

> SHIPPING
WITH CARE

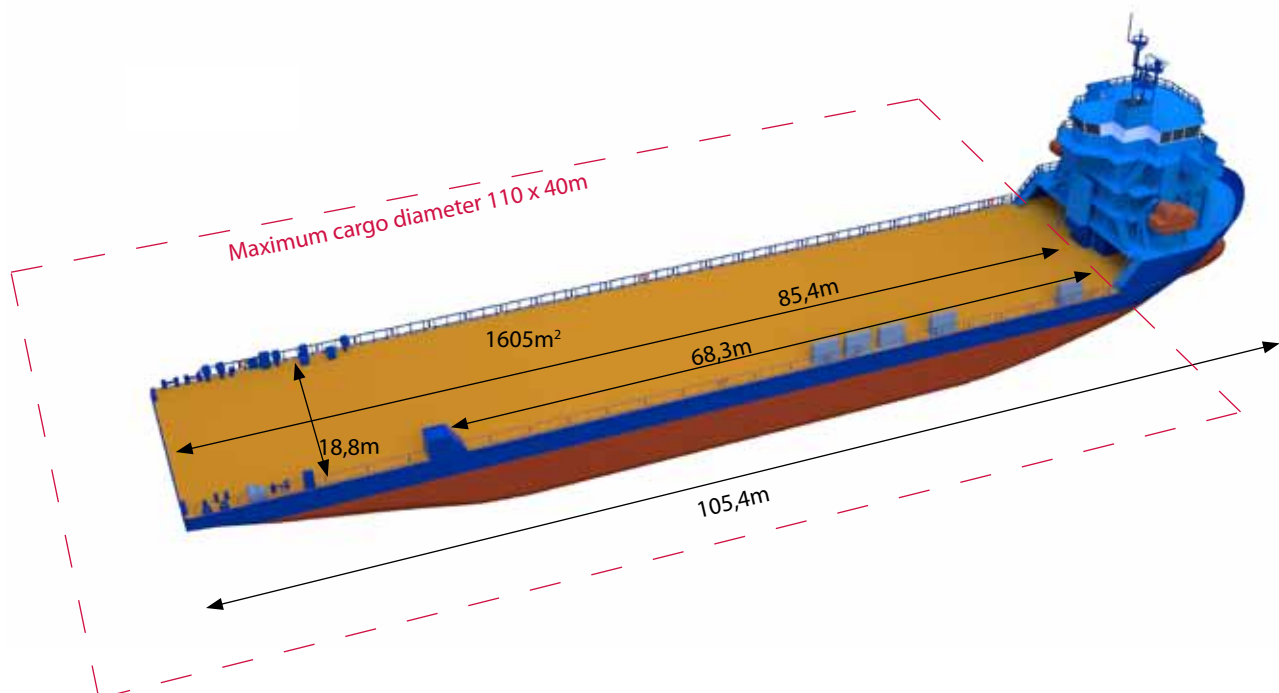


OPEN DECK CARGO CARRIERS 'MERI' AND 'AURA'

