa-Yards Arctic Technology Centre (MARC, 1989).

On January 1st, 2005 Aker Arctic (AARC) organised under an independent company. The company employs a staff of 40 persons and has a turnover of 7 million euros.

The company is running a brand-new

facility in Helsinki, the only privately owned ice model testing facility in the world and is engaged in the business of research and development services, design and testing of icebreakers and other ice-going vessels as well as structures for arctic oil and gas field operations.

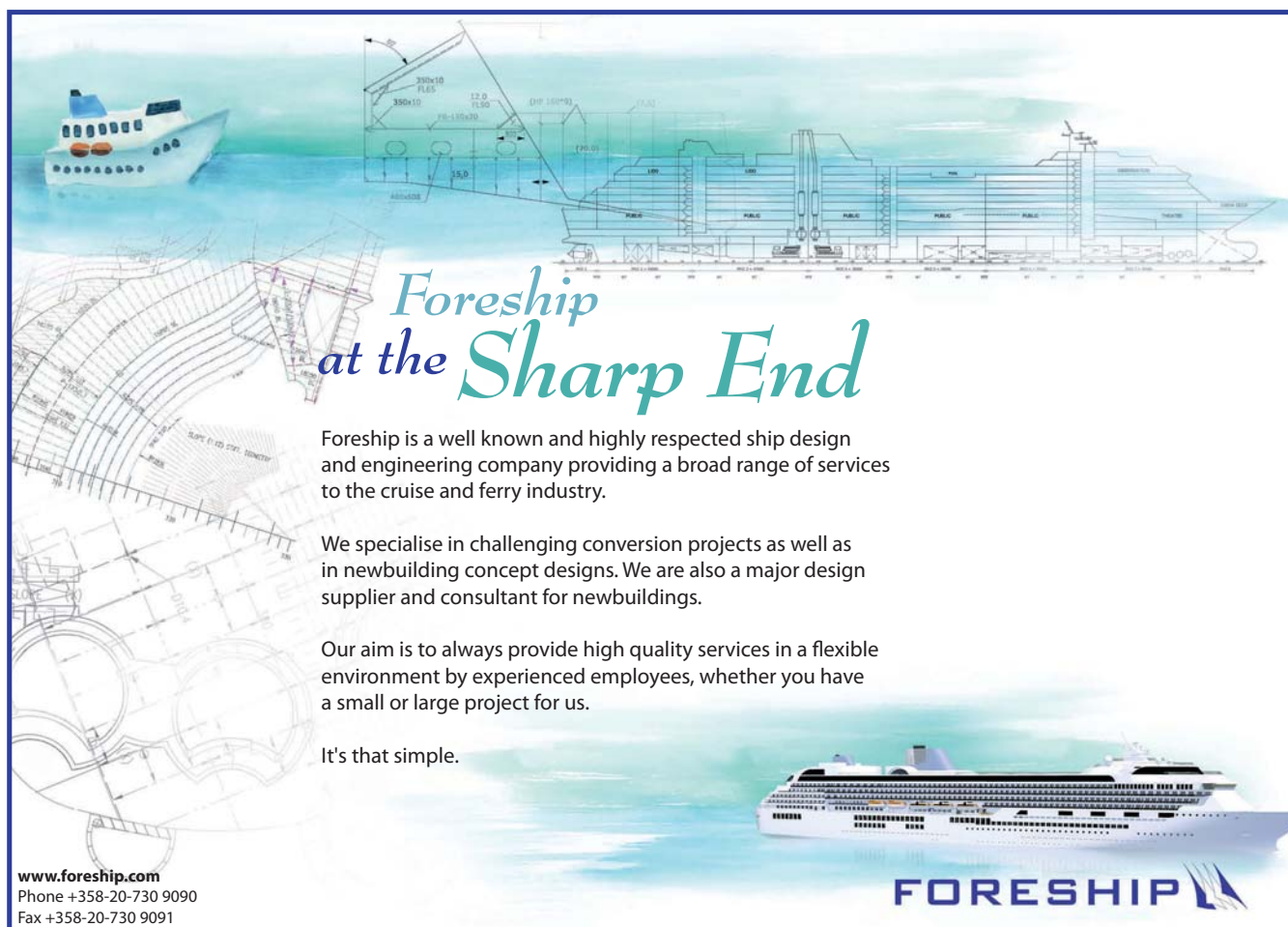
In addition to model and full scale testing services, the Company offers all kinds of consulting, design and engineering services, field expeditions, training and other technology services associated with technologies and operations in icy or severely cold conditions.

A portfolio of ice going ships is also available for shipowners and shipyards.

Our past references include 60 per cent of all the world's icebreakers, many Arctic or Antarctic research vessels and quite a number of different type of cargo vessels and offshore structures.

The ice model technique developed by us and the FGX model ice is being used in various other research institutes both in Finland and Russia. ■

More information: www.akerarctic.fi



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Since founding in 2002, Foreship Ltd. has become a well known specialist in the cruise ship industry. Today, Foreship has been involved in close to 800 projects, including most of the latest cruise ship newbuilding projects and more than 100 cruise ship conversion projects. With 40 naval architects and other marine specialists, Foreship provides services to shipowners, shipyards and maritime suppliers worldwide.

Some of the latest references include the basic design of the forepart of the Oasis and Allure of the Seas, Post Panamax concept design and site supervision & na-

val architect services for a 130,000 GT cruise ship. Foreship has also done several sponson-ducktail designs for passenger vessels; in addition to providing more stability, these CFD-optimised hull upgrades have even resulted in significant reduction of fuel consumption.

Foreship has on January 1st, 2011 appointed a new Managing Director, Mr. Janne Lietzén. This, together with strengthened organisation will further improve Foreship service to customers, including fields of energy saving and environmental systems, challenging conversion projects and large scale projects for

both shipowners and shipyards.

Currently significant R&D projects are ongoing in the field of hydrodynamics, aerodynamics and energy saving in general. These include energy efficient hull form project and methods to improve ship aerodynamics, manoeuvring simulation software and simulation method for prediction of propeller induced noise. Foreship is also involved in SOX-scrubber projects. These projects improve further Foreship's position as a developer of state-of-the-art cruise ship concepts and hull forms. ■



The Northern Sea Route is the most direct seaway between northern Europe and the Far East. Covered with thick ice for much of the year, the route requires the few ships using it to sail in convoys accompanied by icebreakers. ABB's Azipod azimuthing electric propulsion system combined with Aker Arctic's double-acting ship concept means cargo vessels and tankers can sail the entire route without icebreakers.

