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International Maritime Review



## The French Connection

Finnish companies are actively involved in building Oasis 3

## Mein Schiff 3

First TUI cruiser delivered from STX's Turku shipyard





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## COME TOGETHER

*The Finnish marine cluster is certainly an interesting industry. Presently, it has been reported that the German shipyard Meyer Werft is looking to buy the Turku shipyard from its South Korean owner, STX Europe. According to the plans, also the State of the Finland would be involved in a small ownership role, helping to secure the deal.*

*The Finnish marine cluster is finding other ways to cope in a brave new world, too. Losing the building of Oasis 3 to the French shipyard Saint Nazaire was a tough pill to swallow – for Finns it was hard to grasp why the owner would break up a winning team. After all, the first two Oasis ships were hailed as a “superinnovation of the seven seas”.*

*However, as the dust settled, Finnish companies realised that they can well take their expertise and offer it to Saint Nazaire.*

*Latest Finnish involvement with the mega project was announced at the end of March as Metso received an order from STX France to supply an advanced vessel-wide automation system to Oasis 3. This deal did not materialise out of thin air: Metso has a long track record of supplying automation technologies to Royal Caribbean International's cruise vessels over the years.*

*More good news for the industry emerged during Easter, as Arctech Helsinki Shipyard secured a contract to build an icebreaking supply vessel for the Russia's largest shipping company Sovcomflot. The new vessel will be built for the North East Sakhalin Offshore region oil and gas field where she will be used as a platform supply vessel for Sakhalin Energy Investment Company Ltd.*

*Helsinki Shipyard has already started work on the project and the vessel will be delivered to the client in June 2016. The total value of the order is about EUR 100 million.*

*Arctech Helsinki Shipyard has commented that, with this order, the company confirms its position as leading builder of arctic offshore vessels – and the deal offers further proof that the Finnish-Russian collaboration formula is a winner. When Arctech launched its operations three years ago, there was skepticism whether the Russians could deliver orders with sufficient scope and frequency. Despite rough seas in the global economy, those crucial orders have been coming in as promised.*

*With success stories in the South and in the East, the message for the industry players is clear enough: internationalisation is the only way out of a tight spot. Will this trend reach its peak with a summer announcement of Turku shipyard changing ownership once again? – We have to wait and see.*

JUSSI SINKKO  
EDITOR-IN-CHIEF



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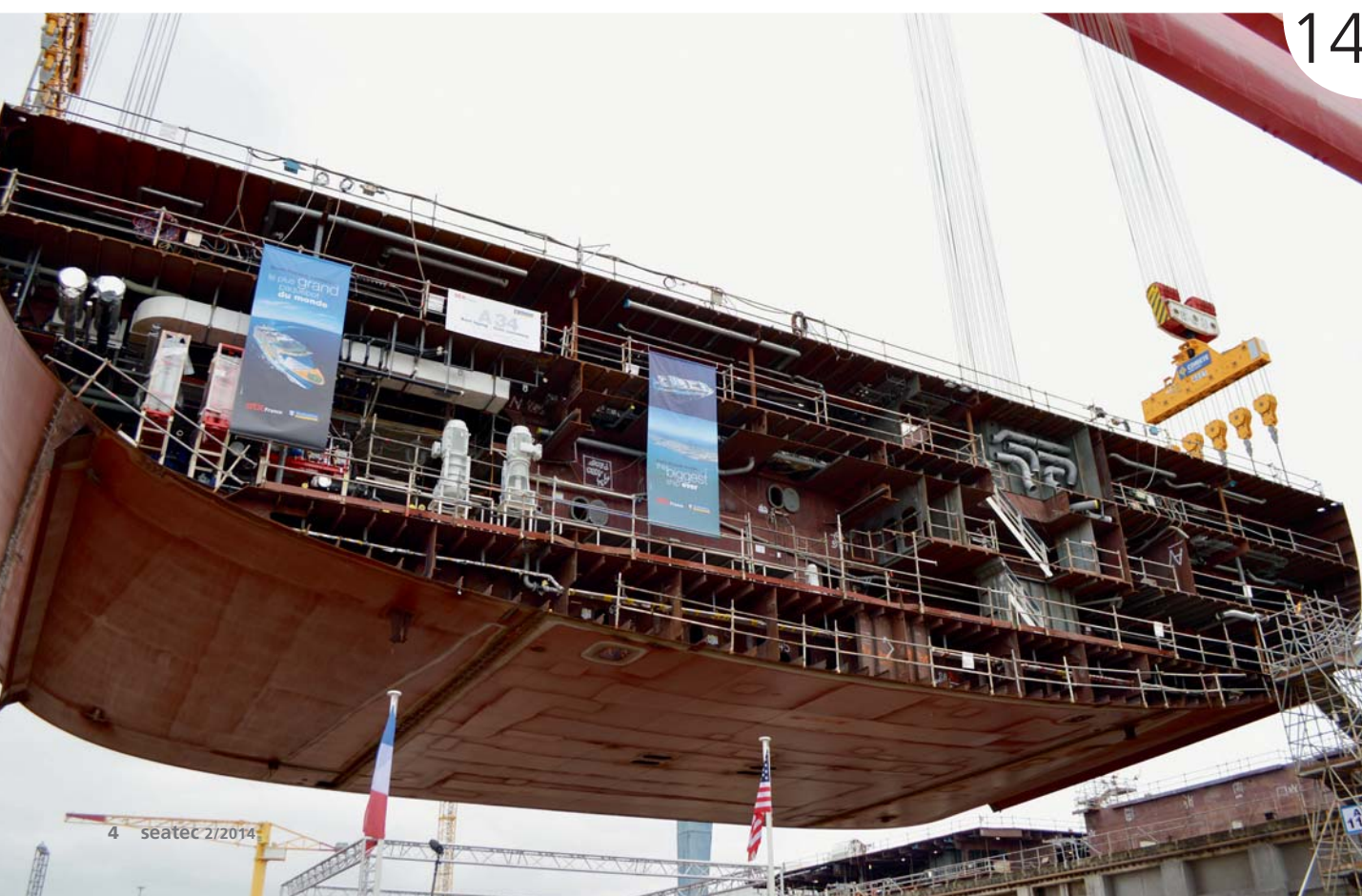
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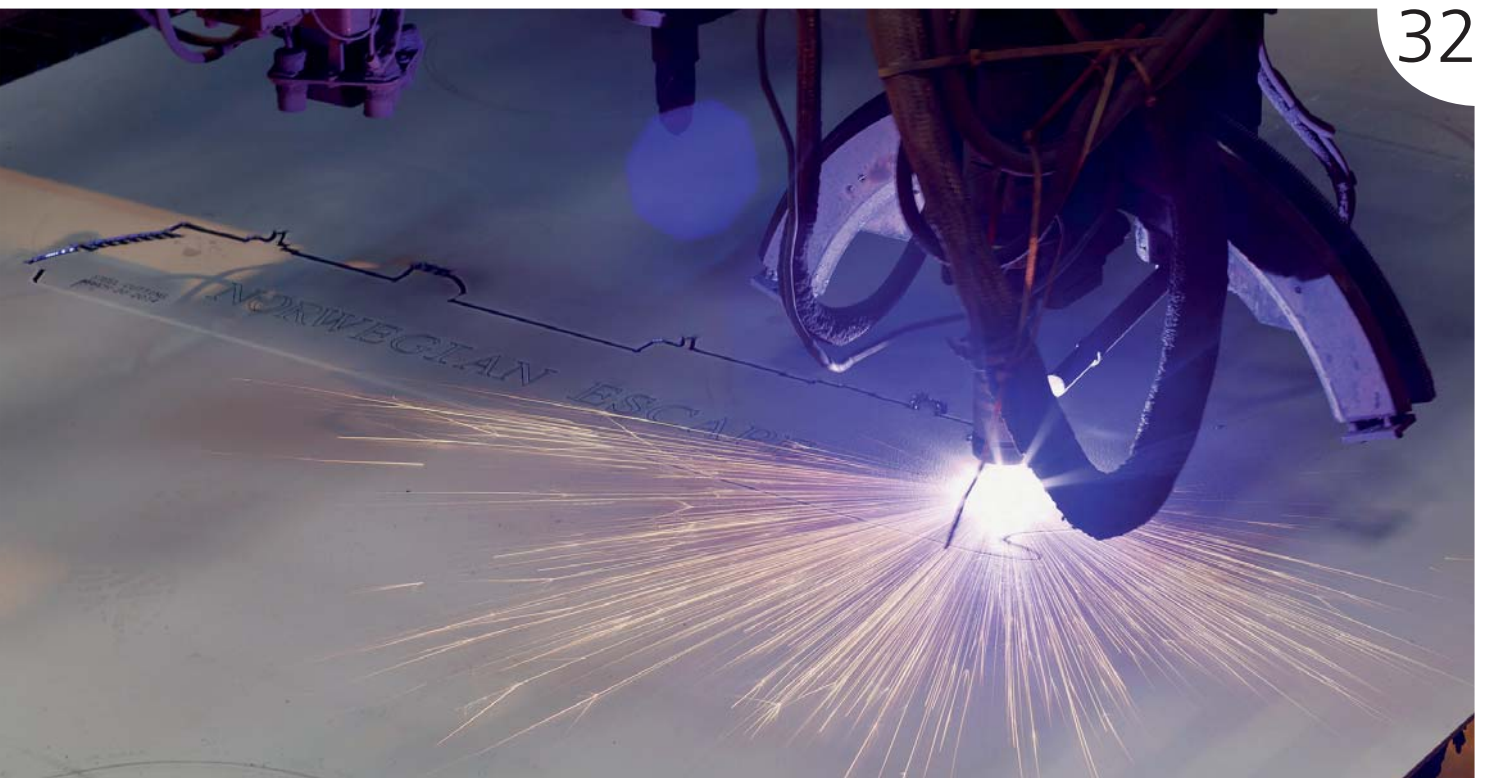
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Despite troubled economy, Meyer Werft has enjoyed a good stretch of smooth sailing in recent years. Now, however, there is an interesting proposal on the table that could help the German shipyard get to the next level. The Turku shipyard – the maker of the world's greatest cruise ships Oasis of the Seas and Allure of the Seas – is for sale, if the conditions are right. Turku could finally give Meyer Werft what it has been missing all these centuries: easy access to the sea.

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# First TUI cruiser delivered from STX's Turku shipyard



*The first cruise ship ordered from Turku shipyard by TUI Cruises GmbH has been completed. The ship was delivered to TUI on 22 May 2014.*

*Negotiations for the ownership of STX Finland's Turku shipyard are currently ongoing. It is possible – although not yet certain – that the state of Finland and the German shipyard Meyer Werft may become co-owners.*



The TUI cruise ship 'Mein Schiff 3' was  
constructed at STX Finland's Turku  
shipyard.

