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PUBLISHER

PubliCo Oy
Pätkäneentie 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. Anteroine
Merja Kihl
Ari Mononen

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editorial

ENVIRONMENTAL FRIENDLY PASSENGER SHIPS USE LNG

Viking Line's new passenger ferry, built at the STX shipyard in Turku, is a very important project to the Finnish marine industry which does not have any large cruise vessel orders on the list at this moment.

Viking Line placed the order for the vessel in the beginning of the year. The ship is scheduled to enter service in 2013. The vessel will be 210 metres in length and carry a maximum of 2,800 passengers.

It is also a vessel that is important from the environmental perspective. It will be the world's most environmentally-friendly passenger ship, thanks to liquefied natural gas (LNG) technology. The fuel reduces vessel's sulphur and particulate emissions to almost zero.

New, more stringent sulphur regulations will come into effect in the Baltic Sea in 2015. Thanks to the LNG technology, Viking Line's ferry will meet the most demanding IMO and EU regulations set for maritime applications.

Wärtsilä supplies the vessel's dual-fuel engines that are capable of running on gas, both heavy and light fuel oil, as well as bio fuel. Wärtsilä has good experience and competence in the LNG technology – as a matter of fact, the company is a leading global provider in the field.

Liquefied natural gas and related technical solutions represent future technology with ever-increasing applications. Old vessels can be technologically retrofitted to employ LNG, as well.

There are various alternatives when it comes to the source of the natural gas. The gas may originate from Norway, for example, or come in a shuttle tanker from Rotterdam, where it can be delivered from any part of the world. As LNG can be transported just about anywhere by ship, the user is not dependent on a pipeline.

RISTO VALKEAPÄÄ
EDITOR-IN-CHIEF



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Photo: STX Europe

The Finnish marine industry has plenty of versatility and is now scrambling to find new profile projects. Pages 6–12.



Photo: STX Europe

STX Rauma shipyard is hard at work building Spirit of France – the second in line of two giant new ferries for the Dover-Calais service. Pages 18–21.

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Photo: Meyer Werft

The balance of power in Baltic Sea shipbuilding is shifting. Meyer Werft nabs the coveted RCCL cruise ship contract from STX Turku. Pages 24–31.



Photo: STX Europe

Finns and Russians combined forces in shipbuilding in grand fashion in December 2010, as a 50/50 joint venture was announced between STX Finland and United Shipbuilding Corporation. Pages 36–38.

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Photos: STX Europe



After the Storm

FINNISH MARITIME INDUSTRY STILL SWEARS
BY INNOVATION – WITH FOCUS SHIFTING FROM
"BIG" TO "GREEN"



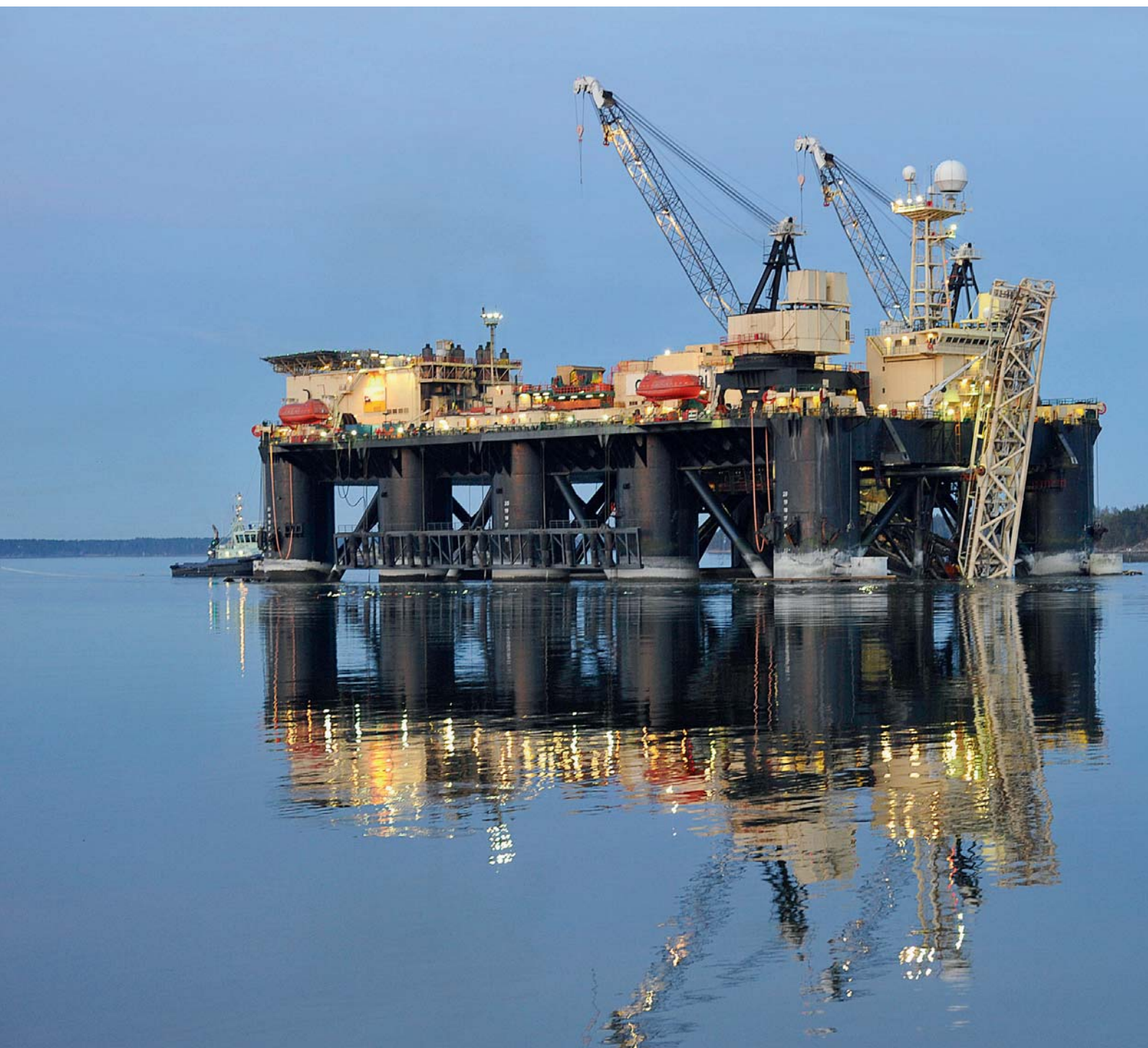
The premier calling card for the Finnish maritime industry in recent years has been the two Oasis-class cruise ships, Oasis of the Seas and Allure of the Seas. Now, as both ships are already hard at work in the Caribbean, it has become apparent that new orders of the same calibre are nowhere in sight. Nevertheless, the Finnish marine industry has plenty of versatility and is now scrambling to find new profile projects.

Of course, the global economic crisis has left its mark on the entire industry. The top players in the field, such as STX Europe, are altering their mindset – the company claims that it is still committed to being a world-leading shipbuilder of cruise

vessels and ferries, but, at the same time, is diversifying its focus into other market segments where its shipyards have considerable technological background and expertise. The short list includes vessels for naval operations, ice-breaking/arctic ton-

nage, certain other specialised vessels, and constructions related to renewable energy.

However, making up for double dream deals such as the Oasis twins is not easy, and restructuring efforts have



to be continued in 2011. Branching out into new business areas is expected to gradually improve the situation and STX is therefore “cautiously optimistic” about the outlook for its Cruise & Ferries business.



Su-Jou Kim.

CHANGE THE CAPTAIN

In April it became clear that “restructuring” reaches all the way to the top, as Juha Heikinheimo stepped down from his position as President of STX Finland Oy. Heikinheimo was promptly replaced – at least temporarily – by Su-Jou Kim, who holds also the position of the Chairman in the company.

According to Su-Jou Kim, his objective is that STX Finland shall once again be in a position to build and deliver the “world’s most magnificent cruise vessels”. In May, STX Finland’s management group was retooled further as Jyrki Heinimaa was appointed Executive Vice President and CFO (Chief Financial Officer). Heinimaa is responsible for accounting & finance, communication, synergies and strategy – and also new business areas such as wind power.

At the same time, Timo Suistio, head of STX Rauma Shipyard, was appointed Executive Vice President and COO (Chief Operating Officer) of STX Finland and also shipyard director of STX Rauma.

SPECIAL DELIVERIES FOR RAUMA

While blockbuster deals have failed to materialise so far, a steady stream of smaller orders has found STX this year. In April, STX Finland and Finferries signed a contract for the construction of a double-ended ferry to operate in the Turku archipelago, Finland. The ship will be built on STX Rauma shipyard and it will be delivered at the end of 2012.

The ship will be 65 metres in length and 12.8 metres in breadth. The construction of the environmentally-friendly ferry will bring some 100 man-years of work to STX Rauma shipyard and its supplier network.

The new passenger ferry will operate on the Korpo–Houtskär route, of which the length and challenging ice conditions will set special requirements to the performance of the vessel. In addition, the vessel will be constructed in accordance with the safety regulations defined in the EU shipbuilding directive and it will be the first vessel to reach the new generation safety level.