ABB marine technology helps open new super seaway between Europe and Asia

2010-12-06 – The first ever cargo vessel to sail from Murmansk to Shanghai via the Northern Sea Route – without the assistance of icebreakers – recently completed its maiden crossing, cutting a 65-day journey on the return leg down to 19 days. ABB's Azipod® electric propulsion technology makes the year-round journey possible.

The voyage between the port of Murmansk and Shanghai, China, was completed on October 17th by the Monchegorsk, one of a fleet of five ice-class container ships owned by Norilsk Nickel, one of the world's largest mining and metals companies.

Norilsk Nickel has extensive mining and metallurgical operations in Arctic Russia, and some of its most important markets are in China and Southeast Asia.

Prior to the Monchegorsk's historic journey, vessels crossing the frozen waters of the Northern Sea Route had to travel in convoys and needed the costly assistance of icebreakers. They also faced a 60-65 day journey home via the Indian Ocean, Suez Canal and northern Europe.

Now the journey time between Dudinka and Shanghai has been cut to 19-20 days, while the need for icebreaker-escorted convoys and the long return

MARITIME ACTIVITIES EXTEND IN ARCTIC AREAS

Bureau Veritas has key understanding of ice

"We are living in the middle of ice and snow in Finland. These circumstances offer us a special role in the world of classification and verification of maritime technologies," says Mr. Olli Kaljala, Marine Chief Executive for Bureau Veritas Branch Office for Finland.

"Bureau Veritas published in the end of the year 2010 new rules for polar vessels and production installations, plus specific guidance on ice structure interaction," he recounts.

"Understanding ice loads and structure in detail is vital to us."

In Finland, there is a long history of shipping in difficult ice conditions. Now this kind of knowledge is becoming a more

and more important asset in the maritime world because the yearly retreat of arctic ice is rapidly increasing. Due to the global warming the arctic summer season has become warmer and longer, and this trend is expected to continue in future.

As a consequence, maritime activities can be significantly extended. In the future, the Northwest Passage and Northern Sea Route are likely to provide alternative shipping lanes for international trade.

The increase of the annual ice retreat and discovery of large oil and gas reserves in the arctic region open up growth possibilities for shipping and offshore activities in the arctic part of the world.

Key issues include ice reinforcement of the hull structure, ship hull form and engine power, robustness of propulsion machinery, winterisation of ship borne

equipment and good knowledge and experience of crews navigating in ice. ■

RISTO VALKEAPÄÄ



Photo: Risto Valkeapää

Marine Chief Executive, Olli Kaljala, in the middle of the arctic circumstances in Helsinki.

route via the Suez Canal has been eliminated, saving time, energy consumption, shipping costs and greenhouse gas emissions.

The secret behind this achievement is a combination of ABB's Azipod azimuthing electric propulsion system and Aker Arctic's double-acting ship (DAS) concept, which gives the container ships the capability of an icebreaking vessel and enables them to operate at high levels of efficiency.

Azipod and DAS make it possible for Norilsk Nickel's five container ships to sail bow first in open water and stern first in thick and heavily ridged ice.

They can cut through 1.7 meters of level ice and more than 10 meters of ridged ice with considerably less installed power (13 megawatts) and lower ener-

gy consumption than conventional diesel-driven vessels of the same weight and hull design.

This hull strength and Azipod's unique ability to rotate the vessel 360 degrees with full torque and thrust in any direction creates the ultimate solution for icebreakers and icebreaking vessels.

Bow-first has long been the preferred method for vessels negotiating ice. ABB and Aker extended the concept to freighters a decade ago with the *Tempera* and *Mastera*, the world's first double acting oil tankers with icebreaking capability. Now with the Norilsk Nickel fleet of container ships, ABB and Aker have successfully extended the concept to yet another shipping application.

ABB has been delivering electric propulsion systems for icegoing vessels for more than 70 years. To date some 85 icegoing vessels have been equipped with ABB electric propulsion systems, including 26 with Azipod. Operating data shows that Azipod-propelled icegoing vessels have accumulated around one million operating hours with 99.77 percent availability and zero damage from ice. ■

Spirit of Britain Sails Away

THE NEW FERRY FROM STX RAUMA SHIPYARDS IS JAM-PACKED WITH INNOVATIVE SOLUTIONS

On Wednesday 5 January 2011, car-passenger ferry the Spirit of Britain was delivered by STX Europe's Rauma shipyard to P&O Ferries. Her sister ship, the Spirit of France, will be delivered from the same shipyard in September 2011.



Project Manager Markku Uusitalo says that the delivery ceremony was “business as usual” for the Rauma shipyard. Representing the customer, P&O Fleet Director John Garner, P&O lawyer Susan Kitchen and Newbuilding Programme Manager Mike Langley were present at the ceremony. Shortly after noon, the flag aboard the vessel was changed to signify transition of ownership.

“The ferry started sailing off to Dover at 6.30 p.m. with assistance of the icebreaker m/s Nordica,” reports Uusitalo. For Uusitalo, however, the sight of the ferry leaving the shipyard was special in the sense that it was his first “baby”:

“These two ferries are the first project where I’m serving as the project manager,” he confirms, adding that previously he has served as the technical production manag-

er in other ship projects. Still, Uusitalo is quick to downplay his own role:

“It’s not like I’m the one building the ship; the project manager steers the project along and monitors its progress along the way.”

BIGGEST IN THE CHANNEL

The Spirit of Britain will be the largest ferry operating in the English Channel. The



Photos: STX Europe



Merima Oy provided the interior decoration for the entire ferry. The total delivery encompassed 7,000 square meters.

47,600 GT vessel is 213 meters long and has a capacity of 3,746 lane meters (lm) for trailers, cars and other cargo. In addition to space for approximately 180 freight trucks and 195 passenger cars, the vessel can accommodate 2,000 passengers. Put together, the two ferries carry a price tag of € 360 million.

STX Rauma shipyard has a proud tradition of designing and building state-of-the-art car-passenger ferries. Uusitalo explains that the hull of the Spirit of Britain has been optimised for the vessel's specific route to ensure maximum performance and good manoeuvring characteristics. The latest and most advanced technology (such as 3D modelling tools) were applied in the design and construction of this vessel.

"This was the first time the hull classification for a RoPax vessel was realised via SDA (Structural Design Assessment) and

CM (Construction Monitoring) which are usually used for tankers, RoRo and Passenger vessels only," Uusitalo explains.