Photos: STX Europe







*STX Finland's Turku shipyard is known as a builder of innovative and luxurious cruise ships.*

**S**TX Finland's Turku shipyard received the order for the first TUI cruise ship in September 2011. As the shipbuilding started in November 2012, the German company TUI Cruises GmbH placed an order for another similar cruise ship.

Known as 'Mein Schiff 3' and 'Mein Schiff 4', both ships have a weight of 99,500 gross register tons. They have a length of 295 metres long and a width of 36 metres.

Both of these ships have been designed to utilise environmentally friendly technology, such as a combined exhaust gas treatment system. This system has the purpose of diminishing exhaust emissions of sulphur, nitrogen oxide, dust particles, and soot.

The ship's desulphurisation plant will reduce toxic sulphur emissions by up as much as 99 percent. In addition, particulate emissions will decrease by approximately 60 percent.

These kinds of environmental solutions will also enable each vessel to consume approximately 30 percent less energy than older cruise ships of similar sizes.

#### **INNOVATIVE TECHNOLOGY**

The first TUI cruiser being built at Turku shipyard, 'Mein Schiff 3', was floated out in November 2013. After this, the final assembly for the inner and outer areas of the ship was started. In the final





six months of shipbuilding, interior outfitting was completed and numerous technical systems were installed on board the ship.

The 'Mein Schiff 3' has been described as a sophisticated and highly innovative cruise ship, designed for the German premium-class cruise market.

On 22 May 2014, STX's Turku Shipyard handed over the 'Mein Schiff 3' to TUI Cruises. The ship has been scheduled



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*A change in ownership might secure the continued operation of Turku shipyard.*



to start operating on 13 June 2014. The maiden voyage will start from Hamburg, Germany, and the destination will be Palma de Mallorca.

The new ship features a number of various kinds of restaurants – including the fine-dining speciality restaurant Richards

Feines Essen and the Steakhouse Surf & Turf – in addition to modern coffee houses, bars and lounges, plus a night club.

Furthermore, the ship has numerous areas for sports, including a sizeable Spa & Sports area and a 25-metre swimming pool. An outdoor arena on Deck 14 can be

utilised either for sporting activities or as an outdoor cinema events. What's more, a concert hall has been built on board.

TUI's new ship has 1 253 passenger cabins. Of these, approximately 90 per cent are outside cabins, most of which are equipped with balconies. Some cabin





types even have their own roof terraces. The ship's cabins were produced by STX Finland Cabins Oy.

The sister ship currently under construction, 'Mein Schiff 4', will be launched in September 2014. It is to be delivered to TUI Cruises in the spring of 2015.

#### **HARD WORK AND MONEY TROUBLE**

According to Mr. Jari Anttila, Deputy CEO of STX Finland Oy, the 'Mein Schiff 3' was built on a very tight schedule.

"We are very satisfied as we are handing over this magnificent ship to

TUI Cruises, and we are confident that this ship will be a great success on the German cruise market," Mr. Anttila said on the occasion of the ship's delivery to TUI.

He noted that the project was carried through successfully, with the aid of good co-operation, high motivation, and





a lot of hard work. For STX Finland's Turku shipyard and its subcontractors, the 'Mein Schiff 3' project brought some 5 500 man-years of labour.

For the last couple of years, the overall situation of STX's Turku shipyard has been somewhat precarious. The shipyard's Korean owners have faced financing troubles that have affected their overseas shipyards.

In Turku, this has meant that the shipyard has lost a few large shipbuilding orders. At the start of 2013, a preliminary order for a luxury cruiser was withdrawn as no agreement was reached on

financing. Eventually, the order went to the Saint-Nazaire shipyard in France.

One year later, in February 2014, Scandlines – who had previously placed a preliminary order for two passenger ferries to Turku shipyard – announced that their ships will be manufactured by a German shipyard. Again, financing arrangements were too problematic.

The situation even threatened the TUI orders. In early 2013, however, a financing contract was agreed upon by the Finnish government, STX, TUI Cruises, and the specialised financing company Finnvera. This ensured the continued production of the TUI cruisers.

## NEW OWNERS IN SIGHT

On 8 May 2014, Mr. Jan Vapaavuori – the Finnish Minister of Industries – announced that the state of Finland and Meyer Werft shipyard from Germany were negotiating for ownership of STX Finland's Turku shipyard with STX's Korean owners.

While the negotiations are still in progress and a lot of uncertainties remain, the news was received with careful optimism as such a change in ownership might secure the ongoing operation of STX Finland's Turku shipyard.

Further confirmation ensued when



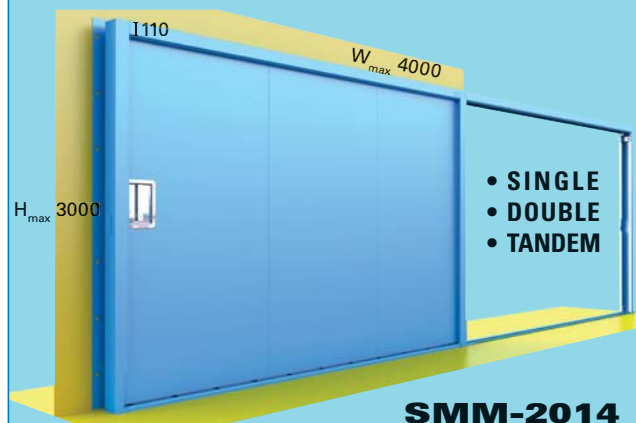


Mr. Jyrki Katainen, Finland's Prime Minister, said in a radio interview on 18 May 2014 that an agreement on the purchasing of Turku shipyard was 'very close' to being reached. He also noted that if the purchase comes through, the state might eventually sell its share of the shipyard to private owners later on.

The Meyer Werft GmbH shipyard in Papenburg, Germany, is one of the largest in the world. It has been assumed that Meyer Werft's interest in STX's Turku shipyard is possibly based on the fact that the largest cruise ships of over 200 000 tons would be easier to construct in Turku than in the German company's Papenburg shipyard on Ems river, 40 kilometres from the ocean shore. ■

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# The French Connection

## FINNISH COMPANIES ARE ACTIVELY INVOLVED IN BUILDING OASIS 3 AT ST. NAZAIRE

Photos: Royal Caribbean International

*When the Turku shipyard lost the contract for Oasis 3, the bitter sting of defeat was felt across the country. After all, the Finns had built both previous Oasis class ships – Oasis of the Seas and Allure of the Seas – two ships that were hailed as “game-changing” and “revolutionary” around the industry.*







**W**hile any coach would be hesitant to make changes to a winning roster, Royal Caribbean International decided to take their business elsewhere. As a result of supertough international competition, the Oasis 3 deal landed in St. Nazaire, France – a fellow STX operation to Turku.

Nevertheless, as the dust settled, it was clear that the Finns still had a lot to offer to the project, even if they were somewhat removed from the Atlantic waves. After all, the STX Turku shipyard functions as a coordinator, overseeing a network of hundreds of subcontractors. Finnish contractors and material suppliers were familiar with the structures, materi-

als and supply content of the ship-to-be and were able to “hit the ground running” with the project.

#### **FINPRO TO THE RESCUE**

But, in order to get the dialogue with the French shipyard going, another coordinator – of sorts – was needed to serve as a spokesperson for the Finnish marine industry. The state-owned Finpro took on the challenge, promptly opening a corporate office in France to support the dealings with the St. Nazaire shipyard.

Ulla Lainio, Leading Consultant for Finpro, says that as the Finns travelled to St. Nazaire to talk with the management

of the shipyard for the first time, it was obvious from the very beginning that the French were interested in collaboration.

“The leadership at St. Nazaire send us a strong signal that they wanted those Finnish companies who were involved in building Oasis 1 and 2, to participate in the making of the third vessel,” Lainio looks back. Building the world’s greatest cruise vessels is no small undertaking, and the French were eager to use Finnish first-hand expertise to conquer the challenge.

“The situation of the St. Nazaire shipyard is similar to that of Turku in the sense that they need a strong subcontractor network as well. Finns could be welcomed





to that network, if their bids proved to be competitive from the price angle," she analyses the starting point.

#### MAKE THE PITCH

After the initial contact and positive feedback from the shipyard, Finpro got busy organising visits for the Finnish subcontractor companies – and over 60 Finnish companies came over to St. Nazaire to tell the French what they can do for the project. Finpro also helped these companies to cope with an alien business environment, guiding them to follow the local operational models and to take account of corporate and social responsibilities.

And now, after several months of hard work, over 20 Finnish companies have signed contracts with St. Nazaire. And despite the fact that block welding for the ship began in September, there are still ongoing negotiations. Lainio says that there are still rather large entities on the table to be talked about over the summer. The French are in no rush to close the remaining contracts, since there is still plenty of time left in the clock: Oasis 3 is not due for delivery until May, 2016.

Finpro estimates that the Finnish subcontractors have a chance to grab deliveries totalling well over 100 million euros in the project that has an over-all price tag of

about one billion euros. A distinguishing factor here is that there are Finnish companies both big and small involved in the project, ranging from listed companies to much smaller businesses with high-focus niche expertise.

#### METSO MAKES IT AUTOMATIC

One of the bigger companies – and more recent additions to the ranks – is Metso who secured a contract from STX France in March. Metso will supply an advanced vessel-wide automation system, including sophisticated energy management solutions, to Oasis 3.

This deal was to be expected in









the sense that Metso has a long track record of supplying automation technologies to Royal Caribbean International's cruise vessels over the years. Furthermore, the world's largest cruise ship sets high requirements on the automation system, as it will control and monitor the electric power plant, air conditioning and swimming pools, among others, around the clock.

Heikki Tanner from Metso points out that automation systems are "the integrator" of machinery systems functionalities onboard, ensuring the complete monitoring and control picture.

"With more than 7 500 people on board, the reliability and availability of the automation system is, in this respect, of outmost importance. Availability 24/7 year-round is simply a must, ensuring passenger and crew comfort and safety. As a consequence, the system is designed with redundancy for all major components," says Tanner.

#### GIANT CHALLENGE

The pure scale of the Oasis 3 vessel is also demanding when it comes to design and engineering. The system is very distributed with processing and input/output units spread in many locations.

"This means that the system network and location of components have to be planned with different safety related scenarios in mind, securing maximum availability," adds Tanner.

The Information Management System onboard will also be an exceptional one. This system includes versatile and advanced tools for analysis of machinery performance based on history data, says Tanner.

"The system has a large data collection capacity, and is able to store all 32 000 signals into its database for up to a year. One of the tools is a history replay function on the system workstations where the operators can replay situations and incidents that happened in the past."

