

Korean shipbuilders order PureBallast



Alfa Laval PureBallast systems will be installed on board A.P. Møller-Maersk newbuildings

Alfa Laval has received two orders of claimed record size for its PureBallast systems from two shipyards in Korea to be installed on board 14 container vessels under construction for A.P. Møller-Maersk.

The total order value is about 80 million SEK (\$10.3 million) and the delivery is scheduled for 2011 and 2012. "These are groundbreaking orders in many

ways", says Lars Renström, president and CEO of the Alfa Laval Group. "They include the 100th system sold, and are of record size, both in terms of value as in number of systems – on top of that it also involves some of the major players in the marine industry. The orders confirm our market leading position in ballast water treatment."

Alfa Laval's PureBallast, developed in

cooperation with Wallenius Water, was the first chemical-free system to be approved by IMO and is claimed to represent the market leading technology. PureBallast systems have been sold to shipyards in Korea, Japan, China, Norway Germany, the Netherlands, Spain and Dubai to be installed in vessels including ro-ro, container and offshore supply vessels, bulk carriers, and naval vessels.

Wärtsilä and Robert Allan sign cooperation agreement



The Robert Allan designed tug 'Independence'

Wärtsilä has signed a letter of intent with the Canadian ship design company Robert Allan Ltd (RAL) to develop a strategic cooperation agreement.

Vancouver-based RAL is a leading specialist designer of tugs and other harbour and coastal vessels. Both parties see market opportunities for advanced tug designs, employing improved hull forms and fully integrated power and propulsion technologies.

The aim of the cooperation agreement will be to jointly develop advanced, environmentally sound solutions, resulting in a range of optimised tug designs to be supplied to the world market through Wärtsilä.

Both Wärtsilä and RAL have developed plans for modernising and improving tug design and see significant advantages in co-ordinating their R&D activities in a strategic cooperation. Evolving emissions regulations

will inevitably require the redesign of many vessel types and this is especially true for vessels operating in the proximity of large population centres, as is the case with tugs in ports.

Integrated approach

"The economic viability of advanced technical solutions can only come about through an integrated approach. By combining our companies' complementary expertise in ship design and integrated technologies, we believe that such viable solutions can be attained," said Wilco van der Linden, director business development, Wärtsilä Ship Power.

"Robert Allan Ltd will provide tug design expertise, and in particular the development of advanced, high-performance hull forms for new designs that will embody Wärtsilä's advanced technical power, energy-conservation and environmental solutions. These complementary capabilities will provide a valuable service to the international tug industry," said Robert G. Allan, executive chairman of Robert Allan Ltd.