First Ferry with 'Safe Return to Port' Even more significantly, Spirit of Britain is also the first car-passenger ferry in the world to meet IMO's Safe Return to Port requirements. Ferries were not required to be fully Safe Return to Port compatible at the time when the project started, but P&O and STX seized the opportunity to become a pioneer in ferry safety.

"For our designers, the decision to realise two Safe Return to Port ferries posed a significant challenge," says Uusitalo.

In the end, however, the Spirit of Britain was deemed to be in compliance of Safe Return to Port system in case of fire – and also the requirements of the Green Passport of classification society Lloyd's Register.

GREEN ALL AROUND

According to Uusitalo, a lot of attention has been paid to environmentally friendly and energy-efficient solutions. Looking at fuel consumption, Spirit of Britain uses as much fuel as its predecessor in the English Channel – but Britain is 1.5 times bigger than the previous ferry.

"In addition, the four auxiliary engines have been equipped with Common Rail technology and certified to Tier 2 class." In essence, this means that the ferry produces no more than 8.98 g/kWh of nitrogen dioxide while operating in harbour areas.

Other green features include electricity consumption reductions in air conditioning and an improved recycling system in the restaurants.

Looking back at the construction, Uusitalo points out that weather had its role to play in the project as winter hit the



Turnkey delivery of three colour themed main public staircases and restrooms, in the newest P&O ferry, Spirit of Britain by Naval Interior Team.





shipyard about three weeks in advance. This, in turn, required some creative action to be taken so that the massive undertaking would not be derailed by snowfall.

"Using tents and warming systems, we did manage."

VIVE LA FRANCE!

While Spirit of Britain is now gone, Uusitalo and his crew have no time to sit back and relax. After all, the construction of Spirit of France continues at intense pace.

"The ferry is still in the drydock and

we're expecting to float her out on 17 February," Uusitalo says in early January. At the time, about half of the hull below the waterline has been painted. All and all, there are 600 people hard at work on the vessel.

"All blocks are now OK'd for lifting and we're looking to lift the last block – which is the chimney – during Week Four."

All through spring and early summer the construction should keep advancing rapidly, until the ferry is ready for its sea trials, scheduled for the first week of July. The date for delivery is already marked down in Uusitalo's calendar: 1 September.

Despite the hectic schedule, Uusitalo is confident that the shipyard will make the autumn deadline. Since France is the second ship of a series, it is much easier to build – everybody already knows what to do and how to do it.

"We can get it right the first time." ■

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YIT Marine can call on the resources of around 500 skilled personnel, putting together teams to suit the project: from single man tasked with detecting a fault in a main switchboard, to teams of specialists to take a project from design through installation and testing to commissioning. The company handles the entire process, whilst maintaining a clear overview. ■

More information: www.yitgroup.com

Engine Room Modules for the P&O Passenger Ferries

Aslemetals Oy has 50 years and more than 2 500 units experience of building various pipings and modules. Aslemetals (Piping and Module Production) was awarded the construction work of engine room modules for the P&O passenger ferries NB 1367 and 1368. The modules constituted the foundation for the ship's various piping systems. Building the modules in workshop conditions reduces the construction time and provides more stable environment for the work. The modules were pre-fitted together in the workshop to ensure their compatibility when lifted on their places.

Aslemetals (Steel Constructions) delivered also various steel parts and subassemblies for the P&O ferries. Aslemetals has long experience in shipbuilding industry both as subcontractor and in building small-tonnage vessels. The company has worked in the field since it was founded in 1961. ■

More information: www.aslemetals.fi



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Captain David Miller, Senior Master of Spirit of Britain, with the ship during construction.

New P&O ships receive state of the art design support from Lloyd's Register

P&O's Spirit of Britain, delivered in January, is a brand new ro-ro passenger ship on the English Channel route. Built at STX Rauma in Finland she will be joined by her sister Spirit of France, from the same yard, in September.

These ferries are the first to be designed to comply with the new Safe Return to Port (SRtP) requirements – even though the regulations weren't yet in force when the ships' keels were laid. The SRtP regulations, though concise, have enormous implications for design. Lloyd's Register has been instrumental at the IMO and within other passenger industry groups in developing the requirements, as well as guidance on applying them. 'We have brought this considerable experience to every stage

of the P&O project', commented Lloyd's Register's Richard Goodwin. Manager, Passenger Ship Support Centre – New Construction.

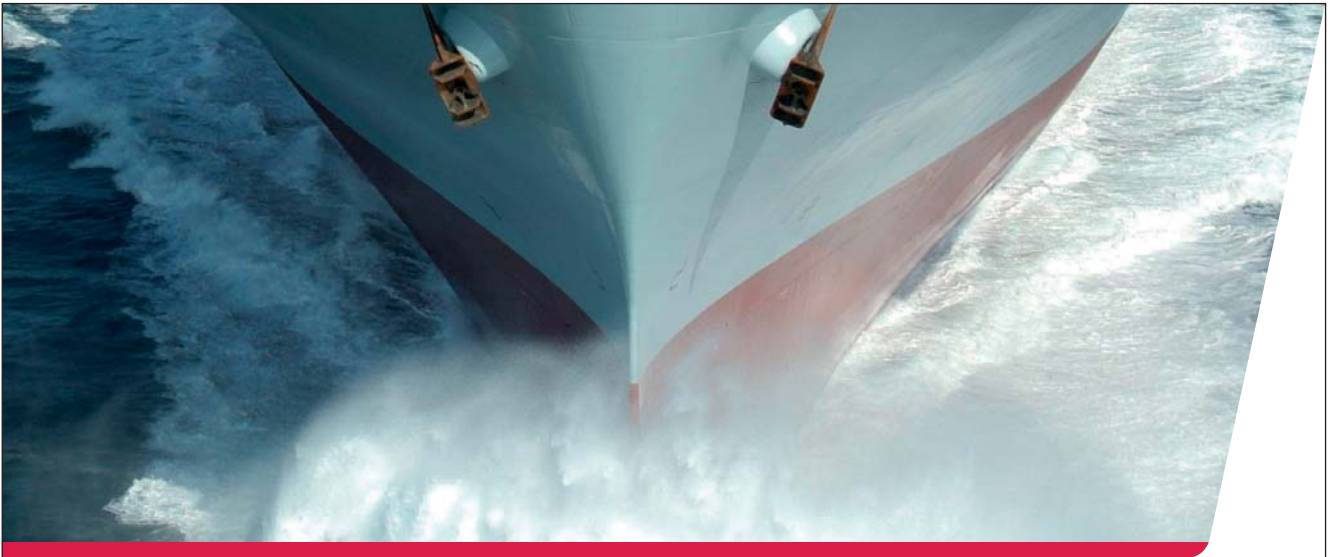
John Garner, P&O's Fleet Director, explains: "The design concept for these ferries is for them to have roughly the same operating costs and fuel consumption, and to turn around on the same schedule, as the ones they are replacing, even though they will have double the payload."