Particular attention has been given to the double ended ferry's efficiency by minimising the docking time of the vessel by using wide bow and stern ramps and by designing the ferry as a two-ended vessel, meaning that it can run both directions. A diesel-electric power plant propulsion engine, which utilises Z drive rudder propellers at both ends of the ship, was selected as the propulsion for the vessel.

The new double-ended ferry will start to operate at the beginning of 2013 and it will accommodate 250 passengers, three trucks with tandem trailers and 39 cars.

A couple of months before the Finferries deal, STX Finland Rauma secured an order from Ministry of Fisheries and Marine Resources of Namibia for the construction of a fisheries research vessel. The ship, with a contract value of approximately EUR 35 million, will bring some 250 man-years of labour to the Rauma shipyard, with delivery scheduled for spring 2012. This versatile specialised vessel will be approximately 62 metres long and will provide accommodation for 45 crew members and research personnel.

In the design of the ship, STX Rau-

ma expects to apply the same technologies as in the research-purpose icebreaker ordered by the South African Department of Environmental Affairs (to be delivered by the yard in 2012).

TURKU STAYS ACTIVE

STX Turku has also bounced back – at least in part – from losing the RCCL deal to Germany. In April, STX Finland and Saipem S.p.A signed a contract on major overhaul and maintenance of the semisubmersible pipelay vessel Castoro Sei. The work on the ship, providing employment





for as many as about 1,000 people, will be completed by STX Turku shipyard.

The Castoro Sei is a 152 metres long and 70.5 metres wide semisubmersible pipelay vessel, owned by Italian offshore company Saipem S.p.A. STX Turku shipyard will carry out very extensive and demanding overhaul of Castoro Sei's mooring and pipelaying systems.

Previously in March, Turku shipyard won another contract – this one for the construction of an innovative and versatile multipurpose deck cargo vessel for Gaia-mare. The ship will be delivered during



spring 2012 and has a length of 105 metres and a width of 19 metres. The environmentally-friendly ship will provide work for about 300 persons.

TOUGH TRANSPORTER

The concept development for the vessel was carried out in close cooperation between STX Finland and Gaiamare. The vessel will have numerous innovations and very high specifications, including the ability to operate efficiently in demanding ice conditions. The vessel is designed for transportation of demanding project cargo, such as offshore wind farm structures, and is also suitable for transporting energy wood in the Baltic Sea region.

The vessel includes Double Acting Ship (DASTM) mode, which is developed together with Aker Arctic Technology. The Finnish-Swedish ice class 1A vessel will be the first DAS-featuring dry cargo vessel in the Baltic Sea.

The multipurpose deck cargo vessel is also designed to operate as an oil spill response vessel – both at open sea and in the archipelago. Versatile oil spill response equipment can be installed on the ship. The vessel has structural and built-in tanks with the approximate volume of 2,700 m³ for recovered oil, which will significantly increase the storage capacity of current Finnish oil spill response fleet.

The designing of the ship started in March with construction to begin in late summer. Following launch of the vessel from the building dock, the construction of the cruise ferry for Viking Line will immediately begin.

The Viking Line cruise ferry in question is presently the big cherry on the cake in Turku, with construction about to begin in the autumn. Tooted as “the most environmentally friendly big passenger vessel to date”, the ship carries a price tag of € 240 million and will be delivered to

the client in early 2013. The 2,600 man-year employment also includes an option on a sister ship.

OFFSHORE REBOUND

In late August, it was announced that Technip Finland will deliver a new truss spar platform for operation in the Gulf of Mexico. The project involves engineering, construction and transport of a 23,000 ton truss spar hull. The contract is estimated to be worth \$ 300 million. This will be the 15th spar platform to be delivered by Technip out of a total of 18 worldwide, with the Pori shipyard being the main builder. The shipyard also received a big oil platform order earlier on in the spring.

The Spars will be manufactured at in Pori where 12 of Technip's 14 Spars have already been manufactured. ■

SAMI J. ANTEROINEN





Opportunity Knocking: Servicing offshore wind farms

As an environmentally-conscious wave is rising in the maritime industry, the attention turns to new business prospects – such as the construction of offshore wind farms all over the world.

One example of this surfacing trend was witnessed in the spring as Mobimar Ltd and Aura Mare Ltd signed a contract regarding the delivery of a new type of trimaran hull vessel, intended for service-crew transfers to offshore wind farms.

The vessel in question is 18m long and 8,5m wide. The rating of the main engine is approx. 750kW and cruising speed 20 knots. The hull of the vessel is made of aluminum and ice-strengthened. The accommodation area is spacious for 12 service engineers.

The trimaran hull was model-tested in VTT's basin laboratory comparable with open water and in ice conditions. Tests performed by Aker Arctic has revealed that the hull shape, developed by Mobimar, breaks the ice with much less power demand than an equivalent sized mono hull ice breaker and still produces a wide, clean channel. Mobimar Ltd has received a world-wide patent for this feature.

The benefits of the trimaran hull include small water resistance, an even and significantly wider work deck area compared with a mono hull vessel of same length and solid sea-keeping properties even in harsh sea conditions. Because of these benefits, the vessel is also very

suitable for oil recovery, sea surveys and transportation of passengers.

With regards to maintenance of offshore wind turbines, the transfer from service vessel to the turbine is the most hazardous moment. So far, the operations have only been guaranteed to a significant wave height of 1,5 meters. With the new design, this level has now increased to 2.5 meters, which increases operating days in, for example the North Sea, with three months per year. This also increases profitability for the operators significantly.

The vessel will be delivered in the beginning of 2012. ■

SAMI J. ANTEROINEN



Wise meets the welder

FOUR ARC TOOLS EVERY WELDER SHOULD HAVE

The shift in development of welding power sources toward more digital devices opens new approaches to welding process development. Nowadays, the control of welding machines is based more and more on software components. A digital system improves the reaction times of welding parameters. This is one of the reasons for new, modified welding processes being brought to market.

A FAMILY OF ENHANCEMENTS

Developed over several years together with some of Kemppi's major partners, the new welding software solutions in the Kemppi Wise range – WiseRoot™, WiseThin™, WisePenetration™, and WiseFusion™ – enable customers to improve the performance of their existing welding operations.

WiseRoot™ is a highly efficient and unique tailored short arc process for manual and automated root pass welding. Designed for the effective closure of root joint

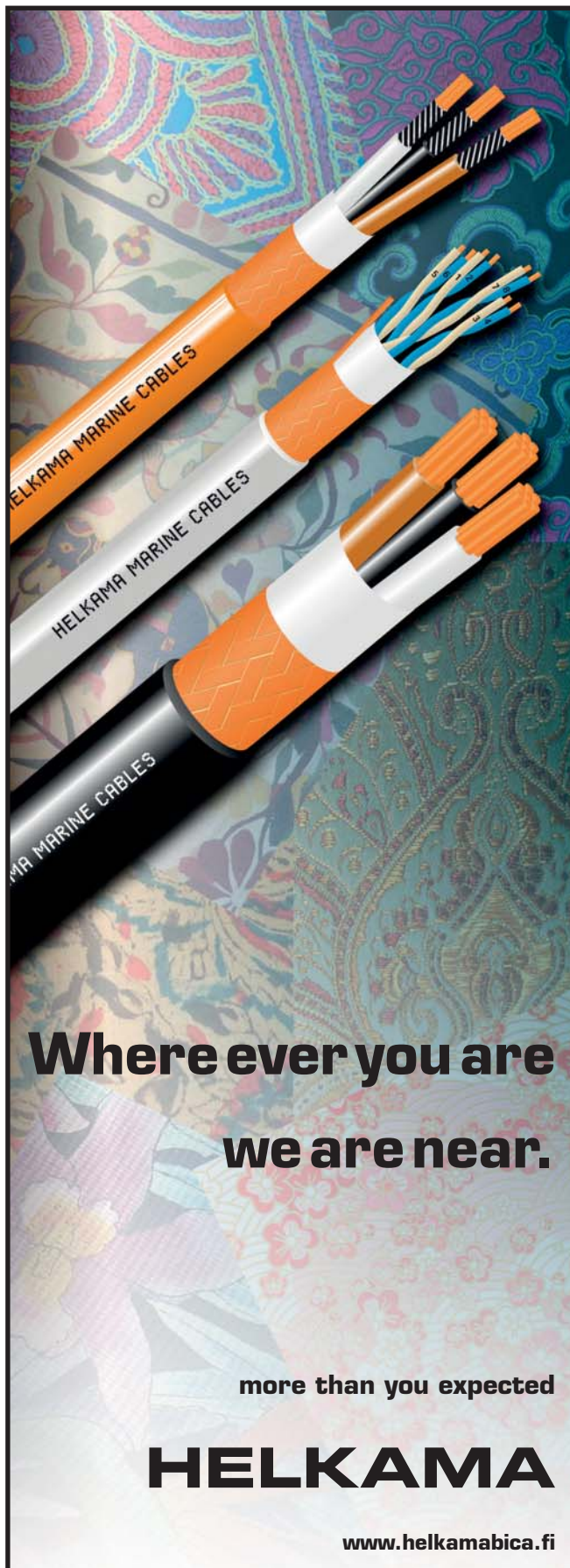
areas and to deal with gaps created by poor joint fit-up, WiseRoot™ is three times faster than TIG welding in this type of usage, is easy to learn and use, and saves time on rework costs. It is notable that WiseRoot™ is used without backing.