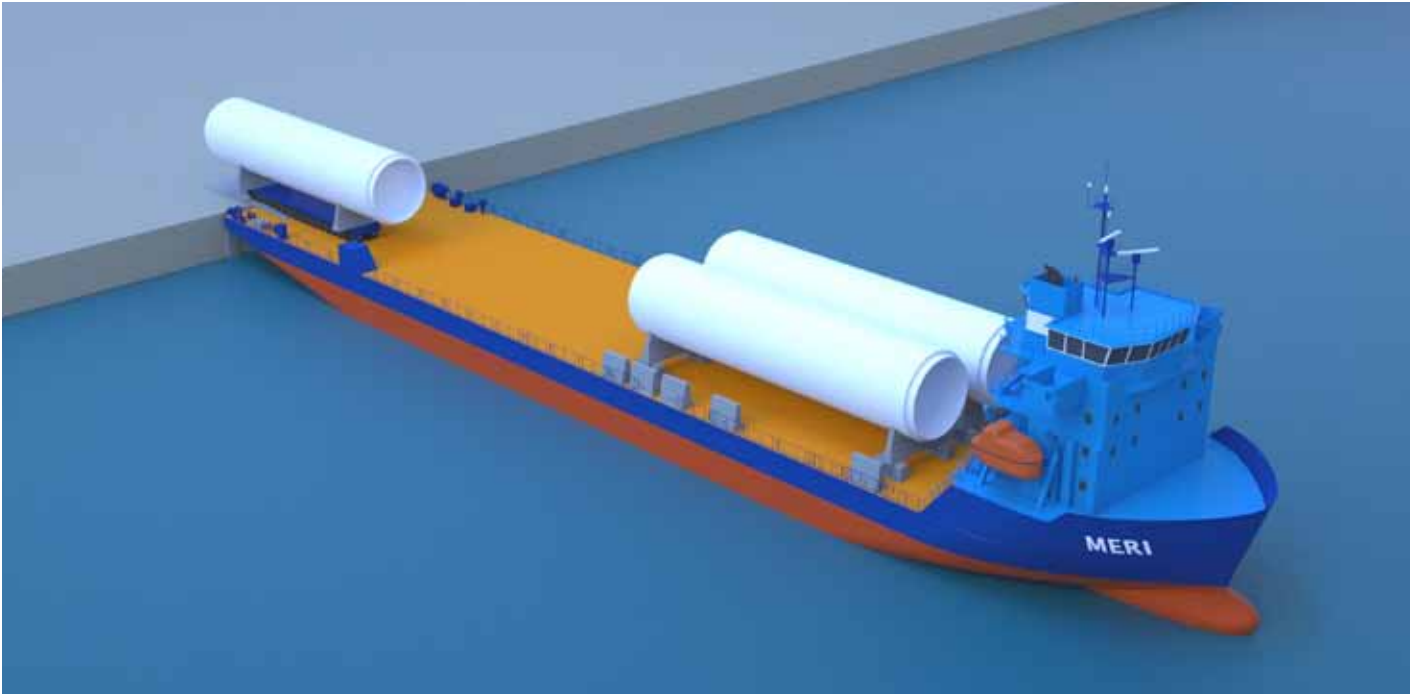


Vessel descriptions

	MERI	AURA
Length	105,4 m	101,8 m
Width	18,8 m	18,8 m
Depth moulded	6,55 m	6,55 m
Draft min/max	3,0 – 4,9m	3,0 – 4,9m
Freeboard during loadout min/max	1,5 – 3,5m	2,0 – 3,5m
GT / NT	3360 / 1008	3259/ 978
Port of reg / flag	Turku / Finland	Turku / Finland
Dynamic Position class	DP 1	DP 2
Deck space	85,4 x 18,8m 1605m ²	82,7 x 18,8m 1554 m ²
Deck strenght (general and strong points)	8 t/m ² 25t/m 50t/m 120/200t	8 t/m ² 25t/m 50t/m 120/200t
Ballast pump capacity	2 x 350 m ³ /h	2 x 250 m ³ /h
Ballast tank capacity	5791 m ³	4181 m ³
Ice classification	1A - DAS™	1A



LOADING AND DISCHARGING OPERATIONS



>ROLL-ON LOADOUT

Cargo items can be driven onboard by truck and trailer, spmt or other wheel based equipment. Roll-on/off operation can be performed over the stern or over the side, provided that the quay height and water depth is sufficient. Vessels are equipped with ramp elements or link spans for the roll-on loadout over the side or stern. The ramp elements can be placed at any location on ships side. Vessel can be moored stern or side facing the quay, subject to port permits.



Roll-on operation over the stern of mv AURA.



Roll-on spmt operation over the side of mv MERI

>The ramp elements
can be placed at
any location on
ships' side



Self propelled crane rolling onboard mv MERI by using ships portable ramp elements

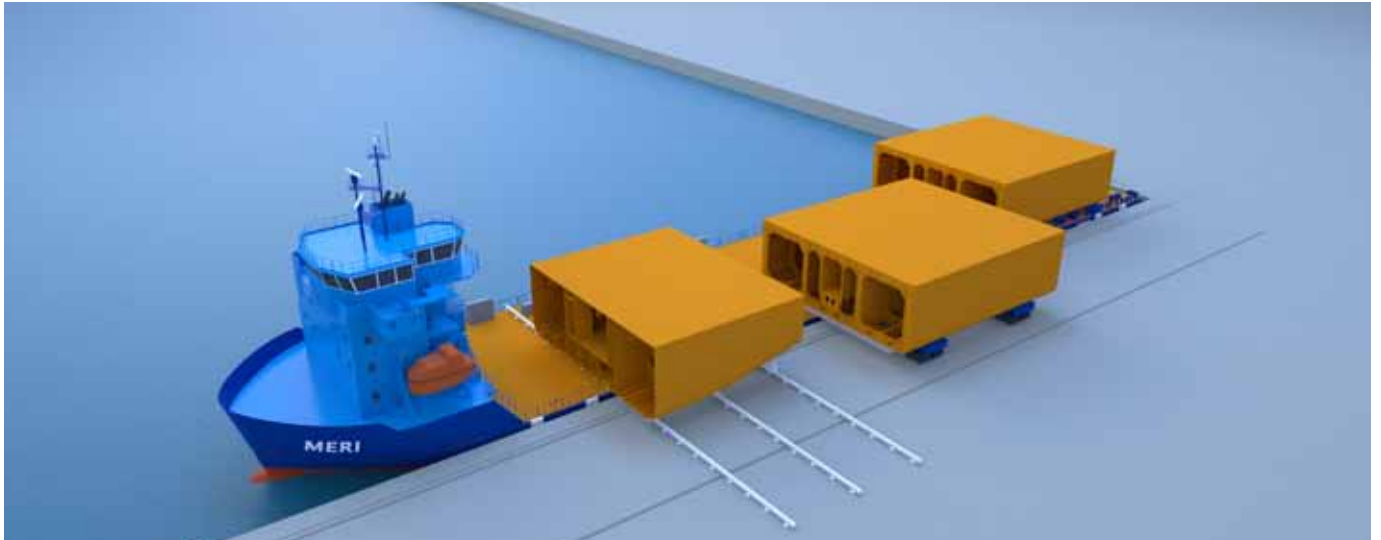


Discharging over the ships side, distance between ramp 25m.