The presence of Lloyd's Register from the very beginning of the project has been reassuring. Mike Langley, P&O's Programme Manager, Newbuilding, says: "These are the first new ferries we have built for the Dover – Calais service for over 15 years. Even before we talked to the design consultants, Richard Goodwin talked us through the process. Class was involved from that moment on, reviewing the plans at the pre-contract stage, setting up the

plan approval and site teams once the contracts were signed, and providing a single point of contact for each stage."

The ships' state-of-the-art design reflects the company's desire to be pioneers and to stay at the forefront of regulations and technology. Both ships comply with the changes in methodology for damage stability and survivability and the Stockholm Agreement requirements for ascertaining the effects of water on deck following a sustained damage.

Besides the stringent safety and environmental aspects, all elements of passenger comfort have been considered for the ships. The design features a more customer-friendly feel and a small, specially designed lower hold, with access from the freeboard deck, will allow stores, consumables and waste to be loaded on and off more quickly than ever before. ■



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Luxury liner M/S Birka Paradise renovated at Turku Repair Yard

Built at Aker Finnyards' shipyard at Rauma, Finland, the luxury liner Birka Paradise was completed just over six years ago. The ship's owner and operator Birka Cruises took charge of the liner on 8 November, 2004.

In early 2011, M/S Birka Paradise is ready to return to sea after renovation work at Turku Repair Yard. Apart from the usual periodic repairs, the ship has undergone complete refurbishing of the interiors.

According to Project Manager Teppo Reilimo of Turku Repair Yard, passenger liners are generally taken to repair docks for check-up and maintenance at three-year intervals.

"This is the second time that the Birka Paradise is undergoing maintenance in Turku," he notes.

The ship arrived at Turku Repair Yard on 3 January, 2011. First of all, the period-

ic repair work and maintenance was taken care of.

"The general maintenance consisted of re-painting of some of the ship's surfaces. In addition, the valves installed to

Any vessel & any time!



the sides and the bottom of the ship's hull were checked," Mr. Reilimo explains.

On 13 January, 2011, the ship was out docked from the graving dock and shifted to the yard's outfitting quay for the final renovation work on the ship's interiors.

"Overall, a crew of 30 to 40 professionals from Turku Repair Yard took part in the maintenance work. Interior renovation work for the Birka Paradise was mainly carried out by subcontractors hired by Rederi Ab Eckerö, the owner of Birka Cruises," Mr. Reilimo mentions.

NEW INTERIORS

Mr. Lars Näslund, Managing Director for the ship's operator company Birka Cruis-

es, says that a number of changes have now been made to the ship's interior main areas.

"For one thing, the buffet restaurant area of M/S Birka Paradise has been rebuilt. It has been expanded by 50 additional seats and equipped with new desks that are better suited for customers and staff," Mr. Näslund recounts.

Built for 1,800 passengers, the Birka Paradise includes both buffet and à la carte restaurants.

"Furthermore, the interior decorations in the ship have been changed completely. Some areas have been painted with new colours so that the interiors will look completely different."

"Other changes have been made in

the ship's bars. Formerly, the ship had two interconnecting bars, but they have now been combined into one larger bar that has new seats and more space in front of the counter area," Mr. Näslund describes the latest improvements.

Also, the pub area of Birka Paradise has been extensively rebuilt. The ship now has a new Irish pub.

"Previously, the various on-board bars and pubs were similar to each other. During the renovation, differences between each bar have been created."

"The ship's night club, pub and whiskey bar all have different, specific atmospheres. When you are in one of the ship's bars, it only takes one look to see exactly where you are."

Photo: Albert Jankowski / Wikimedia



M/S Birka Paradise arriving in Sweden in May 2010.

"New surface materials have also been added to give a modern, updated look to the ship's interior spaces," Mr. Näslund sums up.

The designs for the interior renovations for M/S Birka Paradise were planned by architect Lasse Heikkinen. The ship's repairs and renovations were all completed by 21 January, 2011.

Birka Paradise is resuming service on the route between Stockholm and Mariehamn. During the summer season, the ship can also be designated for various cruises out of Stockholm. Since 2009, the ship has been operated under the Swedish flag. ■

MERJA KIHIL
ARI MONONEN



From the 1st to 21st of January 2011 S.A.Svendsen Oy completed the renovation of Birka Paradise Tax Free Shop, shop fronts and Night Club. Now the Copacabana night club has perhaps the longest bar onboard in the Baltic Sea. Prior to these works S.A.Svendsen Oy renovated the Whiskey Bar autumn 2010 and the Spa in 2008.



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Reliability and Green Values Comes First

Green values involve a way of doing business. No forerunner company can overlook these values in its product development and business strategy. Green values give companies a competitive edge, and competition concerning green values is tightening. Napa is a software house that is committed to environmental protection, ecological sustainability and clean product development.

Safety and reliability are critical issues in today's marine industry. High performance and fast design process expectations spur constant, high-quality product development. One of Napa's key objectives is to ensure the reliable operation of vessels and optimum lifetime for all Napa software solutions.

To strengthen Napa's value thinking, reliability has become a more prominent element of Napa Group's processes. "The Napa Group is recognised for its reliability. We strive to conduct business in a manner that will enrich this reputation," says Matti Sälö, President of the Napa Group. ■

The achievements can be seen:

www.napa.fi/About-Napa/Customers

Parker Hannifin introduces a new duplex water separator filter for marine market

Parker Hannifin Filtration Group has a long history in marine business. The co-operation with manufacturers like Wärtsilä, Man Diesel, Rolls-Royce and many others has proven the quality and the capabilities of Parker products.



The latest SOLAS requirements prevent the use of aluminum as material for fuel system components. Existing light fuel oil filter / water separators in the market are using aluminum as housing material. Parker is now offering the first cast iron duplex filter for water separation from light fuel oils.

The new Parker DFBO is using the proven element technology and filter can be installed either on the suction or pressure side of the fuel delivery system. The max flowrate for the filter is 5,4 m³/h which makes this filter suitable in most light fuel oil engines. ■

More information: www.parkerhfde.com



Cruise ships are becoming environmentally friendly

Many modern cruise ships are being built to meet highly ecological specifications. A number of new-generation cruise ferries are even specially designed for operation in delicate maritime environments. What's more, measures are being taken to reduce aerial and wastewater emissions of cruise ships.