WiseThin™ is a tailored cold arc process for the manual and automated welding and brazing of thin ferrous and non-ferrous plate, such as that used in automotive manufacturing. The process reduces spatter and reduces post-

weld distortion due to the 10–25% lower heat input used compared to standard MIG/MAG welding.

WisePenetration™ has been designed to reduce poor fusion and incomplete penetration and save on the labour time and rework costs incurred as a result of defective welds. It does this by ensuring that consistent power is delivered to the weld pool, regardless of changes in the distance between a weld gun and the piece being worked on.

The fourth member of the Wise family, WiseFusion™, creates and maintains an optimal short arc length in pulsed MIG/MAG and spray-arc welding applications to ensure improved weld quality and appearance and consistent results. Once set, regular parameter adjustments are no longer needed. ■



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Viking builds world's first large LNG passenger ferry



When Finnish owner-operators STX Finland and Viking Line sought a technical partner to help design and classify a new ropax ship fuelled by LNG, they approached Lloyd's Register with its renowned expertise in LNG-as-a-fuel.

The result will be the world's first large ferry to use liquid natural gas as its main source of power. The 56,850 gt ferry will be built at Finland's STX Turku shipyard, one of Europe's largest and the source of the world's biggest cruise liners, Allure of the Seas and Oasis of the Seas. One of the options in the newbuild contract is for a sister LNG ferry to be built

The huge ferry which is due to be delivered at the start of 2013 will be the world's most environmentally-friendly passenger ship with minimal CO₂ and virtually nil SOx and NOx emissions. Wave formation and noise generation on the 210m-long vessel will also be negligible.

With a maximum speed of almost 22 knots, the ropax will be able to carry 2,800 passengers and will have a hoistable car-deck with a vehicle capacity of 1,100 lane-metres (lm) and 1,300 lm of truck capacity. It will operate between Turku and Sweden's Stockholm and is being designed to

cope with the comparatively sensitive and shallow waters of the Finnish archipelago.

"LNG tends to suit ferries better than other types of vessel as they follow fixed routes between ports with LNG terminals in the neighbourhood which makes them easy to bunker. The same bunkering facilities aren't yet available for other ships including cruise ships," said project manager Matti Niskala, LR's Finnish Marine Country Business Manager.

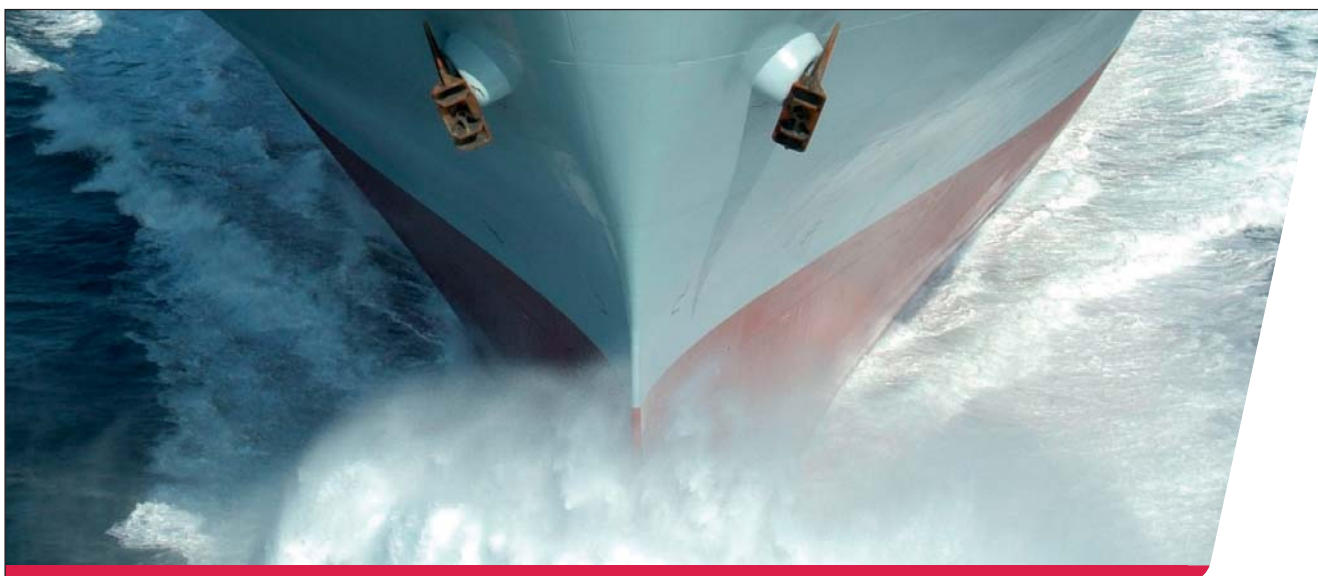
However with the innovative groundwork that is being achieved on the current project, Niskala and his team believe other vessels should be able to make the switch to LNG in five to 10 years' time.

"The ropax will be the first newbuild to comply with our provisional rules for LNG propulsion although we've overseen and applied the same set of rules to a number of other vessels, notably the Accolade bulk carrier which is the world's first LNG-fuelled ship. Since the STX-Viking contract

was signed, we have also provided the STX technical team with assistance on issues such as developing LNG storage facilities and process piping," said Niskala.

"We carried out a detailed risk analysis for Viking Line on the bunkering process to identify and minimise risks associated with the movement of the bunker barge and ship within the confines of the port, the risks associated with the simultaneous loading of passengers, cars, lorries and LNG, and to help ensure compatibility between bunker barge capacity and the ship's systems."

The ropax ferry project poses many technical challenges for both owner and builder. "As well as ensuring the safety of the LNG system, a key issue will be the integration of both LNG and oil fuel installations and compliance with the new IMO 'safe return to port' requirements, a procedure on which Lloyd's Register is a world leader," said Niskala. ■



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BV classifies special vessels

**DIRECTOR OLLI KALJALA:
"WE ARE PRIMARILY A SERVICE COMPANY"**

"Special vessels are an important classification group for Bureau Veritas," notes Olli Kaljala, the regional Director of BV Finland. BV is the classification agency, for example, for STX Europe's ice-breaking towboats for the northern Caspian Sea. The vessels are constructed in Romania's shipyards. BV's classification is ICE Class 1A Super. Two of the vessels were completed at the end of 2010 and three in 2011.

BV is known for classification e.g. the passenger ferries of Tallink Silja operating between Tallinn and Helsinki, which have to travel in icy waters. It has a long tradition for classifying the ferries manufac-

tured by STX Europe's shipyard at Rauma. BV is also the classification authority for other vessels produced at this shipyard; namely, the maintenance vessel for off-shore wind farms and fishing research vessel ordered by Namibia's Ministry of Fisheries and Marine Resources.

"We are primarily a service company, aiming for long term cooperation with our clients. This is the best way to ensure safe usage of vessels for their lifetime. We are talking about 20–30 year timeframes," says Kaljala.

"In all our operations, we base our actions on rules, acknowledging their adherence at the inspections. This is aimed

Photo: Risto Valkeapää



at optimising safety as standards of structures and measurements are being kept at appropriate levels. Safety includes, for example, stability, structures and fire safety."

However, Kaljala points out that technical details are just one part of safety:

"A significant factor is the operation of vessels, which is best ensured by safety management systems of the ship owners." ■

RISTO VALKEAPÄÄ



Celebrating the Spirit

SECOND CAR-PASSENGER FERRY FOR ENGLISH CHANNEL NEARS COMPLETION AT RAUMA

STX Rauma shipyard is hard at work building Spirit of France – the second in line of two giant new ferries for the Dover-Calais service. Commissioned by P&O Ferries, Spirit of France is moving into its final stages of construction during summer and will be ready for its autumn delivery.

"Spirit of France will be delivered to the customer on 1st September," confirms Markku Uusitalo, the Project Manager for both Spirit vessels – Spirit of France and Spirit of Britain which was delivered already in January.

Spirit of France was floated out of her construction dock in February and is now waiting for her sea trials at the end of June. As usually is the case with sister ships, the second one is a lot easier to make than the first one, so Uusitalo expects no real

problems during the final stretch. All the significant trouble-shooting was done already the first time around with the Spirit of Britain:

"We have the same crews working on basically the same assignments, so they know what they're doing and making good progress."

TRUE TWIN

From the perspective of STX Rauma, there were no alterations at all to the Spirit of Britain blueprint, but the customer has

Spirit of France – By the Numbers

Tonnage:	49,000 tonnes
Length:	210 m
Beam:	31.4 m
Draft:	6.5 m
Installed power:	4 x MAN 7L 48/60 Diesels
Propulsion:	2 x controllable pitch propellers 3 x Bow thrusters
Speed:	22 kn (41 km/h)
Capacity:	1,750 passengers, 1059 cars, 180 lorries

made some quite cosmetic changes here and there – the position of a sales desk may have altered, but nothing major.

“This is really a sister ship through and through. If not for the name on the side of the vessel, it would be hard to tell which is which,” says Uusitalo.

