

CRUISE & FERRY Info

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Knowing the customer

Loyalty schemes

Third-party ancillary services

Frequent flyers



PLUS:

Just delivered:
SPIRIT OF BRITAIN
DISNEY DREAM
MARINA



Ship Interior

A shortened BLUE
PUTTEES



Nile Style

On order
Ferry



Gibdock successful with ferries

The ferry repair business is booming at Gibdock, after 22 ferries docked there in the first nine months of the year, plus it has just carried out extensive work on Comanav's IBN BATOUTA.

The vessel docked in early September for 25 days for its sixth special survey. The vessel, originally built in 1981 by Harland and Wolff for Sealink as ST CHRISTOPHER, is deployed on Comanav's regular route between Tangiers, Morocco and Algeciras, Spain.

Apart from routine work for its sixth special survey, Gibdock overhauled the vessels' two Pielstick Crossley 16PC 2V MK5 main engines. The 16-cylinder engines were both completely dismantled and all components taken to Gibdock's specialist onsite workshop for repair and refurbishment before being reinstalled.

Another important part of the project was the fitting of two watertight doors on the car decks. These were pre-fabricated in Norway and installed to enable the ferry to comply with the Stockholm Agreement concerning damage stability on ro-ro vessels.

Other work included: external hull blasting and painting, overhaul of the tailshaft, and repair and refurbishment of numerous pumps and valves.

Gibdock commercial manager Richard Beards says that there has been a high level of enquires from passenger vessels for the 2010-2011 refit season. "We are very well placed for ferry work as our position in the straits of Gibraltar means that most operators do not have to deviate much from their established routes."

Facilities at Gibdock include three drydocks and two repair quays.

www.gibdock.com

Kone elevators for NCL

Kone is to supply elevators and escalators for two 4,000-pax Norwegian Cruise Lines ships to be built at Germany's Meyer Werft and due for delivery in 2013 and 2014 respectively. The contract also includes an option for two additional identical ships.

Kone will design, supply and install 60 custom-designed elevators and four escalators in total, both for passenger and service use, featuring the company's energy-efficient MonoSpace and MiniSpace solutions.

www.kone.com

Siemens diesel-electric for Aida

Siemens Industrial Solutions Division is to equip AIDA Cruises latest 2,192-pax newbuilding, which is due for delivery from Meyer shipyard in spring 2013, with diesel-electric propulsion systems, as well as power generation and distribution systems. The order also includes automation equipment to control and monitor all on-board functions.

Two Siship Drive MV series 12.5 MW electric motors will power the ship's diesel-electric propulsion system. These run with very low noise and vibration levels, according to Siemens, and are also very eco-friendly because of their reduced pollutant emissions in the rated load range during diesel operation.

Electrical power on board will be supplied by four 48 MVA diesel generators and distributed by an NXAir medium voltage substation with a protection and energy management system. This system will transmit relevant information about



the ship's power supply to the bridge and enable the diesel engines to be switched in and out to minimize fuel consumption.

The safety management system, air-conditioning control and regulation, as well as the autonomously functioning emergency shutdown system, will be integrated into the Siship Imac automation system. Data will be collected from some 13,000 measuring points, which will give the user detailed information regarding all the processes running on board.

The new vessel will be the seventh AIDA ship to be fitted with Siemens technology.

www.siemens.com

Urgent call from Schat-Harding

Lifeboat manufacturer and service provider Schat-Harding has urged the IMO to reach a consensus on lifeboat hooks, especially as it says that many seafarers feel that current IMO standards for on-load release hooks are not adequate.

"It is time for a new generation of hooks," says David Bradley, vice president operations, Schat-Harding. "But shipyards won't specify them and owners will not rush to replace existing hooks while they still meet regulatory requirements, despite the well-known risks to seafarers."

Draft guidelines for new, stricter safety standards for on-load release mechanisms for lifeboats under SOLAS were discussed in February 2010 by the IMO sub-committee on Ship Design and Equipment (DE 53) and at the Maritime Safety Committee (MSC) 87 in May 2010. However, no consensus was reached.

Bradley hopes that when the issue is

discussed at the IMO subcommittee on ship design in May (MSC 89), guidelines will be put in place, and the date now set as a target for introducing new SOLAS standards, 1st July 2014, can be brought forward.

www.schat-harding.com



Iridium's full-service support

Iridium Communications is to introduce a global service programme for its OpenPort broadband marine satellite communication product at over 50 ports in the first quarter of this year. Iridium is the first mobile satellite provider to offer full-service support of this kind for any of its products, according to the company.

Intech Marine's Radio Holland has signed an agreement to be the first service provider for the programme. It will provide portside technical support and assist Iridium with global logistics, managing three regional service centres.

www.iridium.com