One of the reasons for the fresh wave of environmentally-friendly thinking aboard and around cruise ships is International Maritime Organisation (IMO), or more specifically its new regulations concerning vessels operating in environmentally sensitive areas.

Certain maritime environments, such as the Baltic Sea and North Sea, have

been designated Emission Control Areas by IMO. In the near future, ships operating in those areas are facing strict limits for sulphur dioxide emissions. This means that new types of ship fuel supplies that are compatible with the new regulations will need to be developed.

The sulphur content in ship fuels in the Baltic Sea region are to be cut down

to only 0.1 percent by the year 2015. Fuels that meet such specifications are in short supply and highly expensive.

NEW LNG CRUISE SHIP READY FOR USE IN 2013

Cruise ship operators are now starting to look for alternative fuels that are feasible for modern ships and at the same time environmentally friendly. This may call for new design principles for new-generation cruise ferries.

STX Finland Oy and Viking Line have signed a preliminary agreement for the construction of an innovative LNG powered cruise ferry for Viking Line. LNG, or

The new LNG powered cruise ferry ordered by Viking Line will have no marine emissions and its aerial emissions will be extremely low.



liquefied natural gas, is gradually gaining popularity as ship fuel.

The new cruise ferry will be designed to be the most environmentally friendly large-scale passenger vessel to date. The ship's emissions are to be very low.

The ship is to be built at Turku shipyard for delivery in early 2013. The building of the ship will start in autumn 2011.

SMALLER EMISSIONS WITH POWER FEEDING

Another method for reducing ship emissions at ports is to provide land-based electrical power supplies for ships berthed at portside wharings. It has been estimated that as much as 80 percent of ships' aerial emissions at the southern section of the Port of Helsinki, for instance, take place while the ships are stationed at the wharf.

Utilisation of land-based power

has the benefit of reducing nitrogen oxide (NOx) emissions from ships. However, equipping cruise ships with the capability to receive feedline power is not always a simple task. For some cruise ships, power feeding would require the installation of a separate frequency converter.

The costs of equipping a large cruise ship with the necessary installations for utilising land-based electrical power supplies are in the range of 150,000 to 300,000 euros per ship. At night, most cruise ships are at sea so the added noise from utilising land-base power is usually not an inconvenience for residents in nearby areas.

STRICTER IMO REGULATIONS FOR DUMPING WASTEWATER

IMO also has plans to completely ban wastewater emissions from ships in the Baltic Sea area. New ships may have to

comply with this directive within the next three years.

Many cruise ships already unload their wastewaters into municipal sewer networks at ports as a matter of course. However, not all ships comply with this commendable voluntary practice. Current regulations only prohibit dumping untreated wastewater to sea when a ship is closer than 12 nautical miles to the nearest shore.

The ban to dump wastewater directly to sea would have a positive effect on the environment. Wastewater emissions from ships contain bacteria, nitrogen and phosphor, intensifying the growth of blue-green algae that has become a constant problem in the Baltic Sea area. ■

MERJA KIHIL
ARI MONONEN



INMEX India 2011 secures Hall 1 at the Bombay Exhibition Centre

INMEX India 2011 is the Seventh International Maritime Exhibition and B2B Forum taking place 29 September – 01 October 2011 at the Bombay Exhibition Centre, Mumbai, India.

INMEX India 2011 will take place in Hall 1 of the Bombay Exhibition Centre. Hall 1 has played host to previous editions of the event with excellent results. Exhibitors will benefit from a larger hall with smaller pillars which will aid the flow of visitors. Hall 1 has a first rate air conditioning system ensuring that the thousands of visitors who come to INMEX India to do business, are able to do so in the perfect environment.

"Hall 1 is extremely conducive to business so this is fantastic news for our exhibitors and our visitors" remarked In-

forma Exhibitions India Managing Director, Nicky Mason.

INMEX India is the largest, most established and most important maritime event. Exhibitors' confidence in INMEX India 2011 is shown by bookings which fill over half of the floorplan already. INMEX India has been running since 1999 and grows in both size and visitor attendance with each edition.

INMEX India features the B2B Forum which is free to all invited guests and is a hugely successful part of the event. INMEX India is also supported by key associations from the industry such as - Association of British Offshore Industries (ABOI), Association of Multimodal Transport Operators of India (AMTOI), British Maritime Equipment Association (BMEA), Council of Supply Chain Management Professionals

(CSCMP), Federation of Freight Forwarders in India (FFI), Foreign Owner's Representatives & Ship Managers Association (FOSMA), ICC Shipping Association, MACCIA, MASSA, MANSA, NACFS, Ports & Terminals Group (PTG), Shipyards Association of India (SAI) and the Society of Maritime Industries

Informa Exhibitions India brings to INMEX India a 30-year track record of successful international maritime trade events, including INMEX China, Maritime Vietnam, TOC global events, Intermodal, AIPH and RORO. As part of the Informa group, which has 150 offices worldwide and draws on the support of leading trade publications such as Lloyd's List and Lloyd's MIU. ■

More information: www.inmexindia.com

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HANSA
International Maritime Journal

Although being hit hard by the global recession, the German shipyards are not down and out yet. Leading the comeback, there is Meyer Werft which is coming off a rather successful year despite all the turbulence in the industry.

PHOTO: DISNEY CRUISE LINE

Also the prospects for the future look solid enough, thanks to a couple of new orders that were placed with the Papenburg and Rostock shipbuilders. All told, the order book of both shipyards comprising eight cruise ships, six river cruise ships and one ferry amounts to approximately € 4 billion, and will keep both yards (Meyer Werft and Neptun Werft) busy until 2013.

The orders should also safeguard the jobs of 2,500 Meyer Werft employees and 450 employees at Neptun Werft.

Anticipating upcoming personnel bottlenecks, both shipyards are also trying to boost professional training and further education of their staff to stay competitive.

Along with massive investments made in production premises, the shipyards have launched productivity programmes.

DREAM IS REAL

To signal the beginning of better times, Meyer Werft delivered a true fairytale ship to the client in December. Disney Cruise Line took possession of its newest ship – Disney Dream – on 9 December in a traditional maritime ceremony aboard the ship in Bremerhaven, Germany.

The ship's construction journey began nearly two years earlier in Papenburg, Germany; now all is set for the ship's maiden voyage, scheduled for January 26,



Dream the Impossible Dream
MEYER WERFT LEADS THE RESURRECTION

2011, from Port Canaveral, Florida.