The 213m-long vessel will be provided with 3,746 lane metres of space for accommodating trailers, cars and other cargo. Apart from taking in as many as 2,000 passengers, the 49,000 GT ferry can hold approximately 180 freight trucks and 195 passenger cars. Since the length of the





journey across the Channel is only 90 minutes, there are no cabins and hence no room service.

Put together, these two huge vessels are something that the cross-Channel travel has never seen before – but size is just one thing. For example, the design of the ships features a unique hull form that reduces drag in shallow Channel waters and enhances fuel economy. This means, in essence, that P&O Ferries can carry twice the payload of today's ferries for pretty much the same running costs.

PERKS FOR DRIVERS

In the planning effort, special consideration was given to the needs of motorists and freight drivers. Motorists get to access

the ships' restaurants, bars, lounges and shopping via their own private car deck (which features special lanes for those selecting priority loading). Freight drivers, on the other hand, have exclusive facilities including showers, DVD seat back entertainment and a large restaurant.

The customer feedback from Spirit of Britain has showed that these focus points were selected well:

"Passengers have given very positive comments and especially the heavy traffic drivers have been pleased with the services."

The word from P&O Ferries is that filling up the ferry works out very well indeed – 45 minutes is all one needs to pack all the vehicles in.

"The customer was positively surprised by the fact that the loading of the ship is so effortless," Uusitalo says.

LEAP OF FAITH

P&O Ferries, recognised as the World's Leading Ferry Operator by the World Travel Awards in 2010, is happy to have Spirit of Britain in the fleet – and can't wait for her twin to join in the autumn. With up to 25 crossings scheduled daily, the Spirit of Britain and the Spirit of France will both be working around the clock for the next two decades – or that is the plan, anyway.

P&O Ferries clearly took a leap of faith when it agreed on the € 360 million contract for the two ships – together, they represent the largest investment ever

made by the company. As Spirit of Britain arrived in Dover, Helen Deeble, chief executive of P&O Ferries, commented that the ship offers a leap forward in terms of both her size and the quality of the build. At the same time, the cross-Channel experience has been taken up a notch or two – and especially the British media has taken notice.

The wellbeing of the passengers is no mere afterthought in the Spirit ships: the passenger areas were designed by London-based interior design specialist SMC De-

sign which carried out extensive research on profiles of the existing ships and passengers on the Dover – Calais route. As a result, the ship design incorporates best elements of both cruise ships and ferries.

SAFE RETURN TO PORT

While pampering patrons is one key priority, also the technology used by the ships is remarkably cutting edge. The Spirit duo represents the world's first car-passenger ferries which comply with the requirements of the Green Passport of classifying

society Lloyd's Register and meets IMO's Safe Return to Port regulations.

In the Spirit ships, waste heat from exhaust gas is used to heat water and power the water purification plant. The ship features two engine rooms (one fore and one aft). Tier 2 NOx emission standards have been met by using engines that operate on low sulphur fuel oil and enhanced manoeuvrability is achieved by three Wärtsilä CT300M bow thrusters. ■

SAMI J. ANTEROINEN



Wind – a jack-up barge for servicing wind turbines at sea

Servicing wind turbines at sea often takes place in very demanding conditions. This sets high requirements for the service vessels. DBB Jack-Up Services A/S owns a self-propelled heavy-lift barge – appropriately named Wind – which is capable of replacing heavy components at a height of up to 100 metres.

DBB Jack-Up Services A/S, based in Aarhus, Denmark, was established in 2008 as a sister company to Dansk Bjergring og Bugsering A/S (DBB – Danish Salvage and Towing Company Ltd.), primarily to provide first class services and equipment to the offshore wind industry, with a focus on maintenance.

In 2010, DBB Jack-Up Services A/S contacted Liebherr and asked them to mount an LTR 11200 crane on its self-propelled jack-up barge Wind. It took just one week for the crane to be installed on the barge at the Orskov shipyard in Frederikshavn, Denmark. The Wind is the first ship to have a permanently mounted telescopic crane of that size on board. DBB Jack-Up Services A/S chose Vacon low harmonic air-cooled AC drives to control the vessel's propulsion and the operation of the crane.

DYNAMIC CONTROL BRINGS ENERGY SAVINGS

In contrast to conventional propulsion with a diesel engine, the speed of the thrusters used in Wind's propulsion is dynamically controlled by Vacon AC drives. This brings energy savings. The thruster speed can be optimised to the actual speed of the vessel, giving maximum grip on the water. The problem with conventional diesel engine solutions is that the speed is adjusted in steps, so that it is often too low or

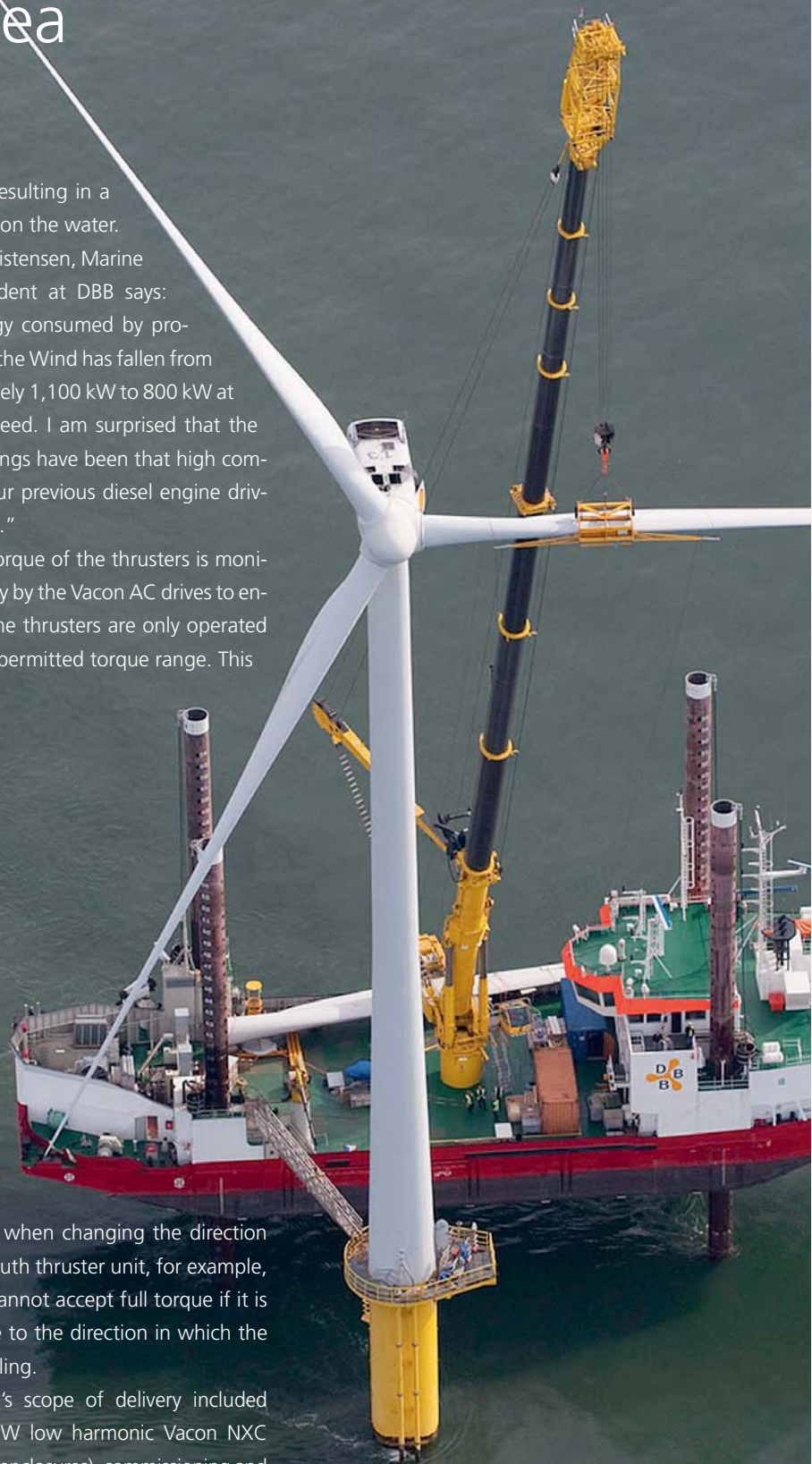
too high, resulting in a looser grip on the water.

Per Kristensen, Marine Superintendent at DBB says: "The energy consumed by propulsion on the Wind has fallen from approximately 1,100 kW to 800 kW at nominal speed. I am surprised that the energy savings have been that high compared to our previous diesel engine driven solution."

The torque of the thrusters is monitored closely by the Vacon AC drives to ensure that the thrusters are only operated within the permitted torque range. This

is essential when changing the direction of the azimuth thruster unit, for example, since this cannot accept full torque if it is at an angle to the direction in which the vessel is sailing.

Vacon's scope of delivery included four 550 kW low harmonic Vacon NXC drives (IP54 enclosures), commissioning and global support. The electric motors for the thrusters were also supplied by Vacon. ■





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Aslemetals Oy is a medium-sized Limited company operating in the field of mechanical engineering and shipbuilding. The activities of Aslemetals Oy have been divided into two working sites.

The company's Lapijoki workshop and its head office are located in Eurajoki. Lapijoki workshop focuses on manufacturing of pipemodules, such as separator, booster and pump units together with ship and industrial pipework.