#### EYE ON ENERGY

Metso's Energy Management System will also be installed onboard, since RCI is a





cruise brand with a strong focus on green solutions and sustainability. According to Tanner, Metso is very pleased to supply its Energy Management System – enabling RCI to save fuel and minimise energy losses – and contribute to the ship's green profile.

“As a major automation system supplier to land based industries worldwide, we had the possibility to take advantage of development done in the energy saving segment for power industries and further develop these for the marine industry. The energy management looks at how fuel is converted to energy in the different machinery systems, and how well the machinery is performing compared to optimal conditions,” he says, adding that utilising excess energy is another relevant issue (for example, by producing potable water in evaporators instead of releasing the energy as waste heat).

Tanner observes that the actual amount of fuel that will be saved depends on how intensively the system is applied:

“Actual data needs to be analysed before an accurate percentage saved can be evaluated, but we anticipate a potential saving of about 1–5 %.”

Metso's delivery scope also includes engineering, programming, factory testing, technical assistance during quay and

sea trials, and crew training. The dock trials are scheduled to start in mid-2015.

#### KOJA GOES FIRST

While Metso is one the latest companies to announce a deal, the Tampere-based Koja was the very first to get the ink, having made a contract for the delivery of the ship-wide air conditioning system.

“The scope of the delivery is about the same as the deliveries to Oasis of the Seas and Allure of the Seas,” says Esko Nousiainen from Koja Oy Marine. He admits that the deal probably wouldn't have materialised this quickly, if the company didn't have a solid relationship with the French. Koja collaborated with St. Nazaire a couple of years ago in a cruise ferry project.

“Also there were schedules concerning design changes and modifications that hastened the shipyard's normal decision-making process,” he adds. Koja experts have been updating the plans for a while now and expect the ventilation duct planning to be concluded during the summer.

So far, everything is running smoothly and Nousiainen credits the French for laying a great planning foundation to the project:

“The changes & modifications design has been prepared exceptionally well, so

it's easy for a supplier to update the plans accordingly.”

#### PARMARINE BRINGS THE DOORS

Forssa-based Parmarine's Leppävirta factory is delivering the ship fire doors to the project. Altogether there are 1 700 A60 doors, says Risto Kallio from Parmarine. This deal is yet another example of how far a good industry track record can carry you: after all, tens of thousands of Parmarine's ship fire doors have been installed on luxury cruise liners over the years.

“We delivered doors to Oasis and Allure and have worked with the St. Nazaire shipyard for 20 years,” Kallio says. The very first St. Nazaire project was Legend of the Seas (commissioned by RCCL) which was delivered in 1995.

According to Kallio, when you have that kind of familiarity with the shipyard, it's easier to seal the deal:

“We know each other so well, that there aren't any real problems or surprises in our communication,” he says, adding that in the final analysis, however, it's still very much about the product.

“The quality and the price must be right.” ■

SAMI J. ANTEROINEN





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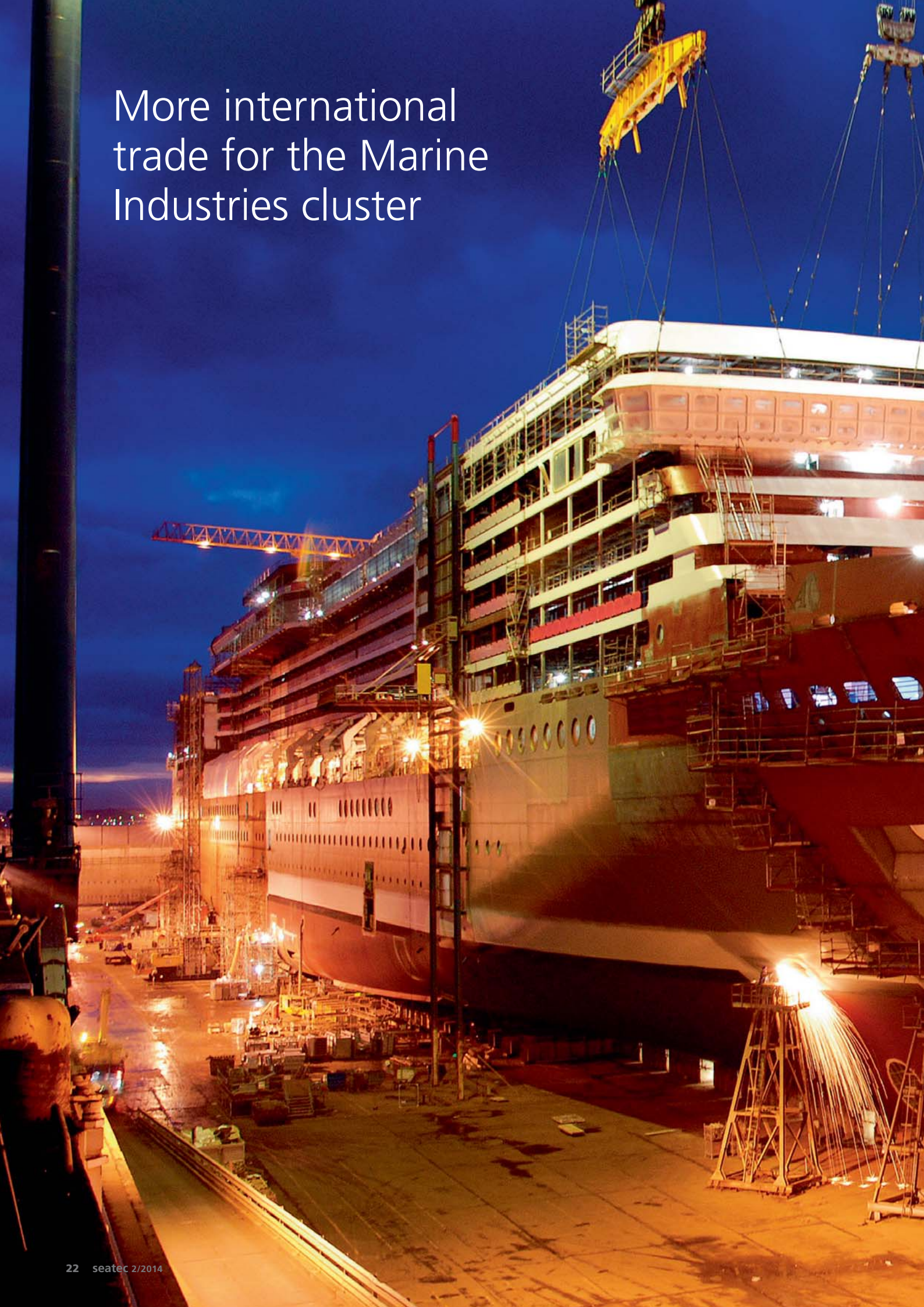


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# More international trade for the Marine Industries cluster









*Business prospects are beginning to look up for the Finnish marine industry companies. New and lucrative export orders are coming in by the shipload – well, almost.*

*Of course, the Finnish Marine Industries cluster is globally known as a high-quality supplier. There is no substitute for a good reputation.*

**"T**he market for the Marine Industries companies is showing clear signs of positive development," notes Mr. Vesa Marttinen, Managing Director for Turku Repair Yard.

According to Mr. Marttinen, there have been recent improvements in various markets: maritime transport, passenger traffic, offshore technical supplies and services, etc.

"In the case of maritime shipping companies, quite a lot will depend on the type of raw material and products that are being transported. It seems that ro-ro traffic is decreasing, but the overall tendency for transports is on an upward curve."

#### **INCREASING EXPORTS**

International trade is gradually increasing. This is hardly a new development for the companies of the Finnish Marine Industries cluster: they have been on the international market for some 300 years already.

"They have never operated in the domestic market only," Marttinen recounts.

"Once new technologies have been developed, products and solutions based on them are exported to wherever there is demand."

"In bygone days, Britain and Sweden











were also strong in marine industry. They were followed by other European countries, and currently the centre of gravity is in the region of China, South-Korea, and Japan."

"It goes without saying that companies operating from Finland should keep their share of the expanding international market," Marttinen suggests.

#### **TOUGH COMPETITION**

At Turku Repair Yard – now owned by BLRT Grupp, a North European international marine business operator – new global trends have resulted in the forthcoming integration of certain operational areas.

"In all, our combine now consists of three repair yards, one shipyard that supports shipbuilding, plus several other maritime companies," Marttinen states.

"For our operations, the percentage of Finnish customers used to be higher than now. Today, 40 to 45 percent of our customers are Finnish. Our other customers are mainly Estonian, Russian, Swedish, and Dutch."

"The operation of repair yards has always largely been a local service business for the Baltic Sea region."

In Mr. Marttinen's view, the field of competition is in a constant state of change.

"Some service providers are becoming more versatile than before. Some are closing down for good."

"Finland's strengths in the competition are commitment to this line of business, unique value network business models, plus service quality and new innovations. Then again, another economic downturn might be fatal for a number of companies."

Still, chances for a serious downturn are not all that high.

"The world trade seems to be on the way up. Consequently, the number of maritime transports is bound to increase," Marttinen says.





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Photo courtesy of Turku Repair Yard

*Turku Repair Yard is situated in Naantali.*

### POSITIVE DEVELOPMENTS

Managing Director of Laivasätkötyö Oy, Mr. Juha Hietarinta, points out that the latest ships that have been built at Turku and Rauma shipyards have kept the Marine Industries cluster quite busy.

"What's more, exports have been on the way up," he says.

Laivasätkötyö Oy performs electrical engineering and installations of ships, railway carriages, and industrial facilities.

"Eventually, the decisive factor for

the industry will be the fate of STX's Turku shipyard. Since the Prime Minister suggested that partial state ownership of the yard is very close to being agreed upon, I have been a little more optimistic," Hietarinta sums up.

He believes that increasing international trade will also be a significant factor.

"International trade is nothing new for us, but this time even companies that have largely worked in the domestic market have received international orders, even from the Far East."

"Another positive development is that the Helsinki shipyard appears to receive quite a few orders from Russia. Perhaps shipbuilding in Russia is not quite up to speed. This could mean even further Russian orders for Finland's shipyards in the near future," Hietarinta ponders. ■

MERJA KIHIL  
ARI MONONEN



# Deltamarin to design a large hospital ship

In February 2014, the Turku-based Finnish maritime company Deltamarin signed a contract with Tianjin Xingang Shipyard for the design of the world's largest civilian hospital ship.

"We have a lot of experience of various types of ship projects, but this is the first hospital ship project for us," notes Mr. Jarmo Valtonen, Director of Deltamarin's Marine business.

Earlier, Deltamarin developed the concept design of the vessel for Mercy Ships together with Stena RoRo, who will manage the actual construction of the hospital ship. The delivery of the ship is planned for July 2017.