Karl Holz, president of Disney Cruise Line, commented that the Disney Dream is an extraordinary ship, in part because of the collaboration of the superb shipbuilding and the innovative technology and storytelling by the Disney team. Holz was firmly of the opinion that the ship that will “delight and surprise all ages.”

From a water coaster at sea called AquaDuck and inside staterooms with virtual views, to Enchanted Art that immerses guests in stories and fine dining at Remy's, the Disney Dream will deliver a big time family cruise experience.

GET CREATIVE

Naturally, also Bernard Meyer, managing partner of Meyer Werft, was beaming with pride at the ceremony, as the shipyard delivered the largest ship it had ever built. Meyer commented that over the last few years, he had seen the “dream” transform from the design phase to exciting reality. Meyer also credited the collaboration among Disney Cruise Line, Meyer Werft and its suppliers as very creative from start to finish.

The shipyard and Disney first signed a contract to build two new ships in April 2007. Shortly thereafter, planning for the design of the ships began and construc-

tion started with the first steel cutting in Papenburg, Germany, on March 2, 2009. After the recent completion of the ship's float out from the shipyard and conveyance along the River Ems, there was the test-and-adjust period, including sea trials and a brief dry dock in Hamburg, Germany.

The Disney Dream started its Atlantic voyage on December 19, and arrived in Port Canaveral right on schedule on January 4, 2011.

The Disney Dream is scheduled to sail three, four and five night cruises to the Bahamas from Port Canaveral. Sister ship Disney Fantasy is currently in production at the Meyer Werft shipyard and is sched-



OF GERMAN SHIPYARDS



uled to set sail on its maiden voyage on April 7, 2012.

RUSSIANS TO THE RESCUE

The eastern German shipyards in Rostock-Warnemuende and Wismar have struggled in recent years, but better days may be in the cards for this pair as well. The shipyards had to file for insolvency in June 2009, even though they were among the strongest yards in the country before the financial crisis set in.

In August 2009, Russian investor Vitaly Yusufov bought the Rostock and Wismar facilities, renaming them as Nordic Yards. In February 2010, Russian mining company Norilsk Nickel put in a life-saving order for a special tanker to be constructed at Wismar.

Vitaly Yusufov has commented that the project signifies a shift in the company's strategic focus as the construction of Arctic ships becomes more important. The

ship "Nordic AT 19" is set to be delivered at the end of September 2011.

In November 2010, Nordic Yards also announced a smaller contract with the Hammonia shipping company on the delivery of a container ship. The ship, which has already been constructed in parts, will be completed in Warnemünde. ■

SAMI J. ANTEROINEN



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Efficient, Controllable, and Optimum – Steerprop ECO – for High Power Propulsion Applications

Green values and economy in ship operations, such as low fuel consumption and low emission level are of increased interest among ship owners. Another matter of great importance is reliability. To meet these demands Steerprop has introduced a new type of geared azimuth propulsor – Steerprop ECO – targeted for ships demanding optimised propulsion with high efficiency, controllability and reliability. Cruise liners and ferries are the prime application.

Steerprop ECO features the benefits of dual end Contra-Rotating Propellers:

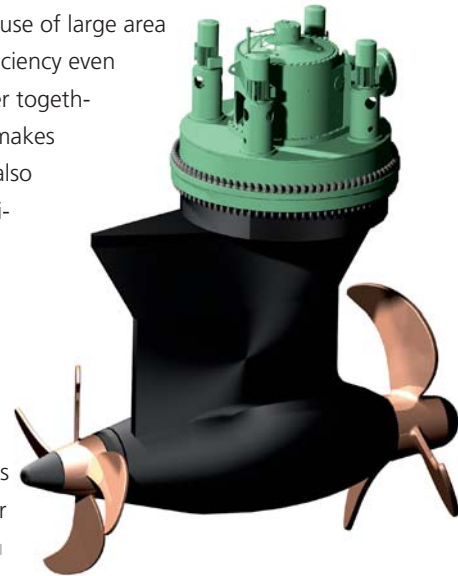
- Recovery of rotational losses
- High propeller efficiency because of low blade loading
- Reduced frictional losses due to small blade area and low propeller speed
- The advantages of a pulling propeller
- Homogeneous inflow providing cavitation free operation and
- Reducing pressure pulses

- Gains from propeller-pod interaction
- Pressure lubrication provides high mechanical efficiency, about 98%

High power capacity because of large area of propeller disks and good efficiency even with reduced propeller diameter together with low mechanical losses makes Steerprop ECO viable solution also for ice classed, even arctic applications.

The enhanced maneuvering with fully azimuthing units shortens the turnaround times and helps to access ports.

The Steerprop ECO is designed up to speeds of 25 knots and above and cover the power range from 5 MW to 20 MW. ■



Ports and shipyards



Equipment



Systems



Materials

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MARITIME CLUSTER
MEDIA

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company directory



Photo: Royal Caribbean International

ABB OY, MARINE

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Facts & Figures

Personnel: 200
Established: 1889

Specialty Areas

ABB Marine is the leading manufacturer of electric power and propulsion systems. We are a global maritime organization, providing reliable, safe and environmentally friendly solutions and qualified services to ship owners, operators and yards reducing operational costs and ensuring optimum vessel lifecycle.

ABLEMANS OY

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Facts & Figures

Turnover: EUR 4 million
Personnel: 24
Established: 1987

Specialty Areas

Steel and Aluminium structures

ACM-TRADING LTD

Ketunleivänkuja 4
FI-21110 Naantali
Finland
Phone +358 20 799 1400
Fax +358 20 799 1409
firstname.lastname@acm-trading.fi
www.acm-trading.fi

**Contact Person**

Kari U. Laiho

Specialty Areas

Complete PUSHPIN®-ATB-Coupler System for Pusher Tug and Barge combinations. Available models 2 or 3 pin executions, with electro-pneumatic or electro-hydraulic controls with modern PLC controls. New Model! PUSHPIN®-SliderRig – Coupler enabling to be engaged during loading and discharging. Pin forces from 150 Tons up to 3000 Tons, from River ATBs to Large Offshore ATBs, 11 systems in service. Concept design, Feasibility Studies and total installation engineering and supervision including class approvals with FEM-analysis. Electro-Hydraulic EHS Actuators for valve control and remote sounding systems with total BUSLoop systems for all kind of vessels. Cooling control systems for HT-, LT-, LO-, SW- etc. cooling circuits. Marine Pumps, Marine Butterfly valves in house already over 40 years experience.