Kaaro workshop is located in Rauma, on the western coast of Finland. The main part of the company's workshop production is focused there. In the field of mechanical engineering, the product line includes plate constructions, tanks and other steel structures.

The company also has a shipyard, which is located in Olkiluoto, Eurajoki, 13 km north of Rauma. Shipyard services include new shipbuilding, modification, repair and docking of ships, and ship blocks. The shipyard is currently rented out for other activities.

Aslemetals' operations and deliveries are governed by strict quality control and accurate documentation. We use V10 production control and financial management system, and our quality and environmental system has been built according to the standards ISO 9001, ISO 14001 and ISO EN 3834-2. In turnkey projects, Aslemetals Oy assumes overall responsibility for the delivery. ■

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Sunshine for Germans, Eclipse for Finns?

Photos: MEYER WERFT GmbH



MEYER WERFT's cruise ship order book

Celebrity Silhouette, Celebrity Cruises 2011
Disney Fantasy, Disney Cruise Line 2012
AIDamar, AIDA Cruises 2012
Celebrity Reflection, Celebrity Cruises 2012
AIDA N.N., AIDA Cruises 2013
Breakaway 1, NCL 2013
Breakaway 2, NCL 2014
Sunshine 1, RCCL 2014
Sunshine 2, RCCL 2015

MEYER WERFT NABS THE COVETED RCCL CRUISE SHIP CONTRACT FROM STX TURKU – AND THAT’S JUST THE TIP OF THE ICEBERG



The balance of power in Baltic Sea shipbuilding is shifting. The Turku shipyard in Southwest Finland, which has been floating out one grand cruise ship after another for decades, was recently sidelined by its most important client. After building Oasis of the Seas and Allure of the Seas, the world's biggest and finest cruise ships for Royal Caribbean Cruises, Ltd (RCCL) the Turku yard was searching for some reassurance from RCCL that something big would eventually come their way. Unfortunately, RCCL announced "the age of giants" to be over – the two Oasis-class behemoths would be plenty for the cruise line, at least for the time being.

Nevertheless, the Finns believed that they would still be a strong candidate to build the next generation of ships that RCCL was interesting in. In the bidding race, there were two equally formidable candidates: STX Turku and Meyer Werft. The German shipbuilder also had a long-spanning relationship with RCCL, with over 20 years of cooperation between the two.

In the end, the deal went to Germany, as RCCL first signed a letter of intent with Meyer Werft to build the first vessel of a new generation of cruise ships in February, and then solidified the deal in March.

BEHIND THE SCENES

Developed under the code-name “Project Sunshine,” this undertaking did not materialise overnight – RCCL says that “Sunshine” is a result of over a year of research and development.

The new vessel design is supposed to incorporate new and exciting features that “take advantage of the best of Royal Caribbean’s experience and imagination”.

At the same time, RCCL is opting to trade size for versatility. While the Oasis-class boasts 225,000 gross tons (GT), the new ship class is considerably smaller at 158,000 GT. Also, Oasis-class can accommodate 5,400 passengers and Sunshine vessel can fit 4,100. Still, RCCL argues that the ship will still be jam-packed with entertainment and special features.

The blockbuster deal calls for one ship to be delivered in the autumn of 2014 with an option for a second ship for spring 2015. The estimated all-in cost per berth is about euro 170,000. This all-in cost includes the yard’s base contract price plus everything needed to design, operate and build the vessel, from architect fees to supervision costs and all loose inventories from computers to art and bed linens.

DON’T DROP THE BALL

Richard D. Fain, Chairman and CEO of Royal Caribbean Cruises, Ltd, has promised that the next generation “will not disappoint”. While RCCL sticks to its policy of keeping its newest ideas and features under wraps during the early stages of construction, Fain did say that he is very excited about “the passion and imagination” that has been devoted to the project already.





"Project Sunshine builds on the best ideas of our existing ships and adds exciting new activities and entertainment concepts. It will offer features for everyone: from grand, spectacular spaces to small intimate settings; from active, invigorating activities to the serenity of more personal space; and from a

plethora of dining alternatives to a cornucopia of opportunities for families."

Staying in tune with times, energy efficiency and environmental technologies are also a key consideration.

Bernard Meyer, Managing Partner of Meyer Werft shipyard, commented that

Meyer Werft is very happy to be continuing the long-time partnership with RCCL. Meyer acknowledged that Royal Caribbean projects always present "incredible opportunities" for Meyer Werft to create the latest cutting edge hardware in the cruise industry.



DISNEY DOUBLE

On the heels of finalising the RCCL deal, Meyer Werft got to celebrate the keel laying of the Disney Fantasy at the Meyer Werft shipyard in February. Disney Fantasy is the second of two newly-designed ships that promise to take the family cruise expe-



rience to unprecedented heights, backed, of course, by an iconic brand. Fantasy's sister vessel, Disney Dream, entered service just two weeks before the keel-laying.

The Disney double offers some cruise industry "first-ever" innovations, among them AquaDuck – the world's first ship-board water coaster. In addition, Disney Fantasy is supposed to feature a few new design elements and guest experiences that will give the ship a unique identity, separating her from Disney Dream.

The 4,000-passenger Disney Fantasy will be making the rounds in the Caribbean, with its maiden voyage scheduled for March 2012.

Come March, the Meyer Werft shipyard got busy working on the very first steel plate for the new giant cruise liner Celebrity Reflection, with the cruise operator Celebrity Cruises as the client. The newest ship of the Celebrity Solstice class will be delivered to Celebrity Cruises in the autumn of 2012.





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This is yet another energy-saving type of a ship from Meyer Werft, with an overall length of 315 m and width 36.8 m. Fifth and final vessel of its class, the ship can accommodate 3,030 passengers in 1,515 cabins.

AIDASOL SEND-OFF

On the final day of March, the German shipyard delivered the 71,000 GT AIDASol to the owner AIDA Cruises. The AIDASol is the fifth ship out of a series of seven ships that are built for the German cruise oper-

ator. With more than 65 % of the cabins being balcony cabins, the highlights include also a 2,600 square metre spa area and an onboard brewery.

The newest addition to the "kissing lips" fleet was christened on April 9th, in Kiel, Germany in a grand ceremony. AIDASol measures 821 feet, with a 106 foot beam, and carries 2,192 passengers on double occupancy. Two additional sister ships are due for delivery in May 2012, and February 2013, respectively. (The next in line has already been named: AIDAMar.)

Topping off a great start for the year, In May 2011 Meyer Werft celebrated its 120th birthday. Looking back on its rich history, the German shipyard could also remark that the present – and the future – look pretty good, too. At present Meyer Werft's orderbook includes nine cruise ships, with Sunshine class leading the way in the tonnage department. The current value of the orderbook stands at five billion euros. ■

SAMI J. ANTEROINEN

Heroic Homeric

Photo: MEYER WERFT GmbH



In the annals of Meyer Werft, one vessel in particular stands out. One can easily argue that the shipyard's success story began with the delivery of the Homeric 25 years ago.

The first project drawings of the yard's first cruise ship were prepared in 1983. Building this ship was a groundbreaking decision, and also a considerable risk. When news about the construction of the ship were released in April

1984, plenty of colleagues from other shipyards expected Meyer Werft to simply go under with this ship.

After merely two years of construction the Homeric was finally delivered on 6 May 1986. The shipyard was on a killer deadline since the owner would have lost his exclusive rights for cruises to the Bermudas, if the delivery of the ship had been delayed.

The hectic delivery schedule in-

volved its share of highlights and sheer drama. For instance, Homeric was the first cruise ship of this size that was launched sideways, a spectacular event being witnessed by thousands of onlookers. Later on, the conveyance of the ship on the river Ems was shadowed by an incident as the ship "only slightly touched" the Jann-Berghaus Bridge in Leer. ■

SAMI J. ANTEROINEN

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Cable for Allure

Photo: Royal Caribbean International



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

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ARCTECH BRINGS TOGETHER FINNISH AND
RUSSIAN ARCTIC SHIPBUILDING EXCELLENCE

Photos: STX Europe





Finns and Russians combined forces in shipbuilding in grand fashion in December 2010, as a 50/50 joint venture was announced between STX Finland and United Shipbuilding Corporation. The new entity, Arctech Helsinki Shipyard, will build the future generations of arctic maritime vessels, creating highly specialised vessels such as ultra-modern icebreakers.

*Esko Mustamäki,
Managing Director of ARCTECH Helsinki Shipyard Oy.*



The historical union means, in essence, that the best elements of the Russian and Finnish Maritime clusters will now work for a common goal. As the Finnish arctic technology experience meets Russian shipbuilding and ship operation expertise, it is clear that a new marine industry powerhouse is in the making.

In April, Arctech finally announced who will stand at the helm of the new company. Esko Mustamäki was selected to the position of Managing Director, having previously accumulated a wealth of knowledge from the Finnish marine sector. Earlier on, Mustamäki has been working as the CEO of Finstaship and FG-Shipping Oy (part of Finnlines Group).

"I'm familiar with the industry and also the shipyard, and that has helped to make the start a good one," Mustamäki comments.

SOVCOMLOT START

The business end of things was largely taken care of already in December, as the new shipyard received a major order from Russian company Sovcomlot only a week after the founding of the new company. The Sovcomlot deal includes two new Multifunctional Icebreaking Supply Vessels (MIBSV) with the price tag of USD 200 million.