## CONTRACT INCLUDES TECHNICAL DESIGN

Mr. Valtonen mentions that the new project is quite unique. In all, there are less than ten civilian hospital ships in use around the world.

Currently, Mercy Ships is utilising an older hospital ship 'Africa Mercy' that was converted from the car and passenger ferry 'Dronning Ingrid'. The new ship will even-

Photos: copyright Mercy Ships



*Africa Mercy*

tually replace 'Africa Mercy', although they may at first be jointly operated for a period of time.

"The basic design for the ship is expected to be completed by the first quarter of 2015. The final design is scheduled to be ready in the spring of 2015," Valtonen explains.

"Our design team consists of a total of approximately 30 designers."

According to Mr. Valtonen, the design contract covers all the technical design of the ship, including the general design, hull, outfitting, electricity, machinery, plumbing, and interiors.

"However, Turnkey packages are also widely used."

The ship is to be used as a complete hospital.

"Therefore, a laboratory, surgical rooms, CT scanner, a medical gas system, X-ray machines etc. will also be needed."

The hospital ship will be built at Tianjin Xingang Shipyard in China and will have Gross Register Tonnage of 37,000 tons. The ship's overall length will be 174 metres and width 28.6 metres. Seen from the outside, the ship will largely resemble a passenger ferry.

The total value of Deltamarin's contract is 4.2 million euros. ■



MERJA KIHIL  
ARI MONONEN



# FCR Finland to participate in AIDA's cruise ship project

**O**y FCR Finland Ltd is a Finnish company with a focus on specialised shipbuilding projects in the cruise and passenger ship industry, including complete turnkey refurbishment projects. Also, the company's scope of work can include architectural items, management consulting, or personnel services.

"In late January 2014, we received a significant order for the interiors of two AIDA's cruise ships, to be built at Mitsubishi Heavy Industries' shipyard in Nagasaki, Japan," says Mr. Hannu Luoto, Managing Director for Oy FCR Finland Ltd.

"The order covers the construction of Water Fun Park and Beach Club sections for both ships. The first ship is expected to be ready for delivery in September 2015."

AIDA Cruises is a major cruise line based in Rostock, Germany. A special trademark of AIDA ships is that they are generally equipped with various on-board features designed to appeal to the younger passengers.

## DESIGN WORK AND SUPERVISION

The two ships – the first of which has been tentatively named 'AIDA Prima' – will have a gross tonnage of 125,000 tons each, making them the largest ships in AIDA's fleet.

According to Mr. Luoto, the turnkey project covers the interior design and construction, apart from technical equipment.

"We expect to conclude the design phase by mid-June 2014. FCR Finland currently has 16 designers on the job, plus a couple of scale-model manufacturers."

"The furniture will be manufactured in Bergano in Italy, while the aluminum and steel structures will be produced by FCR's production facility in Finland."

One special feature to be manufactured will be 'Magic Mountain Wall,' a terraced wall that looks as if it is made of slate stone but is actually made of aluminum.

"Installation work for the first ship is scheduled to start in late September of 2014. Design work is proceeding in close cooperation with the main architect and the shipyard that coordinates the whole project," Luoto mentions.

For the installation, FCR will send a supervisor team to Japan. Negotiations for further tasks related to ship assembly are ongoing. ■

MERJA KIHLE  
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# Quantum Leap

SPEARHEADED BY THE RCCL  
DYNAMIC DUO, MEYER  
WERFT HAS FILLED HER  
ORDERBOOK UNTIL 2017  
– AND IS LOOKING AT THE  
CHANCE OF A LIFETIME TO  
BUY A COMPETITOR





Photo: Royal Caribbean International





Photos: Meyer Werft



*Despite troubled economy, Meyer Werft has enjoyed a good stretch of smooth sailing in recent years. Now, however, there is an interesting proposal on the table that could help the German shipyard get to the next level. The Turku shipyard – the maker of the world’s greatest cruise ships Oasis of the Seas and Allure of the Seas – is for sale, if the conditions are right. Turku could finally give Meyer Werft what it has been missing all these centuries: easy access to the sea.*

**T**he Finnish Government is serving as a kind of matchmaker in this situation, facilitating talks between the Turku shipyard owner, South Korean STX and Meyer Werft. Finnish Minister of Economic Affairs Jan Vapaavuori talked with the Germans about the purchase of the Turku shipyard already in November 2013. During the spring, Vapaavuori has been logging in frequent flyer miles trying to get the deal off the ground, talking with the Koreans in May.

Meyer Werft has the means to buy its Finnish rival, since the German shipyard is in excellent form financially. Serving as an anchor of sorts, the German shipyard has Project Sunshine – namely, two ships for Royal Caribbean International which are expected to “change the game” in a

similar way that the Oasis class ships did. Known as Quantum class, these two vessels promise to bring something extra to the table.

#### GET THE QUANTUM

Presently, the construction of the first ship, Quantum of the Seas, is in full swing at the dry dock in Hall 6 of the Papenburg shipyard, with completion scheduled for autumn 2014. This ship will feature the latest environmental technologies along with enhanced energy efficiency – but that, of course, may not be exactly why cruise-lovers buy the tickets. It’s the entertainment that the patrons want – and German shipbuilders do know how to deliver.

Case in point: ‘The North Star,’ an observation capsule modelled on the Lon-







don Eye ferris wheel; placed at a height of 90 metres, it is the only one of its kind in the world. The observation capsule is not only a highly spectacular attraction for passengers, but it also represents a crowning achievement for the shipbuilders.

Another highlight is the large 'Two70°' area located at the stern of the ship which is a lounge with bar and dance floor by day, while serving as a performance venue in the evening. The name stands for '270 degrees', in reference to the almost all-round view afforded to guests through the large window fronts. These are also used as projection surfaces during the evening shows.

And then there is 'SeaPlex': a multifunctional room in which passengers can pass the time with a wide choice of activities, including riding bumper cars and playing basketball. There is also a 'RipCord by iFly' simulator, which promises the "authentic" sensation of taking part in an actual parachute jump.

#### UP THE ANTHEM

The building of the Anthem of the Seas, the sister vessel of the Quantum of the Seas, is underway as well, with the keel laying taking place on 19th November 2013. Anthem is scheduled for delivery in the spring of 2015.

As far as entertainment, engineering and safety are concerned, the Anthem of the Seas will be of an equal standard as the Quantum.

In addition, a third Quantum class ship has been ordered from the German shipyard and is scheduled for delivery in 2016. But the decision of RCCL to exercise this option was not such a big surprise, given the fact that the global cruise business is growing.

To offer further proof of this, Royal Caribbean International announced in April that Quantum of the Seas will make its home port in Shanghai (Baoshan), China. Beginning in late June 2015, the

## FAST FACTS QUANTUM OF THE SEAS & ANTHEM OF THE SEAS

Tonnage	167,800 GT
Overall Length	348 m
Width	41.4 m
Decks	18
Engine Output	67,200 kW
Speed	22 kts
Passenger Cabins	2 094
Passengers	4 188





ship will sail three- to eight-night itineraries year-round from Shanghai to Japan and Korea.

#### **DRAGON FLEET**

Bringing the company's most innovative ship to the world's fastest-growing cruise market is considered a shrewd move by RCCL. The ship will reposition to China in May 2015, following her inaugural winter season sailing out of New York Harbor to the Caribbean. In China, Quantum of the Seas will join Mariner of the Seas and Voyager of the Seas in Asia, increasing the company's capacity in the region by 66 percent.



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Adam Goldstein, President and COO for Royal Caribbean Cruises Ltd, has commented that RCCL is ready to accelerate the growth of the vital Chinese market with a ship that will “capture the imagination of travelers looking for a one-of-a-kind vacation experience”.

According to Goldstein, every trend that RCCL is seeing in China says that the company can achieve real long-term competitive advantage (and appealing returns on its investments in the market) by accelerating its presence there. RCCL has to be nimble, but the ability to move fast is one of the company's strengths, he pointed out.

The company was able to make the move because its new-ship pipeline will keep the New York region supplied with top-rate ships, as well. RCCL remains “very mindful” of the importance of New York, which is why it is bringing *Liberty of the Seas* and then *Anthem of the Seas* to this home market.

#### **THE GREAT ESCAPE**

Back in Papenburg, however, it's not solely about the high-profile RCCL cruise ships. There are other vessels currently underway, as well. For example on March 20, 2014, the very first piece of steel was cut for the construction of *Norwegian Escape*, the first of two new Breakaway Plus Class ships for Norwegian Cruise Line. Set for





delivery in fall 2015, Norwegian Escape will be the largest ship in the Norwegian fleet.

Norwegian Escape will be 10th ship that Meyer Werft has built for Norwegian Cruise Line within the last 15 years. She will homeport year-round in Miami and sail a seven-day Eastern Caribbean itinerary starting November 2015.

Norwegian's two Breakaway Plus class ships, Norwegian Escape and Norwegian Bliss, will be approximately 163,000 gross tons and offer 4 200 passenger berths. Norwegian Escape will boast all of exciting and innovative features found on Norwegian Breakaway and Norwegian Getaway, plus a number of new spaces and interactive experiences that are yet to be announced.

All and all, Meyer Werft's order book features seven cruise ships, safeguarding employment of the shipyard up to the end of 2017. The latest order was placed in February by Star Cruises, the leading cruise company in Asia. The 150,000 GT vessel in question will increase Star Cruises fleet to eight ships – giving further proof to the notion that the future of cruise lies in the East. ■

SAMI J. ANTEROINEN







## The Finnish Connection

**W**hile the original “maker of giants”, Turku shipyard, is not involved in making new Quantum class ships, there will be plenty of Finnish expertise on Quantum ships and other notable newbuilds.

First of all, Meyer Werft selected Metso DNA for the Integrated Alarm, Monitoring & Control System (IAMCS) to the three Quantum class ships. The IAMCS will be sized to handle close to 18.000 I/O's within machinery, air-condition and emergency shut-down systems. The management of the diesel electric power plant is an integral part of the Metso DNA system.

Metso also supplied automation system components earlier to Royal Caribbean International's Radiance class and Celebrity Cruises Solstice class ships, as well as many other cruise projects at Meyer Werft over the years.

Furthermore, it was announced last summer that Wärtsilä Hamworthy will provide a total of four hybrid scrubber systems for Quantum and Anthem. The choice of scrubbers for Royal Caribbean's new Quantum class vessels enables these ships to travel anywhere in the world, as the scrubbers will ensure compliance for the 2015 Emission Control Area (ECA) 0.1% sulphur limit, as well as the worldwide 0.5% limit from 2020 and the impending

North American ECA, by removing sulphur emissions and harmful particulates from the vessel's exhaust.