AKER ARCTIC TECHNOLOGY INC

Merenkulkijankatu 6
FI-00980 Helsinki
Finland
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Fax +358 10 670 2527
info@akerarctic.fi
www.akerarctic.fi

Aker Arctic

Contact Person

Mikko Niini
President
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Facts & Figures

Turnover: EUR 7 million
Established: 2005
Parent Company: STX Finland Oy

Specialty Areas

Aker Arctic is running the only privately owned ice model testing facility in the world. The company continues the R&D work of the former Masa-Yards' Arctic Technology Centre MARC in Finland, offering R&D services on maritime transport systems, ships, offshore structures and ports, ship and propulsion system design and ice navigation training.

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www.aluwood.eu

**Contact Person**

Kenneth Sundlöf
Managing Director

Facts & Figures

Turnover: EUR 2,6 million
Personnel: 15
Established: 1949

Specialty Areas

Fire classified wall and ceiling panels with a surface layer of genuine wood veneer, plastic laminate, foil and textile fabrics.

ANTTI-TEOLLISUUS OY, WIURILA MARINE

Koskentie 89
FI-25340 Kanunki
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Subsidiaries & Representatives

Germany, Benipo Oy
USA, Almaco Group Inc
www.almaco.cc

Specialty Areas

Cabin, Accommodation & Interior fire doors for marine and off-shore applications WMD doors are available in C, B-15 and B-30 class with MED & USCG approvals

ARCTIA SHIPPING LTD

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FI-02150 Espoo
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Phone +358 30 620 7000
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info@arctia.fi
www.arctia.fi

**Facts & Figures**

Turnover: EUR 59 million
Personnel: approx. 400
Established: 2010

Specialty Areas

Arctia is a specialised shipping company that offers icebreaking, ice management, offshore services, ferry traffic, marine construction and oil spill prevention services.

Arctia's fleet consists of variety of vessels ranging from small ferries to multi-purpose icebreakers. Our expertise is founded on an experienced staff and powerful vessels. Together, these success factors make for an unbeatable combination, and enable us to offer tailored services to our customers - now and in the future. Arctia Shipping Oy is a parent company to Arctia Icebreaking Ltd, Arctia Offshore Ltd, Arctia Services Ltd and Arctia Saaristovarustamo Ltd.

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**Contact Person**

Timo Rintala
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Facts & Figures

Personnel: 10
Established: 1987

Specialty Areas

Ship concept, project and basic design. Ship theory design, strength and vibration analysis. Design of Tugs, Navy vessels, pilot- and workboats. Supervision and coordination of rebuilding vessels. Inclining tests. Design and manufacturing of JAK®-ATB coupling system for pusher-barge combinations, including the mounting design and strength analysis. Rudders, propeller nozzles. Thruster Propulsion Canisters for offshore vessels.

BEVTEC OY AB

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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

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www.bureauveritas.com

**Contact Person**

Olli Kaljala
Chief Executive
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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.

ECOMARINE OY

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www.ecomarine.fi

**Contact Person**

Juha Kiukas
Managing Director
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Facts & Figures

Turnover: EUR 1 million
Personnel: 3
Established: 2008

Specialty Areas

Shipboard Environmental systems and consulting
Drinking, waste and Ballast water treatment
UV disinfection

EVAC OY

Sinimäentie 14
FI-02630 Espoo
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Fax +358 20 763 0222
firstname.lastname@zmp-zodiac.com
www.evac.com

**Contact Person**

Mika Karjalainen
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Facts & Figures

Turnover: EUR 53,2 million

Specialty Areas

Evac is a company of the 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.

EXIT-PAINIKE KY

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FI-61801 Kauhajoki
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Phone +358 6 231 4034
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exitpainike@exitpainike.fi
www.exitpainike.fi

**Contact Person**

Timo Hakala

Specialty Areas

EXIT 6000 series emergency doors
(EXIT panic device)

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Markus Aarnio
VP Competence Centre
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Specialty Areas

Foreship's Naval Architects and Marine Engineers specialises in challenging conversions and new building concept designs. Foreship is also a major design and engineering service provider for new buildings.

HELKAMA BICA OY

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FI-20780 Kaarina
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Industrial Cables: Jari Merilä
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Facts & Figures

Turnover: EUR 42 million
Personnel: 190
Established: 1984

Specialty Areas

Marine cables

HOLLMING WORKS OY

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www.hollmingworks.com

**Contact Persons**

Pertti Mäkinen
Managing Director
Tapani Mannonen
Director, Sales & Marketing

Facts & Figures

Turnover: EUR 85 million
Personnel: 600
Established: 2002
Parent Company: Hollming Ltd

Specialty Areas

In Sea, Offshore and SubSea section: Propulsion units, thrusters, nozzles, oilrig parts, anchorhandling towing winches, secondary winches, streamer winches, gun winches, rudders, fairleads, subsea structures, pressure vessels and other demanding offshore constructions. Services also in Energy, Mineral, Process and Pulp&Paper sections.

IVK-TUOTE OY

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www.ivk-tuote.fi

**Facts & Figures**

Turnover: EUR 7 million
Personnel: 67
Established: 1988
Parent Company: Lindab Group

Specialty Areas

IVK-Tuote Oy is a leading manufacturer of sound attenuators, dampers and cleaning doors for air handling systems for offshore, marine and land applications. We are specialised in designing custom-made silencers with sound attenuation analyse. IVK-Tuote also provides special products and pays attention to health- and environmental related issues.

JOPTEK OY COMPOSITES

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**Contact Person**

Aku Lampola
Managing Director
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Facts & Figures

Turnover: EUR 9,2 million (2009)
Personnel: approx. 90
Established: 1985

Specialty Areas

Modular balconies
Divider walls and handrails
Toilet and bathroom modules
Composite floors and walls
Sandwich structures

JUKOVA OY

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**Contact Person**

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Specialty Areas

Modular balconies
Sliding doors
Balcony divider walls
Glass railings

KESKIPAKOVALU OY

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Kimmo Markkula
Keijo Koivisto
Asmo Rantanen

Facts & Figures

Turnover: EUR 7 million
Personnel: 39
Established: 1956

Specialty Areas

Bronze parts of diesel engines
Bronze parts of propulsion machinery
Bronze parts of maneuvering machinery

KMT GROUP OY

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www.kmt.fi



KMT Group Oy
Promeco Group Company

Contact Person

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Facts & Figures

Turnover: EUR 26 million
Personnel: 130
Established: 2003 (1980)

Specialty Areas

Main switchboards, Motor starters, Cyclo converters, Electricity distribution centers, Data transfer control systems, Propeller control systems, Steering modules and assembly, Mechanical and electrical engineering, FSW (Friction Stir Welding).