"The planning phase of the ships has been underway in Helsinki since spring and actual construction will begin in August," says Mustamäki.

The new vessels will be delivered in spring 2013. The project will offer work for 1,000 man-years.

Once completed, MIBSV vessels will be heading for Sakhalin-1 Arkutun-Dagi gas field where they will be used as supply vessels for Exxon Neftegas Limited's platform. Both vessels will be similar measuring 99.2 m in length and 21.7 m in breadth. Their four engines have the total power of 18,000 kW and the propulsion power of 13,000 kW.

WHEN THE GOING GETS TOUGH

Design-wise, the ships must be up and ready for the extreme environmental conditions on the Sakhalin area. They will be operating in thick drifting ice in temperatures as cold as minus 35 C°. The main purpose for these vessels is to supply the gas production platform and to protect it from the ice. The icebreaking capability of the vessels must be extremely high, since they have to operate independently in 1.7 meter thick ice.

As multipurpose vessels, these vessels are capable of carrying various type of cargo and they are equipped for oil combating, fire fighting, and rescue operations. The rescue capacity is for 195 persons.

Approximately 60 % of the world's operational icebreakers today were built in Finland and STX Finland shipyards have a long and proud history in the arena. Traditionally, Finnish shipyards have also had a strong foothold in Russia, with as many as 1,500 delivered special vessels over the decades. The highlights include almost all Russia's conventionally powered icebreakers and two Taimyr class nuclear-powered icebreakers.

BUILDING ON TRADITION

For the Finns to break into the very active – and lucrative – Russian arctic icegoing ship market is no small feat. A great track record must have helped secure the first contract: after all, in 2005 STX Finland delivered a very similar vessel to Sovcomflot.

Managing Director Esko Mustamäki comments that although Arctech Helsinki Shipyard is a newly established company, the yard itself has world-class experience in building icegoing special vessels.

"The yard is very well positioned to deliver these kinds of ships for the needs of arctic seas in the future."

Mustamäki is of the opinion that the growth of the global energy demand will increase the oil and gas production of the

arctic offshore areas, which, in turn, will lead to extensive investments in both ships and equipment in the future.

"We want to have our slice of this market," Mustamäki lays out the game plan.

Arctech is also hungry for more, since the yard has plenty of capacity left:

"On an annual level, we can build 4–5 similar ships in Helsinki," Mustamäki confirms. He admits that the hunt is on for more contracts, but nothing definite can be said as of yet.

HIGH LEVEL SUPPORT

From the look of things, Arctech will be sailing under lucky stars. United Shipbuilding Corporation was pretty much singlehandedly created by Prime Minister Vladimir Putin in 2007 as a part of national maritime reform. With such a mighty backer, it is easy to predict that the Helsinki shipyard will receive a steady flow of orders.

As a consequence, the status of the Helsinki shipyard has made an 180° turn from the situation a few years ago. As Turku shipyard was still building Oasis-class giants, the talk in the industry already condemned Helsinki operations to be dead in the water. Now, Turku is struggling to find new clients to replace the gaping hole left by Royal Caribbean, and Helsinki has entered into an international marriage which should yield rich rewards over the coming years.

The Russian Prime Minister was at hand to make the Arctech union official as well, since Prime Minister Mari Kiviniemi and Putin met in St. Petersburg and signed the documents for the alliance. The signing ceremony was mostly ceremonial from the part of the Finns, however, since the state does not own any part of the shipyard. ■

SAMI J. ANTEROINEN



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TEVO Oy, a globally operating machine manufacturer based in Raase, produces high-quality ship propellers from aluminum bronze as well as other machinery and equipment used by the steel, offshore, chemistry, and shipbuilding industries. The company's machine shop also manufactures a variety of cylindrical components, such as tanks and drums. In addition, Tevo concentrates on demanding industrial maintenance, where its specialties are demanding sheet metalwork, welding, and heavy metal machining.





In recent years nearly half of Tevo's turnover has come from the manufacture of propellers used by the offshore and shipbuilding industries. The company also offers its clients propeller development and design services.

According to Managing Director Teuvo Joensuu, manufacturing propellers is very demanding. "Propellers are cast from bronze, so the process has to succeed on the first try. This requires almost perfect mastery of casting methods. Dimensional accuracy must be under control," he says.

Strong growth in propeller orders during the recent years speaks of the excellence of the casting methods developed by Tevo. The company's clients include Rolls Royce Oy Ab and ABB Marine Oy. The primary market area is Northern Europe, but according to Joensuu, propellers have been delivered as far away

as Canada. "The primary market area for all our areas of business is Northern Europe, although we have sales representatives in 20 countries all over the world. Our spreader roll products have been exported to the paper industry in 30 different countries," Joensuu explains.

Propeller manufacturing and the shipping and offshore industry in general are well regulated and standardised. Quality assurance systems are strict. Tevo is familiar with the sector's requirements and is capable of meeting its quality standards by keeping abreast with the field while continuously developing its own know-how. "We are accustomed to working in very tightly controlled projects. If necessary, we are able to apply our experience in extensive energy industry projects, such as power plants," Joensuu says.

Tevo's quality is also visible in the company's maintenance and installation

jobs. The company is recognised among its clients for its strong project management, kept timetables, and high-quality work. Tevo's products require special expertise, experience, and well-developed work methods, as nearly all its products are tailored to its clients' needs.

TEVO Oy is one of the machine shop companies established in the slipstream of Ruukki Plc in Raahe in the 1970s. As its know-how has accumulated over the years, the company has concentrated on special expertise applied in its work methods, like welding, bending, machining, and since 2005, bronze casting. In addition to its plants in Raahe, the 120-employee company also has a foundry in Turenki, where its bronze propellers are manufactured. ■

More information:
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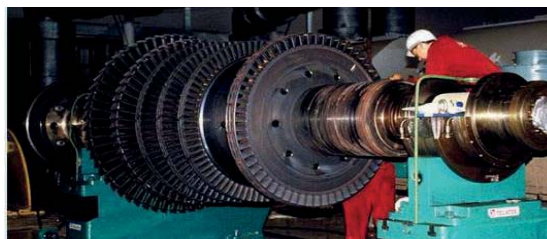
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Bookings for stand space at INMEX India 2011 are higher now than they were at the same point in 2009, a significant achievement in the present global financial climate, and further proof of the continued success of this event. The event has been attracting both long standing repeat exhibitors and also first time exhibitors. First time exhibitors tell the organisers that they are impressed with the event's reputation as India's leading maritime exhibition and also by the plans for the future.

Today, India is building the future of the shipping industry using its advantages like strong maritime tradition and powerful influence with many of the world's major ship operators. That's why for exhibitors both international and national being present at INMEX India is a crucial step towards being seen by the industry. "INMEX India is the important sales platform to present our 'one stop' solutions to thousands

of the event's visitors," says an exhibitor at INMEX India 2011.

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INMEX India will showcase 7 international pavilions and have over a hundred companies exhibiting, the latest exhibitors to sign on include maritime giants Marine Electricals, Elcome Marine, Wartsila, ZF Marine, Chowgule Group, Elektronik Lab, Godrej and Sushma Electricals, to name a few.

INMEX India has endorsement from the Ministry of Shipping is supported by almost all the key Indian associations for the maritime sector including Association

of Multimodal Transport Operators of India (AMTOI), 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 (SMI).

Nicky Mason Managing Director at Informa Exhibitions comments, "The strong brand of INMEX India and the strength of the Indian economy itself means that exhibitors at the event put themselves in the best possible position to achieve their commercial objectives for this exciting region." ■

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Yamal LNG Aker Arctic's next challenge

Advanced ice model testing facilities and decades of experience give Aker Arctic Technology a very good understanding of the problems involved in designing ships capable of navigating in ice and breaking through it. Unique technologies developed by the company, such as double-acting vessels, lead the field. The company has over 40 years of experience in developing ships for efficient operation in ice, and has recently achieved remarkable new references in opening up new trades and solutions for Arctic operations.

Pod drives were central to the development of the double-acting principle that allows vessels to proceed ahead in

thinner ice and astern in heavier ice. The first of such cargo vessels, the *Tempera* and *Mastera* Aframax-class tankers, delivered from Japan to Neste Oil in 2002 and 2003, feature pod drives and a double-acting design. When double-acting vessels operate astern, the milling action of the propeller helps cut a path for the ship through the ice, and the water flow automatically flushes the hull, easing the ship's progress. This makes it possible to make "green" icebreaking with close to 50% less energy and fuel consumption compared to traditional methods – and without icebreaker assistance.

The latest fruits of AARC 's inten-

sive product development programme have been reflected in a number of contracts for the design of a new generation of multipurpose and ice management ice-breakers. Today Aker Arctic is working in close co-operation with Novatek's subsidiary OAO Yamal LNG in their FEED for a natural gas production project in Sabetta in the Northern Yamal peninsula. Extensive development and model testing has already proven that large 170.000 cu.m size gas carriers can be used for regular transports in the challenging ice conditions with thicknesses regularly up to two metres. The ships are expected to enter service by 2016. ■

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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.