Similarly, ABB won \$180 million in orders from cruise ship builders in 2013. These six orders confirm ABB's Azipod XO propulsion equipment as the preferred option for cruise-liner market; last year was ABB's best-ever year for cruise-liner orders with Azipod system

The six ships include two for Norwegian Cruise Line (NCL), two for Royal Caribbean International and one each for Holland America Line and Carnival Cruise Lines. The two ships for NCL are Breakaway Plus class vessels and include complete electrical systems, each with two Azipod XO propulsion units and three bow thrusters.

And it is not only the big Finnish marine sector players that are involved in building these ships, either. Koja Oy is delivering air conditioning systems to the first two Quantum class ships and Antti-Teollisuus is contributing 3 500 ship doors for the same effort. ■

SAMI J. ANTEROINEN



## ATA keeps you in motion

*ATA Gears sells, designs and produces spiral bevel gears for demanding applications worldwide.*

**A**TA is one of the very few companies in the world that specialises solely in high-quality spiral bevel gears. By concentrating on this one product group, ATA can effectively focus all of our resources on meeting challenging gear application demands.

ATA's strength lies in long-term knowledge of the entire process, which starts with expert design and advanced production and goes right through to full support services.

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The first ATA spiral bevel gear was manufactured in 1940. Today, ATA spiral bevel gears are considered the preferred choice, especially in the demanding applications used by the marine, vehicle and heavy engineering industries around the world. Custom-

ers who need dependable gears for critical applications know they can rely on ATA.

At this year's SMM exhibition, ATA will be presenting the Company's special know-how regarding the use of spiral bevel gears in propeller equipment. The marine industry's strict requirements call for process control in all phases. For many years, ATA has led the way in developing the design and manufacturing techniques of demanding propeller equipment.

Good news is on the way for customers and exhibition visitors. ATA has recently been investing heavily in modern production technology and focusing on increasing capacity. ATA's competitiveness in the market is improving thanks to shorter lead times, and increasing capacity especially in large spiral bevel gears. ■

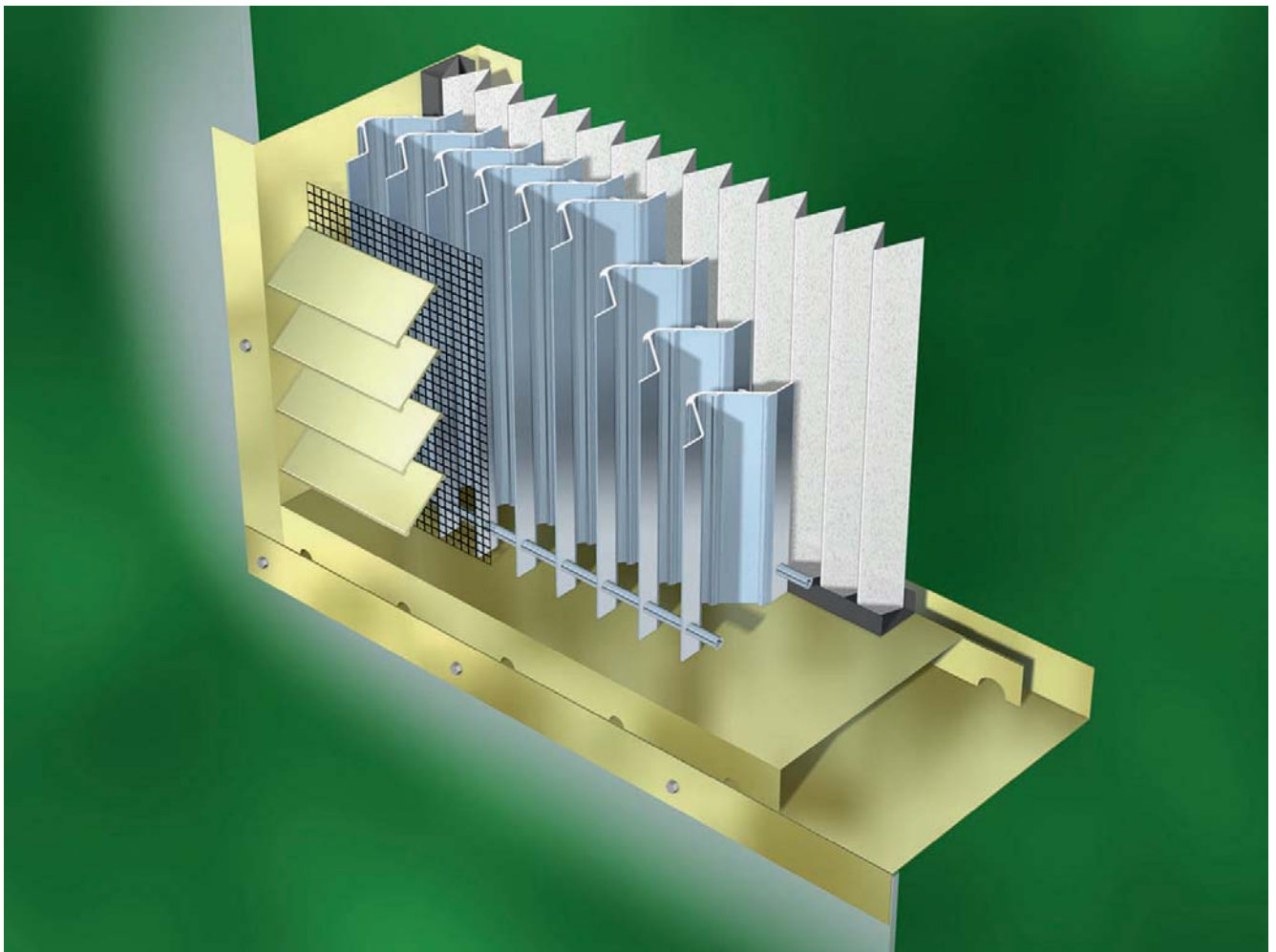
*More information: [www.atagears.fi](http://www.atagears.fi)*



### ATA FACTS:

Established:	1937
Headquarters:	Tampere, Finland
Personnel:	215
Net sales:	EUR 48 million (2011)
Exports:	65%
Product range:	Max outer diameter 3000 mm / 120 inches
	Quality class: up to DIN 5 / AGMA 13





## For more than 20 years working with the maritime industry

*For more than 20 years Alupro have been working with the maritime industry to provide high quality droplet separators, or demisters, for a wide range of systems applications. Their WS Series demisters are available in marine grade alloy or stainless materials with a range of surface treatments to suit the different types of environment in which they will be used.*

Industry Standards Compliance and independent certification of products and processes are viewed by Alupro's management as essential parts of their business and these in turn drive constant development of their products and service portfolio.

"Without continuous improvement and development of our products we would be just another manufacturer, offering the same kind of solution as everyone else", says Vesa Samela, Alupro's CEO. "We set out to deliver something different in terms of our products technical functionality and also the service our clients receive."

Alupro clearly understand that their demisters will form an integral part of the equipment fit-out on marine vessels and off-shore platforms and that ultimately, their demisters will form the first line of defense for essential systems onboard.

Starting with a functional specification from the client, usually in the form of an air volume or flow rate for the inboard

equipment, Alupro's technical designers will apply their many years of experience to identify which of their range of solutions best meets the individual project requirements.

Everything from the mounting details and fasteners to be specified through to the product colour or finish and even the packaging design is considered. Nothing is left to chance, reflecting again their understanding of their role in delivering an essential component for a build or refit.

"Our WS demister solutions deliver performance levels that some other major demister suppliers in the industry can't match, but despite this leading position, we're not a company to sit on our hands", says Paul Gilbert, International Sales Manager at Alupro. "We're introducing a new marine demister to market during 2014 and we're excited to see the opportunities ahead." ■

More information: [www.alupro.fi](http://www.alupro.fi)

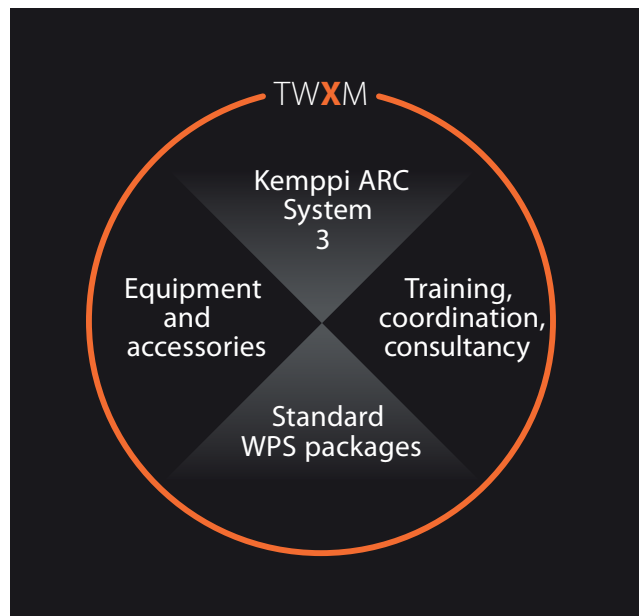


## Kemppi releases the Kemppi ARC System 3 solution and announces the acquisition of Weldindustry AS

**M**anagement of welding procedures, welder qualifications and welding equipment fleet results in high welding production performance, EBIT growth, cost competitiveness and a reduction in lead time. Kemppi ARC System 3 is a new modular software solution for improved welding management. The tailored toolbox enables the customer to choose modules for developing any part of the production process, e.g. quality, project management or productivity. Kemppi ARC System 3 is part of Kemppi's new TWXM solution concept. The offering has recently been completed with WeldEye®, welding quality and documentation software by Norwegian Weldindustry AS, acquired by Kemppi in December 2013.