KONE MARINE

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**Contact Person**

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Sales Director
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Facts & Figures

Turnover: EUR 35 million
Personnel: 45
Established: 2005
Parent Company: KONE Elevators Ltd.

Subsidiaries & Representatives

Marine Elevators LLC, USA

Specialty Areas

KONE is the global leader in providing elevators and escalators for the shipbuilding industry with the latest technology, engineering and installation services, maintenance and spare parts, modernizations and refurbishments.

LEMMINKÄINEN INFRA OY

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Facts & Figures

Turnover: EUR 790 million
Personnel: 3 160
Established: 1910
Parent Company: Lemminkäinen Oyj

Specialty Areas

Outdoor/indoor deck surfaces, auditorium seating systems, recreation / sport artificial turfs, climbing walls.

METALLIASENNUS HUUHKA OY

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**Contact Person**

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Facts & Figures

Turnover: EUR 7,3 million
Personnel: 34
Established: 1987

Subsidiaries & Representatives

Pocadel Oy, Finland

Specialty Areas

Interior materials and outfit.
Turnkey deliveries; shopping areas, restaurants, conference areas etc.
Fire door installations.

NAPA GROUP

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marketing@napa.fi
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Outi-Pauliina Pelkonen
Marketing Communications Manager

Facts & Figures

Personnel: 115
Established: 1989

Subsidiaries & Representatives

Onboard-Napa Ltd, Napa Japan Ltd, Napa Korea Ltd, Napa Romania Ltd, Napa Software Services India Pvt. Ltd., Napa Representation Office in China.

Specialty Areas

NAPA and Onboard-NAPA software systems for ship design and ship operations.

NIT NAVAL INTERIOR TEAM

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**Contact Person**

Jari Suominen
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Facts & Figures

Turnover: EUR 10 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.

OILON OY

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Fax +358 3 857 6239
www.oilon.com

**Contact Person**

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Facts & Figures

Turnover: EUR 45 million
Personnel: 280
Established: 1961

Specialty Areas

Oil & gas burners for marine applications

ONNINEN OY

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www.onninen.com

**Contact Person**

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Sales Group Manager
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Facts & Figures

Personnel: 3 000
Established: 1913

Specialty Areas

Onninen provides comprehensive materials services to contractors, industry, public organizations and technical product retailers. We are a family-owned company and have operated in the industry since 1913. We have 3,000 employees in our Finnish, Swedish, Norwegian, Polish, Russian, Baltic and Kazakhstan operations.

PARKER HANNIFIN OY HYDRAULIC FILTER DIVISION EUROPE

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filtration.finland@parker.com
www.parker.com

**Contact Person**

Jyrki Sandt
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Facts & Figures

Personnel: 135
Established: 1964
Parent Company: Parker Hannifin

Specialty Areas

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

POCADEL OY

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www.pocadel.fi

**Contact Person**

Markku Riekkä
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Facts & Figures

Personnel: 12
Established: 1997

Specialty Areas

B15 and A60 fire rated glazings: - single doors - double doors - windows and glazed walls - B15 sliding doors

PUTTEK OY**Puttek Oy**

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Specialty Areas

Pipe clamps and supporting systems for shipbuilding and offshore industry

RAUMA INTERIOR OY

rauma interior
 building business spaces

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 www.raumainterior.fi

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Facts & Figures

Turnover: EUR 10 million
 Personnel: 90
 Established: 1991
 Parent Company: Rauma Interior Group Oy

Specialty Areas

Rauma Interior is a project house specialising in the management and realisation of interior desing projects. Our expertise has risen to a very high level along with large and demanding marine-industry projects. Rauma Interior Marine is one of Europe's leading manufactures of passenger cabin furnishing for luxurious cruisers with yearly volume appr. 4 000 cabin furnitures.

RENOTECH OY

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 Juhani Laaksonen
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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**Rolls-Royce**

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 www.rolls-royce.com/marine

Contact Person

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

Facts & Figures

Turnover: EUR 599 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.

S.A. SVENDSEN OY

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 Fax +358 9 6811 1768
 www.sasvendsen.com

Contact Person

Kimmo Räisänen
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 kimmo.raisanen@sasvendsen.com

Facts & Figures

Turnover: EUR 3,4 million
 Personnel: 6
 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.

SHIPPAX OY

Telakkatie 5
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 Juha Lahtivuori
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Facts & Figures

Turnover: EUR 23,3 million
 Personnel: 47
 Established: 1984

Specialty Areas

Fixcel® Macro Modules
 Turn key deliveries
 High Gienic™ products

OY SIKI FINLAND AB

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**Contact Person**

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Facts & Figures

Turnover: EUR 15,6 million
Personnel: 32
Established: 1985
Parent Company: Sika AG

Specialty Areas

Sealing – Bonding – Acoustic Damping – Reinforcing – Protecting

SIBELCO NORDIC OY AB

Viikkalantie 86
FI-29250 Nakkila
Finland
Phone +358 10 217 9860
Fax +358 10 217 9861
www.sibelconordic.com

**Contact Person**

Petri Rautvaara
petri.rautvaara@sibelco.com

Facts & Figures

Turnover: EUR 35 million
Personnel: 85
Established: 2010
Parent Company: Sibelco Europe

Specialty Areas

Abrasives, blasting materials: OK-granule, aluminium silicate, Steel Grit & -Shot, quartz sand, silica sand.

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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 for powers up to 20 MW, also dual-end CRP solutions. Potential applications: offshore vessels, ferries, tugs, ice breakers, etc.

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TURKU REPAIR YARD LTD

P.O. Box 212
FI-21101 Naantali
Finland
Phone +358 2 445 11
Fax +358 2 445 1407
try@turkurepairyard.com
www.turkurepairyard.com

**Contact Person**

Hans Sundqvist
Managing Director
hans.sundqvist@turkurepairyard.com

Facts & Figures

Turnover: EUR 20 million
Personnel: 100
Established: 1989

Specialty Areas

Dockings, heavy steel work, heavy machinery work, interior work, surface treatment, annual service and maintenance, 24h Voyage repairs.

**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 269 million
Personnel: 3 152
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.

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WINDSIDE PRODUCTION OY LTD

Keskitie 4
FI-44500 Viitasaari
Finland
Phone +358 20 835 0700
Fax +358 20 835 0701
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.



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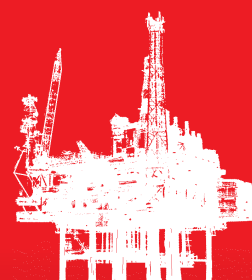
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