ABB OY, MARINE

P.O. Box 185
FI-00981 Helsinki
Finland
Phone +358 10 2211
Fax +358 10 222 2350
www.abb.com/marine

**Contact Person**

Marcus Höglblom
VP Sales
marcus.hogblom@fi.abb.com

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 organisation, providing reliable, safe and environmentally friendly solutions and qualified services to ship owners, operators and yards reducing operational costs and ensuring optimum vessel lifecycle.

ALUPRO LTD

Pakkasraitti 14
FI-04360 Tuusula
Finland
Phone +358 207 421 700
Fax +358 207 421 733
info@alupro.fi
www.alupro.fi

**Contact Person**

Tapio Kärkkäinen
tapio.karkkainen@alupro.fi

Facts & Figures

Turnover: EUR 6,7 million
Personnel: 37
Established: 2005
Parent Company: Alupro Group Ltd.

Specialty Areas

Manufacturing and design of water separators and mask louvers

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.

ALUWOOD AB

Verkaregränd 6
FI-22120 Mariehamn
Finland
Phone +358 18 192 00
Fax +358 18 139 78
info@aluwood.eu
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
Finland
Phone +358 2 774 4700
Fax +358 2 774 4777
wmd@antti-teollisuus.fi
www.antti-teollisuus.fi

**Contact Person**

Toni Leino
Sales Manager
toni.leino@antti-teollisuus.fi

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

APROCOS KY

Paciuksenkujä 1
FI-00270 Helsinki
Finland
Phone +358 9 241 0404
www.aprocos.fi

**Contact Person**

Heikki Mattila
heikki.mattila@aprocos.fi

Facts & Figures

Turnover: EUR 0,5 million
Personnel: 8
Established: 1986

Specialty Areas

Interior design of public spaces: ships, restaurants, shops, department stores, etc.
Graphic and sign design

ASLEMETALS OY

P.O. Box 17
FI-26101 Rauma
Finland
Phone +358 2 838 011
Fax +358 2 838 0290
aslemetals@aslemetals.fi
www.aslemetals.fi

**Contact Person**

Pasi Lehtinen
Managing Director
pasi.lehtinen@aslemetals.fi

Specialty Areas

Aslemetals Oy is a medium-sized metal industry subcontractor. Main lines of business are demanding steel and pipe constructions for industry and shipbuilding. Production is divided into steel constructions, pipe and module production and turnkey deliveries.

AUTROSAFE OY

Uranuksenkuja 10
FI-01480 Vantaa
Finland
Phone +358 9 2709 0120
Fax +358 9 2709 0129
autrosafe@autrosafe.fi
www.autrosafe.fi

**Contact Person**

Mikko Haapalainen
Managing Director
mikko.haapalainen@autrosafe.fi

Facts & Figures

Turnover: EUR 3,3 million
Personnel: 12
Established: 1995
Parent Company: Copertura Oy

Specialty Areas

Temperature sensors, pressure transducers
Fire alarm and Engine alarm systems
Wikrolux Led-technic based safety and guiding lights
Electrical sounders and flash alarms

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

ELEKTROSKANDIA SUOMI 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
Regional Director, SW Finland and Marine
juhani.lehtinen@elektroskandia.fi

Facts & Figures

Turnover: EUR 195 million (2010)
Personnel: 308 (2010)
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 53,9 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 waste and wastewater collection and treatment systems for the shipbuilding and building industry. Skilled personnel, professional design and high-quality technical solutions have facilitated continuous growth, both in turnover and market share.

EXIT-PAINIKE KY

P.O. Box 78
FI-61801 Kauhajoki
Finland
Phone +358 6 231 4034
Fax +358 6 231 4112
exitpainike@exitpainike.fi
www.exitpainike.fi

**Contact Person**

Timo Hakala

Specialty Areas

EXIT 6000 series emergency doors
(EXIT panic device)

FORESHIP LTD

Hitsaajankatu 4 A
FI-00810 Helsinki
Finland
Phone +358 20 730 9090
Fax +358 20 730 9091
office@foreship.com
www.foreship.com

Contact Persons

Janne Lietzen
Managing Director
janne.lietzen@foreship.com
Markus Aarnio
VP Competence Centre
markus.aarnio@foreship.com

Specialty Areas

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

HALTON MARINE

Pulttikatu 2
FI-15700 Lahti
Finland
Phone +358 20 792 200
Fax +358 20 792 2060
haltonmarine@halton.com
www.haltonmarine.com

Contact Person

Tommi Rantanen

Facts & Figures

Turnover: EUR 170 million
Personnel: 1 150
Established: 1969

Specialty Areas

High-quality ventilation systems specifically designed for demanding marine, navy and Oil & Gas markets.
Main product groups: Cabin Ventilation, Galley Ventilation, Fire dampers, Airflow Management and Air Distribution products.

HANS LANGH - INDUSTRIAL & SHIP CLEANING

Hans Langh

Alaskartano
FI-21500 Pikis
Finland
Phone +358 2 477 9400
Fax +358 2 472 6552
langh@langh.fi
www.langh.fi

Contact Person

Tom Nylund
Managing Director
tom.nylund@langh.fi

Subsidiaries & Representatives

Site office in Hamburg at Blohm & Voss Repair

Specialty Areas

Heavy duty ship cleaning
Waterjetting up to 3000 bar
Cleaning of bilges, engine rooms etc.
Cleaning of HFO contaminations
Cleaning and conservation of machinery and engines after fire or grounding
Cleaning also during voyage

HELKAMA BICA OY

Lakimiehenkatu 4
FI-20780 Kaarina
Finland
Phone +358 2 410 8700
Fax +358 2 410 8750
sales@helkamabica.fi
www.helkamabica.fi

**Contact Persons**

Marine Cables:
Sami-Pekka Arlin
sami-pekka.arlin@helkamabica.fi
Industrial Cables:
Jari Merilä
jari.merila@helkamabica.fi

Facts & Figures

Turnover: EUR 42 million
Personnel: 190
Established: 1984

Specialty Areas

Marine cables

HOLLMING WORKS OY

P.O. Box 96
FI-28101 Pori
Finland
Phone +358 20 486 5040
Fax +358 20 486 5041
firstname.lastname@hollmingworks.com
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.

ILS LTD

Puutarhakatu 45
FI-20100 Turku
Finland
Phone +358 2 417 2200
Fax +358 2 417 2210
ils@ils.fi
www.ils.fi

**Contact Person**

Jyrki Lehtonen
Managing Director

Specialty Areas

Design of ice breakers and ice going ships

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.

KESKIPAKOVALU OY

Lastikankatu 21
FI-33730 Tampere
Finland
Phone +358 3 357 9000
Fax +358 3 364 5964
info@keskipakovalu.fi
www.keskipakovalu.fi

**Contact Persons**

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

KOJA MARINE

P.O. Box 351
(Lentokentäkatu 7)
FI-33101 Tampere
Finland
Phone +358 3 282 5111
Fax +358 3 282 5404
marine@koja.fi
www.koja.fi

**Contact Person**

Esko Nousiainen, Director
esko.nousiainen@koja.fi

Facts & Figures

Turnover: EUR 83,3 million
Personnel: 240
Established: 1935
Parent Company: Koja Group

Specialty Areas

Air conditioning systems, air conditioning units, system design and material deliveries.
Cargo ventilation systems.
Air Conditioning turn-key deliveries, HVAC electrical / automation systems.

L & P LAAKSONEN & POIKA

Akselintie 1
FI-20200 Turku
Finland
Phone +358 2 515 4600
Fax +358 2 469 0861
contact@lplaaksonen.com
www.lplaaksonen.com

**Contact Person**

Harri Laaksonen
Managing Director

Facts & Figures

Turnover: EUR 1,2 million
Personnel: 9
Established: 1948

Specialty Areas

Lighting fitting for marine use
Decorative lighting fittings

LEMMINKÄINEN INFRA OY

Puusepantie 11
FI-04360 Tuusula
Finland
Phone +358 20 715 7713
www.lemminkainenomni.fi

**Contact Person**

Tomi Hulmi
tomi.hulmi@lemminkainen.fi

Facts & Figures

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

Specialty Areas

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

MERIMA OY

Tatti 10
FI-00760 Helsinki
Finland
Phone +358 9 350 9300
Fax +358 9 388 2133
contact@merima.fi
www.merima.fi

Contact Person

Ari Nylund
Export Manager

Facts & Figures

Turnover: EUR 45 million (2010)
Personnel: 80 (2010)
Established: 1987

Specialty Areas

Turn-key interior outfitting for cruise ships
Cabin furniture deliveries

METOS OY AB

Ahjonkaarre
FI-04220 Kerava
Finland
Phone +358 204 39 13
Fax +358 204 39 4432
metos.marine@metos.com
www.metos.com

Contact Person

Taina Salonen
Sales Manager
taina.salonen@metos.com

Facts & Figures

Personnel: 1 000
Established: 1922
Parent Company: Ali Group

Specialty Areas

Galley equipment
Laundry equipment
Sauna units

METSO MINERALS OY LOKOMO STEEL FOUNDRY

P.O. Box 306
(Lokomonkatu 3)
FI-33101 Tampere, Finland
Phone +358 20 484 4222
Fax +358 20 484 4233
minerals.lokomosteels@metso.com
www.metsolokomosteels.com

Contact Person

Timo Norvasto, Sales Manager
timo.norvasto@metso.com

Facts & Figures

Personnel: 250
Established: 1916
Parent Company: Metso Corporation

Specialty Areas

Lokomo Steel Foundry has been a pioneer in stainless steel production. In 1982 Metso Lokomo Steels began to manufacture vacuum steel castings using world's first "Vacuum Oxygen Decarburization Converter" VODC. Lokomo Steel Foundry's vacuum steel are marketed under the Vaculok® -trademark. Metso Minerals Oy Lokomo Steel Foundry is a member of Metso Corporation.