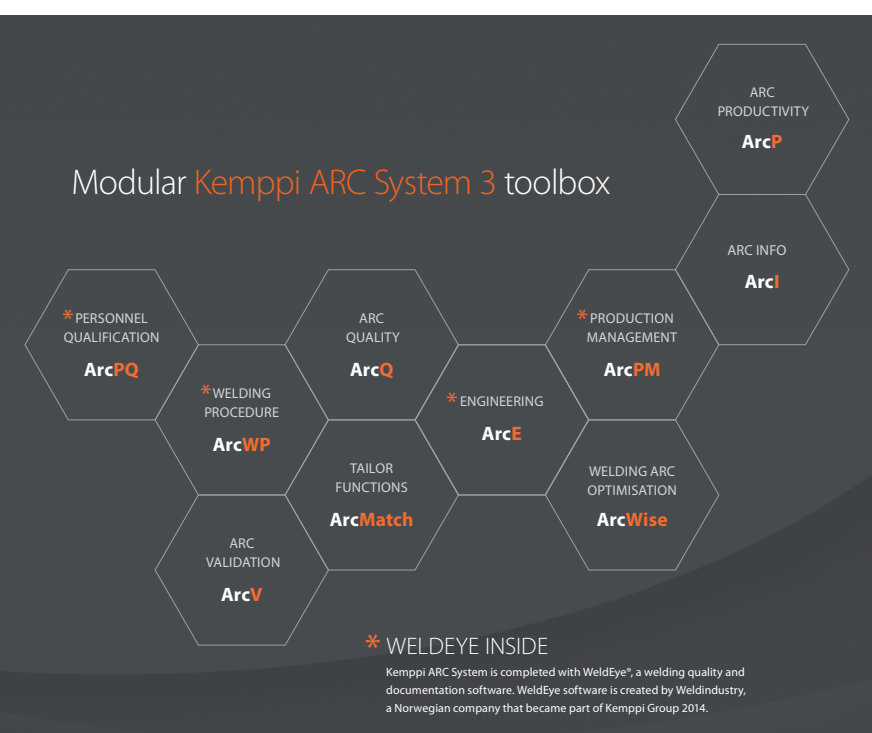
The acquisition is an important step in Kemppi's strategy for the future. Weldindustry is one of the pioneers in the development of welding management software and its WeldEye® solution is a leading industry brand. The Norwegian market has a strong focus on the offshore industry, which has provided an excellent platform for developing high-tech solutions for welding quality management.

Kemppi is a world-leading welding technology company. In almost 65 years of operation, Kemppi has introduced new innovations to the market, pioneering the development of welding technology and solutions. In 2013 the company had a global revenue of EUR 111 million. Kemppi production plants are located in Finland and India. The company has over 620 employees. Kemppi is the first manufacturer of welding solutions in the world certified to ISO 3834-2. For more see [www.kemppi.com](http://www.kemppi.com).



Weldindustry AS is one of the leading welding management software companies with over 20 years of expertise within the welding profession. Weldindustry has established WeldEye® solution as a complete software application for welding documentation and quality management. The company has offices in Stord and Oslo in Norway. Weldindustry is a member of the Kemppi Group. ■

More information: [www.kemppi.com](http://www.kemppi.com), [www.weldindustry.com](http://www.weldindustry.com)







## Less is more with WatMan SWRO

*Less energy, less maintenance, and less down-time resulting in lower costs and increased customer satisfaction*

**S**eawater Reverse Osmosis (SWRO) typically rejects 98.5 to 99.5% of the salinity. State-of-art WatMan SWRO system reduces energy consumption to 2–4 kWh/m<sup>3</sup> of fresh water produced. Energy consumption is cut by 60 % compared to conventional fresh water systems. Energy usage can be cut down further with Pressure Exchanger technology which does not require any scheduled maintenance.

A WatMan cruise ship SWRO system delivery typically consists of two to four separate SWRO units. Capacity of one WatMan unit varies usually from 600 to 1 100 m<sup>3</sup>/day. A ship can include several 1-pass or/and 2-pass SWRO units depending on fresh water usage onboard.

The WatMan SWRO unit operations are fully automated including pre-filter backwash, chemical dosing, status of high pressure pumps and RO vessels. All necessary alarms and settings are shown and can be set using the touch-screen panel. Operator

may choose running mode (Atlantic, Baltic, etc.) from the screen with settings best suited for the production conditions. Necessary operation data and alarms are visible on the ship's control room screen.

WatMan has nearly two decades of experience in 1-pass and 2-pass SWRO systems. At present more than a dozen units are operational on luxury cruise ships around the world and several units are under construction for new cruise ships. We deliver our compact units on turn-key basis including commissioning, onboard training and after-sales services. WatMan SWRO units enable production of highest quality fresh water with less energy, less down-time, less maintenance resulting in lower costs and increased customer satisfaction. Sometimes less is more – with WatMan SWRO it is! ■

*More information: [www.watman.fi](http://www.watman.fi)*



## WIND POWERS NEWEST ANTARCTIC BASE

*Terra Nova, Antarctica – Feb 2014 – Windside successfully deployed & commissioned a microgrid-connected multiple wind turbine system for the world's newest permanent Antarctic research base, Jang Bogo Station, run by The Korean Polar Research Institute (KOPRI). This is one example of several small-scale projects by Oy Windside Production Ltd proving the viability of Windside's vertical-axis turbine systems to provide reliable power to micro-grids in severe & remote locations.*

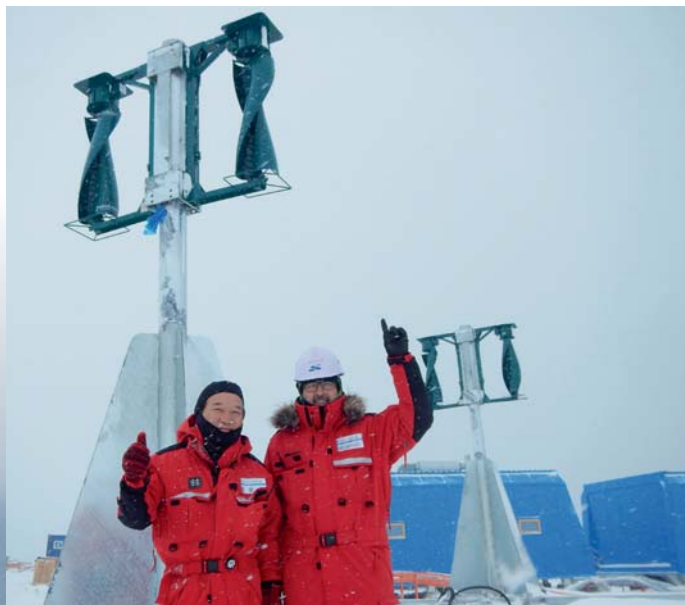
**W**indside turbines were selected due their ability to operate normally in harsh, freezing weather and severe katabatic winds experienced at this location. Energy from the turbines feeds into the station's main diesel-powered grid. In effect, this reduces diesel consumption, pollution, and CO<sub>2</sub> emissions by lowering the electrical load on the diesel generators. Furthermore, diesel generator lifespan & re-supply periods are extended, thus reducing overall operational expenditures.

Temperature at site when installed in February–March were -2°C ... -12°C, in Antarctic summer, but in winter time temperature goes below -40°C, wind speeds reaching 50m/s. Because of extreme and harsh weather conditions the customer did look for the most reliable, robust and long lasting wind turbines for this purpose. Since Windside turbines are used during 15 years in Antarctic by different states, the decision was not difficult.

Windside has over 30 years of design, engineering, manufacturing, and successful deployments to the world's most difficult terrain and most demanding environments, proving beyond a doubt the quality & durability of Windside vertical wind turbines. ■

More information: [www.windside.com](http://www.windside.com)

*Windside-supplied equipment included in the first stage five WS-0,30A8 (production till 60m/s) turbines, an electrical enclosure incl. in-built complete system with power stabilization and a high-quality inverter to provide 230VAC 60Hz output.*



*Risto Joutsiniemi, CEO / Supervisor of Oy Windside Production Ltd*

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**Facts & Figures**

Personnel: 250  
Established: 1889

**Specialty Areas**

ABB Marine and Cranes is the leading manufacturer of electric power, propulsion and vessel control 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.

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**Contact Person**

Kari U. Laiho

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Reko-Antti Suojanen, Managing Director  
reko-antti.suojanen@akerarctic.fi

**Facts & Figures**

Turnover: EUR 7 million  
Established: 2005

**Specialty Areas**

Aker Arctic Technology Inc (Aker Arctic) is an independent company specialising in the development, design, engineering and testing services for the ice going vessels, icebreakers and offshore marine structures and ports. Our head office is located in Helsinki, Vuosaari Maritime Business park area. One site office is located in Turku, Finland. The past references include 60 per cent of all the world's icebreakers, many Arctic or Antarctic research vessels and quite a number of different types of cargo vessels and concepts of offshore structures.

**ALUPRO LTD**

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Phone +358 207 421 700  
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www.alupro.com

**Contact Person**

Paul Gilbert  
paul.gilbert@alupro.com

**Facts & Figures**

Turnover: EUR 8,7 million  
Personnel: 45  
Established: 2006

**Specialty Areas**

Designers and manufacturers of Marine air intake and outlet solutions including water separators, storm louvers, mask louvers, airflow dampers and bespoke mounting assemblies for all segments of the maritime industry, for more than 20 years. Alupro's marine solutions are trusted to deliver the highest levels of performance and durability. Their products have been installed on the world's largest cruise liners, on polar research vessels and on numerous offshore exploration platforms. An industry experienced design team and extensive manufacturing capability ensures the delivery of standards compliant solutions tailored to meet the individual project requirements. Whether a client needs basic design input for a single demister or has a requirement for hundreds of enhanced storm louvers and water separators in complex shapes and sizes, Alupro have the experience to deliver.

**ARCTIA SHIPPING LTD**

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**Contact Person**

Tero Vauraste  
CEO & President  
tero.vauraste@arctia.fi

**Facts & Figures**

Turnover: EUR 63 million  
Personnel: 260  
Established: 2010

**Specialty Areas**

Arctia Shipping carries over 100 years of working expertise in winter navigation and icebreaking. We offer ice-management, icebreaking and offshore services. We also have oil spill response equipment and well trained staff. Our fleet consists of four conventional icebreakers (Otso, Urho, Sisu & Voima), two multipurpose icebreakers (Fennica & Nordica) and one oil recovery icebreaker (Kontio).

**ASLEMETALS OY**

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www.aslemetals.fi

**Contact Person**

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**Specialty Areas**

Aslemetals Oy is a medium-sized metal industry subcontracting company whose primary products are steel and piping structures for the industry. In addition, Aslemetals manufactures moulds for the needs of the concrete industry. Production is divided into steel and plate structures, pipe and module production and turnkey deliveries.



**AUTROSAFE OY**

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www.autosafe.fi

**Contact Person**

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Managing Director  
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**Facts & Figures**

Turnover: EUR 2,3 million  
Personnel: 8  
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. Autosafe Light Signal Columns.

**BUREAU VERITAS**

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**Facts & Figures**

Personnel: 65  
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

**CAVERION SUOMI OY**

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firstname.lastname@caverion.fi  
www.caverion.fi

**Contact Person**

Markku Salonen  
markku.salonen@caverion.fi

**Facts & Figures**

Turnover: EUR 250 million approx.  
Personnel: approx. 2 400  
Established: 2013  
Parent Company: Caverion Oyj

**Specialty Areas**

Marine Industry unit:  
Electrical and mechanical outfitting projects  
Turnkey deliveries for technical areas  
Prefabricated pipes, pipe-packages and process modules

**CHAMPION DOOR**

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www.championdoor.com

**Contact Person**

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Export Manager  
jp.hakkarainen@championdoor.com

**Facts & Figures**

Turnover: EUR 8,2 million  
Personnel: 41  
Established: 1992

**Specialty Areas**

Very large shipyard fold-up doors, size of one door can be as large as 40 x 35 metres. Doors can be also manufactured in special frame widths with no wind or size limitations.