Sometimes it is not possible to bring cargo to the quay side. In this case it was possible to lift the vessel and skid mv MERI to the assembly hall and perform loadout in the hall with overhead cranes.

>SKIDDING LOADOUT



Skidding operation can be performed over the stern or over the side, provided that the quay height and water depth is sufficient.



Skidding operation over the side on mv MERI



Skidding operation over the stern on mv MERI

>LIFTING LOADOUT



In addition to roll-on and skidding operation, the cargo can be loaded by shore cranes or floating cranes. Also offshore operations with DP can be performed.

SEA FASTENING AND SUPPORTING DURING SEA PASSAGE

>SUPPORTING

Vessels are equipped with supporting blocks with 100 tons capacity each. Blocks can be secured to the deck by means of locking system or welded. Supporting height can be selected from 0,9 / 1,1 / 2,0m. Each support is designed MBL/MSL 600/100 tons loads and certified by Bureau Veritas.



Supporting height 1,1 and 2,0m

>SEA FASTENING

Vessels are equipped with large stock of sea fastening equipment's. Vessels have a large stock of standard lashing chains but also heavy duty turnbuckles and wires for securing large items. Heavy duty materials are certified by Bureau Veritas.



Heavy duty sea fastening items in use.

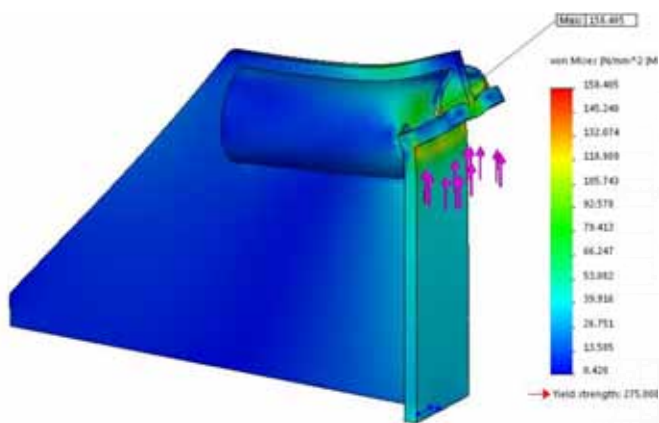
>OTHER ITEMS



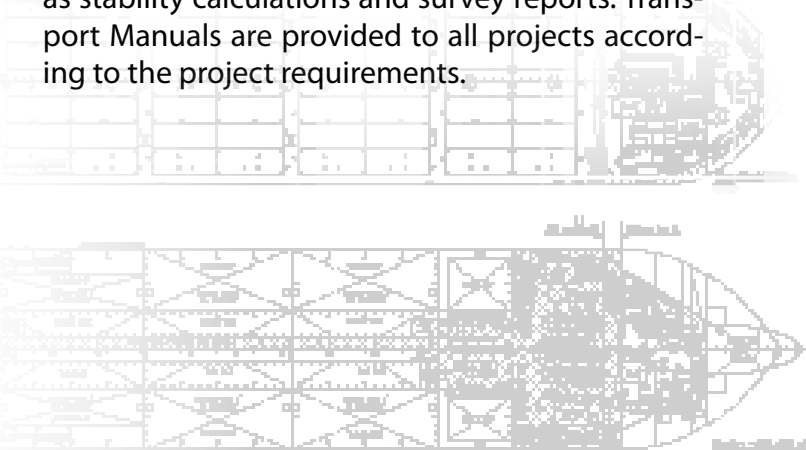
Vessels are equipped with telescopic forklift for handling of equipment's onboard and giving access to higher location.

ENGINEERING, SITE SURVEY, SUPERCARGO AND MARINE WARRANTY SURVEYOR

Our **in-house Supercargoes** are attending the loadout and discharging activities as required. Supercargoes can also perform as Marine Warranty Surveyor upon request.



Our **in-house engineering** services are available for any project cargoes. Our core services include calculating and preparing stowage plans, as well as stability calculations and survey reports. Transport Manuals are provided to all projects according to the project requirements.



>SEA PASSAGE

Transportations can be performed during winter ice season or during summer. Limitations of towage can be neglected as the transportation is performed with a ship, but if your cargo has limitations with allowed motions, these can be controlled by using ships Motion Monitoring System and advanced weather programs. Transit times are shorter and expenses are saved in ports and canals as assisting tug are not obligatory.



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