OILON OY

P.O. Box 5
FI-15801 Lahti
Finland
Phone +358 3 857 61
Fax +358 3 857 6239
www.oilon.com

Contact Person

Jani Kurikka
jani.kurikka@oilon.com

Facts & Figures

Turnover: EUR 45 million
Personnel: 280
Established: 1961

Specialty Areas

Oil & gas burners for marine applications

ONNINEN OY

P.O. Box 109
FI-01301 Vantaa
Finland
Phone +358 20 485 5111
Fax +358 20 485 5500
www.onninen.fi
www.onninen.com

Contact Person

Tapio Hjort
Sales Group Manager
tapio.hjort@onninen.fi

Facts & Figures

Personnel: 3 000
Established: 1913

Specialty Areas

Onninen provides comprehensive materials services to contractors, industry, public organisations 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.

ORAS GROUP

P.O. Box 40
(Isometsäntie 2)
FI-26101 Rauma
Finland
Phone +358 2 83 161
Fax +358 2 831 6200
info.finland@oras.com

Contact Person

Harri Leinonen

Facts & Figures

Turnover: EUR 132,5 million
Personnel: 950
Established: 1945

Specialty Areas

Oras develops, manufactures and markets a complete range of kitchen and bathroom faucets – and is the leading producer of electronic faucets. Every Oras product is designed to make your life easier while contributing to water and energy savings through advanced technological solutions.

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

Jyrki Sandt
jyrki.sandt@parker.com

Facts & Figures

Personnel: 135
Established: 1964
Parent Company: Parker Hannifin

Specialty Areas

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

PARMARINE OY



Cabins and bathrooms:

P.O. Box 95
FI-30101 Forssa
Finland
sales.marine@parmarine.fi

Fire doors:

P.O. Box 22
FI-79101 Leppävirta
Finland
sales.master@parmarine.fi

Contact Person

Risto Kallio
risto.kallio@parmarine.fi

Specialty Areas

Cabins and bathrooms
A60 hinged and sliding fire doors
A60 SWT sliding fire doors
A60 fire walls
B15 cabin doors

PATRIA AVIATION ENGINE BUSINESS UNIT

Linnavuorentie 2
FI-37240 Linnavuori
Finland
Phone +358 40 869 2800
Fax +358 20 469 2801
www.patria.fi



Contact Person

Seppo Tamminen
Senior Manager, Diesel Engine Business
seppo.tamminen@patria.fi

Facts & Figures

Turnover: EUR 14 million
Personnel: 150
Established: 1947
Parent Company: Patria Oyj

Specialty Areas

Maintenance and overhaul of high speed diesel engines and related equipment up to 6 000 kW.
Authorised MTU Service dealer.
Maintenance and overhaul of industrial and marine gas turbines.
Special repairs of parts for diesel engines and gas turbines

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

Turnkey deliveries of provision refrigeration ; machinery and coolers
Pipe installations and automation
Cooling machinery for technical spaces and air condition
Water chillers
Unic service concept developed especially for fast moving transport

PROMECO GROUP OY

P.O. Box 116 (Mettälänkatu 91)
FI-38701 Kankaanpää, Finland
Phone +358 20 759 5300
Fax +358 20 759 5301
promeco@promeco.fi
www.promeco.fi



Contact Person

Jani Leppänen, Sales Director
jani.leppanen@promeco.fi

Facts & Figures

Turnover: EUR 53 million
Personnel: 420
Established: 2008

Subsidiaries & Representatives

KMT Group Oy, Finland, Promeco Sp. z o.o., Poland, JAT-Asennus Oy, Finland, VM-Group Oy, Finland, PG Solutions Oy, Finland, PG Alumech Oy, Finland

Specialty Areas

Main switchboards, Motor starters, Cyclo converters, Electricity distribution centers, Data transfer control systems, Propeller control systems, Steering modules, Mech. and electr. engineering, FSW

PUMPPULOHJA

Yrittäjätie 4
FI-09430 Saukkola
Finland
Phone +358 207 417 220
Fax +358 19 371 011
info@pumppulohja.fi
www.pumppulohja.fi



Contact Person

Jukka Malinen
jukka.malinen@pumppulohja.fi

Facts & Figures

Turnover: EUR 10 million
Personnel: 70
Established: 1991

Subsidiaries & Representatives

WatMan Engineering Ltd

Specialty Areas

Pressure vessels and storage tanks, tube heat exchangers
Pumps, water management
Ro-units

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RAUMA INTERIOR OY

Hallitie 8
FI-26510 Rauma
Finland
Phone +358 2 8387 8200
Fax +358 2 8387 8210
info@raumainterior.fi
www.raumainterior.fi

**Contact Person**

Kari Wendelin
Managing Director
kari.wendelin@raumainterior.fi

Specialty Areas

Designed fixed and free-standing Furniture in various Materials especially for Passenger & Crew Cabins, but also for Restaurants, Nightclubs, Coffee Shops, Conference Rooms (Wardrobes & Racks, Dressing Tables, Cabinets, Coffee Tables, Desks, TV-stands, Beds in Wood and Metal, Nightstands, Sofas, Resin Coated Dining Tables, Bardesks, Decorative Columns etc.)

2

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 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

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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 IsOver 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

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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 Finland Oy has three shipyards in Finland, Turku shipyard, Rauma shipyard and Arctech Helsinki Shipyard Oy, of which STX Finland Oy owns 50%. STX Finland's subsidiaries include Aker Arctic Technology Oy and STX Cabins Oy, among others. The company belongs to the STX Europe Group, an international shipbuilding group with a product range including passenger ships, ferries, offshore services vessels and specialised vessels. STX Europe has approximately 15,000 employees. STX Europe's principal shareholder, the Korean based international industrial group STX Business Group, has approximately 58 000 employees and aims to be a global top player in its core areas; shipping and trade, shipbuilding and machineries, plant and construction, and energy.

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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**

From a Specialist To a Comprehensive

Contact Person

Kimmo Räisänen
Managing Director
kimmo.raisanen@sasvensen.com

Facts & Figures

Turnover: EUR 7,1 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

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TEKNIKUM OY

P.O. Box 13
FI-38211 Vammala
Finland
Phone +358 3 51 911
Fax +358 3 514 3137
marketing@teknikum.com
www.teknikum.com

**TEKNIKUM***Flexible technology***Contact Person**

Hannu Vesterinen
Phone +358 500 233 259

Facts & Figures

Turnover: EUR 40 million
Personnel: 290
Established: 1989
Parent Company: Teknikum Group Ltd.

Specialty Areas

Rubber lining for steel pipes against seawater corrosion.
Compressed rubber hoses, bellows and connection hoses for shipbuilding and offshore industry.
Moreover we offer customised rubber products for different stages of all industry.

1. Consulting
2. Equipment
3. Machinery

4. Materials
5. Safety
6. Systems

7. Turnkey Deliveries
8. Yards
9. Other

2 4

TRAFOTEK OY

Kaarinantie 700
FI-20540 Turku
Finland
Phone +358 2 275 9200
Fax +358 2 275 9210
info@trafotek.fi
www.trafotek.fi

Contact Person

Timo Heikkinen

Facts & Figures

Turnover: EUR 60 million
Personnel: 300
Established: 1983

Specialty Areas

Ship Transformers up to 10 MVA, electrical filters and reactors.

1 2 6

OY TRITMAR LTD

Morokiventie 3
FI-04300 Tuusula
Finland
Phone +358 9 2735 2140
Fax +358 9 2586 5192
sales@tritmar.com
www.tritmar.com

Contact Person

Martti Tulimaa
martti.tulimaa@tritmar.com

Facts & Figures

Turnover: EUR 5 million
Personnel: 5
Established: 1998

Specialty Areas

Galley equipment for all kind of vessels
Bar and pantry equipment
Buffet tables and waiter stations for cruise ships
Turn-Key deliveries

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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.

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

P.O. Box 1 000
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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YIT INDUSTRIA OY

P.O. Box 27
(Lemminkäisenkatu 59)
FI-20521 Turku
Finland
Phone +358 20 433 111
Fax +358 20 433 7251
www.yit.fi

Contact Person

Markku Salonen
markku.salonen@yit.fi

Facts & Figures

Turnover: EUR 320 million
Personnel: 3 800
Established: 1920
Parent Company: YIT Corporation

Specialty Areas

Prefabricated pipes, pipe modules, electrical and steel outfitting.

1. Consulting
2. Equipment
3. Machinery

4. Materials
5. Safety
6. Systems

7. Turnkey Deliveries
8. Yards
9. Other

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Tel. +60 87 426 022
Fax. +60 87 426 223
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Email: enquiries@transportevents.com

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