**EVAC OY**

Sinimäentie 14  
FI-02630 Espoo  
Finland  
Phone +358 20 763 0200  
Fax +358 20 763 0222  
firstname.lastname@evac.com  
www.evac.com

**Contact Person**

Mika Karjalainen  
mika.karjalainen@evac.com

**Facts & Figures**

Turnover: EUR 65,5 million

**Specialty Areas**

Evac is a global company. 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**

Markus Aarnio  
SVP Ship Technology  
markus.aarnio@foreship.com  
Lauri Haavisto  
Managing Director  
lauri.haavisto@foreship.com

**Specialty Areas**

Foreship's Naval Architects and Marine Engineers are specialised in challenging conversion and newbuilding concept designs. Foreship has also extensive CFD capabilities and state-of-the art hull form references.

**GS-HYDRO OY**

Lautatarhankatu 4  
FI-13110 Hämeenlinna  
Finland  
Phone +358 3 656 41  
Fax +358 3 653 2998  
sales@gshydro.fi  
www.gshydro.com

**Contact Person**

Seppo Lusenius

**Facts & Figures**

Turnover: EUR 150 million  
Personnel: 650+  
Established: 1974

**Subsidiaries & Representatives**

Austria, Brazil, China, Denmark, Finland, France, Germany, Korea, Netherlands, Norway, Poland, Russia, Singapore, Spain, Sweden, UK, USA.

**Specialty Areas**

GS-Hydro is the world's leading supplier of non-welded piping.

**HALTON MARINE OY**

Puittikatu 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 174 million (Halton)  
Personnel: 1 250  
Established: 1969  
Parent Company: Halton

**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, Air intake products, Airflow Management and Air Distribution products.

**ILS LTD**

Puutarhankatu 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 icebreakers and ice-going ships

**JTK POWER OY**

Teollisuustie 6  
FI-66600 Vöyri  
Finland  
Phone +358 20 781 2300  
Fax +358 6 361 0383  
info@jtk-power.fi  
www.jtk-power.fi

**Contact Person**

Timo Viitala  
Managing Director  
timo.viitala@jtk-power.fi

**Facts & Figures**

Turnover: EUR 20 million  
Personnel: 73  
Established: 1998

**Specialty Areas**

Large Diesel and Gas engines exhaust and intake silencers. Offshore-, paper- & pulp and other process industries large silencers. Also Valve seat inserts are manufactured for exhaust and intake valves, of both large and small diesel engines.

**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  
Glass railings

See page 9



**KAEFER OY**

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

**Contact Person**

Janne Sirviö  
janne.sirvio@kaefer.fi

**Facts & Figures**

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

**Subsidiaries & Representatives**

KAEFER GmbH

**Specialty Areas**

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

**KEMPPI OY**

Kempinkatu 1, FI-15810 Lahti, Finland  
Phone +358 3 899 11  
Fax +358 3 899 428  
export@kemppi.com  
www.kemppi.com

**Facts & Figures**

Turnover: EUR 120 million (2012)  
Personnel: 630  
Established: 1949

**Subsidiaries & Representatives**

Sales offices: Kemppi Sverige AB, Sweden; Kemppi Norge A/S, Norway; Kemppi Danmark AS, Denmark; Kemppi GmbH, Germany; Kemppi (UK) Ltd., United Kingdom; Kemppi France S.A., France; Kemppi Benelux B.V., Holland; Kemppi Welding Machines Australia Pty Ltd., Australia; Kemppi Spolka z.o.o., Poland; OOO Kemppi, Russia; Kemppi, Trading (Beijing) Company Ltd, China; Kemppi India Private Limited, India; Kemppi Welding Solutions Sdn Bhd, Malaysia.  
Distributors in more than 70 countries.

**Specialty Areas**

Kemppi is a world-leading manufacturer of arc welding equipment and a provider of solutions for highly productive welding.

**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 5,5 million  
Personnel: 32  
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  
(Lentokentäntäkatu 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 42 million  
Personnel: 232  
Established: 1935  
Parent Company: Koja Group

**Specialty Areas**

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

**KONEPAJA HÄKKINEN OY**

Konekuja 4, FI-21200 Raisio, Finland  
Phone +358 20 781 3400  
Fax +358 20 781 3402  
konepaja.hakkinen@konepajahakkinen.fi  
www.konepajahakkinen.fi

**Contact Persons**

Mika Penttinen, Managing Director, mika.penttinen@konepajahakkinen.fi  
Jukka Runola, Sales Director, jukka.runola@konepajahakkinen.fi

**Facts & Figures**

Turnover: EUR 46 million  
Personnel: 360  
Established: 1980  
Parent Company: Konepaja Häkkinen Oy

**Subsidiaries & Representatives**

Tikkakosken Konepaja Oy and Rautpohjan Konepaja Oy

**Specialty Areas**

The most valued long term partner in supply of demanding machined casting, forging and welded steel components for a energy, inshore, offshore, subsea, maritime, mining, pulp and paper industries. Focus area medium and large size demanding components as well as small and medium batch products manufacturing's before mentioned industrial sectors.

**LAIVAKONE OY**

Uranuksenkuja 1C  
FI-01480 Vantaa  
Finland

Posenerstr. 1a  
D-23554 Lübeck  
Germany

Phone +358 20 763 1570  
Fax +358 20 763 1571  
laivakone@laivakone.fi

**Contact Person**

Harri Elonen

**Facts & Figures**

Personnel: 20  
Established: 1969

**Specialty Areas**

Ship engine repairs and services  
In-Situ machining



**LAUTEX OY AB**

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


**Contact Person**

Sami Leinonen  
Sales Manager, Marine  
Phone +358 40 842 4020

**Facts & Figures**

Turnover: EUR 8 million  
Personnel: 75  
Established: 1951  
Parent Company: Christian Berner Invest AB

**Specialty Areas**

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

**OY LINDAB AB**

Juvan teollisuuskatu 3, FI-02920 Espoo, Finland  
Phone +358 20 785 1010  
www.lindab.fi

**Contact Person**

Niels Christensen, Business Manager Marine, Lindab Marine,  
+45 23 39 10 01, www.lindabmarine.com

**Facts & Figures**

Turnover: SEK 6 656 million (2012)  
Personnel: 4 300  
Established: 1959  
Parent Company: Lindab Group

**Specialty Areas**

Insulated and non-insulated duct and fittings  
Acoustic solutions  
Bulkhead penetrations  
Dampers and measuring units  
Air terminals  
Fans  
Lindab develop the most innovative and simplified constructions on the market. Our energy efficient solutions will change the way of designing ships and bring the best indoor climate onboard.

**LLOYD'S REGISTER EMEA**

Aleksanterinkatu 48 A  
FI-00100 Helsinki  
Finland  
Phone +358 20 791 8300  
helsinki@lr.org  
www.lr.org

**Contact Person**

Päivi Björkestam  
Field Operation Manager

**Facts & Figures**

Personnel: 30  
Established: 1957 (Finland)  
Parent Company: Lloyd's Register Group Limited

**Specialty Areas**

Ship and offshore: newbuilding & periodical surveys  
Industrial inspections and certification  
Consultancy

**MARINE DIESEL FINLAND OY**

Eteläkaari 10  
FI-22420 Lieto  
Finland  
Phone +358 20 711 8220  
Fax +358 2 253 9121  
marine.diesel@wihuri.fi

**Contact Persons**

Markus Hjerppe  
Mika Aaltonen

**Facts & Figures**

Personnel: 40  
Established: 1992

**Specialty Areas**

Main- and auxiliary engine repair and service  
Total overhaul of all type of engines  
Mechanical engineering  
On-site machining  
Conservation works after engine room fire or flooding  
Well equipped workshop in Turku area and in Helsinki  
CAT dealer, Kemel seals and bearings, Ingersoll Rand service

**METOS OY AB**

Ahjonkaarre  
FI-04220 Kerava  
Finland  
Phone +358 20 439 13  
Fax +358 20 439 4432  
metos.marine@metos.com  
www.metos.com

**Contact Person**

Taina Salonen  
Director  
taina.salonen@metos.com

**Facts & Figures**

Personnel: 700  
Established: 1922  
Parent Company: Ali Group

**Specialty Areas**

Galley equipment  
Laundry equipment

**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.metso.com

**Contact Person**

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

**Facts & Figures**

Personnel: 130  
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.



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**NURMI CYLINDERS OY**

Pusulantie 1080  
FI-03810 Ikkala, Finland  
Phone +358 10 834 6700  
Fax +358 10 834 6790  
sales@nurmi.fi  
www.nurmi.fi

**Contact Person**

Olli-Pekka Arvila, Sales and Marketing Director  
olli-pekka.arvila@nurmi.fi

**Facts & Figures**

Turnover: EUR 18 million  
Personnel: 90  
Established: 1957  
Parent Company: Nurmi Hydraulics Oy

**Subsidiaries & Representatives**

Dalian Nurmi Hydraulics Ltd., China

**Specialty Areas**

Nurmi provides customers around the world with hydraulic cylinders and solutions for marine & offshore equipment and other heavy-duty applications. Products are classified by needed society.

3

**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 70 million  
Personnel: 360  
Established: 1961

**Specialty Areas**

Oil & gas burners for marine applications

4

**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**

Martti Lehti  
Area Sales Director  
martti.lehti@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.

3

**PARKER HANNIFIN MANUFACTURING FINLAND OY**

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

**Contact Person**

Olli Rantanen  
olli.rantanen@parker.com

**Facts & Figures**

Personnel: 135  
Established: 1964  
Parent Company: Parker Hannifin

**Specialty Areas**

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

4

**PAROC OY AB**

P.O. Box 240  
FI-00181 Helsinki, Finland  
Phone +358 46 876 8000  
technical.insulation@paroc.com  
www.paroc.com

**Contact Person**

Tommi Siitonen  
tommi.siitonen@paroc.com

**Facts & Figures**

Turnover: EUR 433 million  
Personnel: 2 030  
Established: 1952  
Parent Company: Paroc Group Oy Ab

**Subsidiaries & Representatives**

Paroc operates in 14 European countries. Please visit our website www.paroc.com for more information.

**Specialty Areas**

Stone wool insulation products for fire, heat and sound insulation to shipbuilding and offshore industries

2 3

**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, General Manager  
Diesel Engine Business  
seppo.tamminen@patria.fi

**Facts & Figures**

Turnover: EUR 20 million  
Personnel: 165  
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

1. Consulting  
2. Equipment  
3. Machinery

4. Materials  
5. Safety  
6. Systems

7. Turnkey Deliveries  
8. Yards  
9. Other



**PEDRO OY**

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

**Contact Person**

Juha Lehtonen  
Managing Director  
juha.lehtonen@pedro.fi

**Facts & Figures**

Established: 1988

**Specialty Areas**

PEDRO has expertise for 25 years of furniture to luxury cruisers, hotels and homes.

**PORKKA FINLAND OY**

P.O. Box 127  
FI-33101 Tampere  
Finland  
Phone +358 20 555 512  
Fax +358 20 555 5288  
www.porkka.fi

**Contact Person**

Petri Hiilloste  
porkkapanel@huurre.com

**Facts & Figures**

Turnover: EUR 26 million  
Personnel: 170  
Established: 1962  
Parent Company: Huurre Group Oy

**Specialty Areas**

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

**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**

Ville Ritakorpi, Sales Manager  
ville.ritakorpi@promeco.fi

**Facts & Figures**

Turnover: EUR 56 million  
Personnel: 420  
Established: 2008

**Subsidiaries & Representatives**

KMT Group Oy, Finland, Promeco S.A., Poland, JAT-Asennus Oy, Finland, VM-Group Oy, Finland, Promeco Solutions 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

**RAUMA INTERIOR OY**

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

**RENOTECH OY**

Sampsankatu 4 B, FI-20520 Turku, Finland  
Phone +358 10 830 1600  
Fax +358 2 254 3745  
rt@renotech.fi  
www.renotech.fi

**Contact Person**

Bob Talling  
+358 50 558 1806  
bt@renotech.fi

**Facts & Figures**

Turnover: EUR 1 million  
Personnel: 5  
Established: 1994

**Specialty Areas**

MED Certified products, B + D. 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.



**REXEL FINLAND OY**

P.O. Box 360  
FI-05801 Hyvinkää  
Finland  
Phone +358 10 509 311  
Fax +358 10 509 3222  
marine.sales(at)rexel.fi  
www.rexel.fi

**Contact Person**

Juhani Lehtinen  
Director  
International projects and Marine  
juhani.lehtinen(at)rexel.fi

**Facts & Figures**

Turnover: EUR 212 million (2012)  
Personnel: 300 (2012)  
Established: 1913  
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

**ROLLS-ROYCE OY AB****Rolls-Royce**

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

**Contact Person**

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

**Facts & Figures**

Turnover: EUR 579 million  
Established: 1988  
Parent Company: Rolls-Royce plc

**Subsidiaries & Representatives**

Rolls-Royce worldwide sales and service network

**Specialty Areas**

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

**SAINT-GOBAIN RAKENNUSTUOTTEET OY**

P.O. Box 250  
(Kerkkolankatu 37-39)  
FI-05801 Hyvinkää  
Finland  
Phone +358 20 775 50  
Fax +358 20 775 5321  
firstname.lastname@saint-gobain.com  
www.isover.fi

**Contact Person**

Matti Reijonen  
Sales Manager

**Facts & Figures**

Turnover: EUR 119 million  
Personnel: approx. 400  
Established: 1941  
Parent Company: Saint-Gobain

**Specialty Areas**

Saint-Gobain Rakennustuotteet Oy / ISOVER 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](http://www.isover-ultimate.com)

**S.A. SVENDSEN OY**

World &amp; Europe In Cooperation

**S.A.Svendsen Oy**

Särkiniementie 3 B  
FI-00210 Helsinki  
Finland  
Phone +358 9 681 1170  
Fax +358 9 6811 1768  
www.sasvendsen.com

**Contact Person**

Kimmo Räisänen  
Managing Director  
kimmo.raisanen@sasvendsen.com

**Facts & Figures**

Turnover: EUR 11,3 million  
Personnel: 5  
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

**SBA INTERIOR LTD**

Hällsnäsintie 99  
FI-10360 Mustio  
Finland  
Phone +358 19 327 71  
sales@sba.fi  
www.sba.fi

**Contact Persons**

Thomas Pökelmann, Sales Manager  
thomas.pokelmann@sba.fi  
Johan Fagerlund, Technical Director  
johan.fagerlund@sba.fi

**Facts & Figures**

Turnover: EUR 11,4 million  
Personnel: 65  
Established: 1985

**Specialty Areas**

SBA Interior is specialised in accommodation panelling and different types of beds for marine applications. Latest development is an only 16mm B-0 class and a 50 mm A-60 class light weight non-bearing bulkhead panel as well as a 20mm B-15 class Extension Screen. Another branch of SBA is subcontracting for metal industry.

**SELKA-LINE OY****SELKA**

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

**Contact Person**

Ismo Rätty  
Managing Director  
ismo.ratty@selka.fi

**Facts & Figures**

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

**Specialty Areas**

Selka-Line Oy manufactures high quality furniture for ships and contract use. We produce custom made furniture in various materials and we can offer wide range of standard products for Restaurants, Nightclubs, Coffee Shops, Conference Rooms etc.



**OY SIKA FINLAND AB**

P.O. Box 49  
FI-02921 Espoo  
Finland  
Phone +358 9 511 431  
Fax +358 9 5114 3300  
sika.finland@fi.sika.com  
www.sika.com

**Contact Person**

Kai Winqvist  
Industry Manager  
winqvist.kai@fi.sika.com

**Facts & Figures**

Turnover: EUR 16 million  
Personnel: 35  
Established: 1985  
Parent Company: Sika AG

**Specialty Areas**

Sealing – Bonding – Acoustic Damping – Reinforcing – Protecting

**STEERPROP LTD**

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

**Specialty Areas**

Azimuth Propulsors for demanding applications. Steerprop Ltd. combines the reliability of proven technologies with the efficiency of modern design to produce azimuth propulsors of exceptional quality and excellent reliability. Steerprop Azimuth Propulsors can be made up to 20 MW in power or even in the most stringent ice-classes.

**STX FINLAND OY**

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

**Contact Person**

Tanja Sabell  
Communication Manager  
tanja.sabell@stxeurope.com

**Specialty Areas**

STX Finland Oy's history in shipbuilding goes back almost 300 years. STX Finland is an experienced builder of technologically demanding projects and it is known for innovative and ecologically friendly solutions. Innovations like the first all-outside-cabin cruise ships, prefabricated cabins and bathroom modules, and the indoor promenade originate from STX Finland. The company's product range includes cruise ships, passenger ferries, arctic and other specialised vessels.

**TEBUL OY**

Luumäentie 2  
FI-21420 Lieto  
Finland  
Phone +358 50 540 6031  
Fax +358 2 489 9299  
sales@tebul.fi  
www.tebul.fi

**Contact Person**

Jussi Uusitalo  
Managing Director  
sales@tebul.fi

**Specialty Areas**

TEBUL OY has been designing and manufacturing watertight bulkhead sliding doors since 1961. Our self-tightening 24VDC fully electric watertight bulkhead sliding door is a fourth-generation product. The primary self-tightening is based on metal to metal contact with rubber seals for initial tightening. The higher the pressure, the larger the force exerted on the door. Tebul doors are approved to be installed into A-60 bulkheads. Tebul doors are available also in the Eex-version, for Explosion Hazardous areas.

**TEVO OY**

Hiihentie 17  
FI-92160 Saloinen  
Finland  
Phone +358 8 265 8800  
Fax +358 8 265 8805  
tevo@tevo.fi  
www.tevo.fi

**Contact Person**

Marjatta Risunen, Export Assistant  
marjatta.risunen@tevo.fi

**Facts & Figures**

Turnover: EUR 21 million  
Personnel: 120  
Established: 1974

**Specialty Areas**

Manufacture and service of Bronze Marine Propellers up to 10 m diameter  
Offshore steel constructions and special welding  
Heavy steel machine building  
Manufacture of TEVO Spreader rolls and overhaul

**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  
timo.heikkinen@trafotek.fi

**Facts & Figures**

Turnover: EUR 70 million  
Personnel: 400  
Established: 1983

**Specialty Areas**

Ship and offshore transformers up to 12 MVA  
Electrical filters and reactors



**UUDENKAUPUNGIN TYÖVENE OY**

Telakkatie 8  
FI-23500 Uusikaupunki  
Finland  
Phone +358 2 846 4600  
Fax +358 2 841 4347  
tyovene@tyovene.com  
www.tvovene.com



### Contact Person

Jouko Honkala

## Facts & Figures

Turnover: EUR 30 million approx.  
Personnel: 80  
Established: 1987

## Specialty Areas

Building of aluminium workboats, such as Pilot Cutters, Oil Combat Vessels, Service Ships for Channels  
Building of small steel vessels, such as Road Ferries, Offshore Patrol Vessels, Passenger Vessels for commuter traffic

## OY VALLILA CONTRACT AB

Nilsjankatu 15  
FI-00510 Helsinki  
Finland  
Phone +358 20 776 7700  
Fax +358 20 776 7701  
projekti@vallilainterior.fi  
www.vallilainterior.fi



## Vallila Interior

### Contact Person

Miku Berner  
miku.berner@vallilainterior.fi

## Facts & Figures

Turnover: EUR 37 million  
Personnel: 135  
Established: 1935

## Specialty Areas

Textile design  
Textile full turnkey solutions, measuring, sewing, installation  
All system solutions, electrical and manual  
Large collections on Imo certified fabrics

See page 43

## WATMAN ENGINEERING LTD OY

Laatukatu 16  
FI-15680 Lahti  
Finland  
Phone +358 20 741 7255  
Fax +358 3 752 2750  
engineering@watman.fi  
www.watman.fi



## Facts & Figures

Turnover: EUR 2–3 million  
Personnel: 10  
Established: 1995  
Parent Company: Pumppulohja Oy

## Specialty Areas

- Water treatment, desalination
- RO-units
- Waste water treatment
- Pressure vessels and storage tanks
- Tube heat exchangers
- Pumps and water management

See page 44

WINDSIDE PRODUCTION OY LTD

Keskitie 4  
FI-44500 Viitasaari  
Finland  
Phone +358 20 835 0700  
Fax +358 20 835 0701  
general@windside.com  
www.windside.com



### Contact Person

Sara-Maaria Asp  
Export Manager  
sara@windside.com

## Specialty Areas

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

## NOTES

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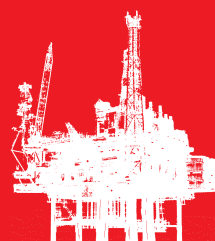
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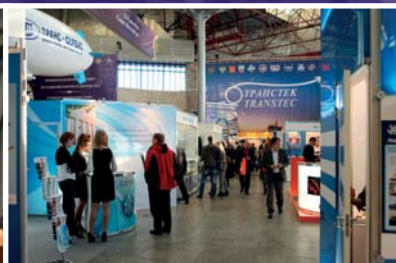
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