

> SHIPPING
WITH CARE

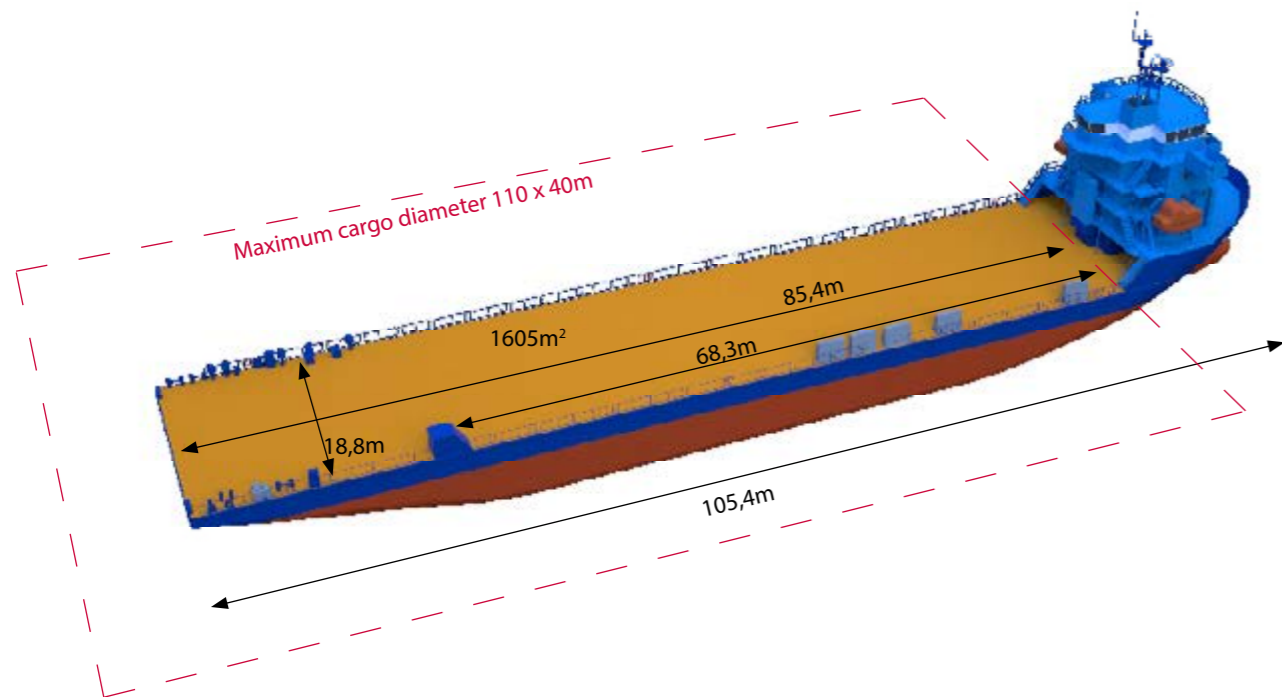


OPEN DECK CARGO CARRIERS 'MERI' AND 'AURA'



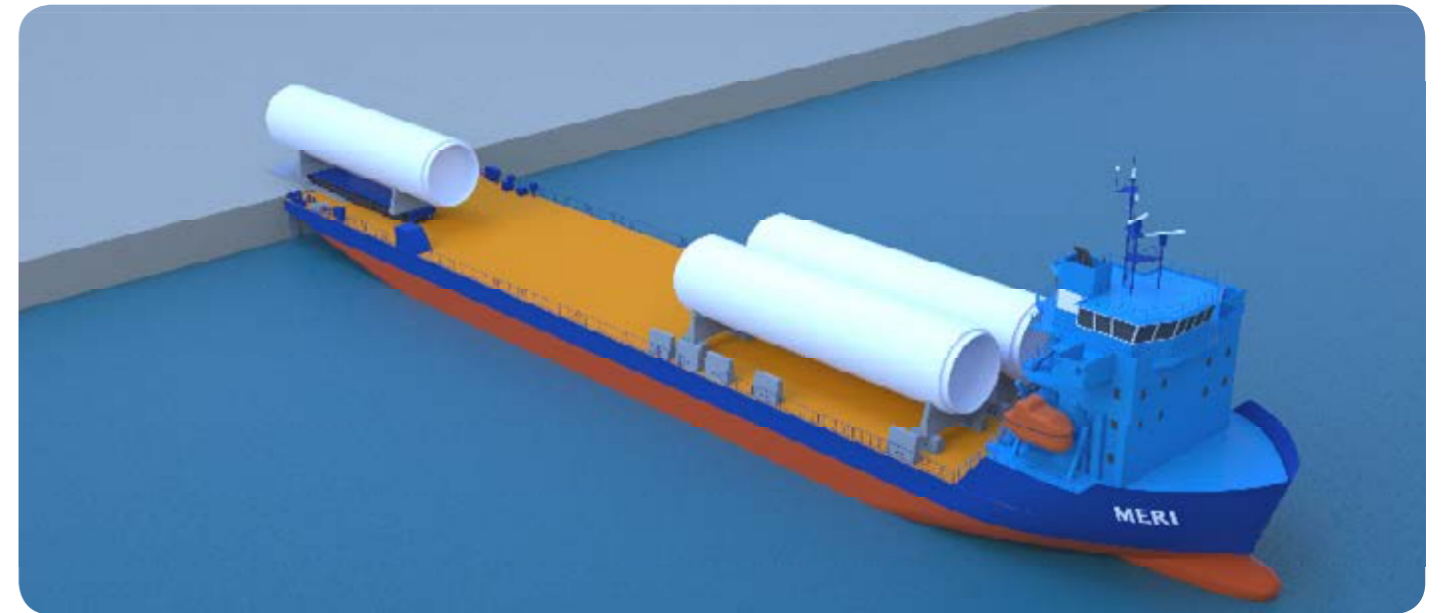
Vessel descriptions

	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
DP possibility	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



Self propelled crane rolling onboard mv MERI by using ship's portable ramp elements

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

Project references roll-on loadout

> CLIENT:
KONECRANES



Rubber tyred container gantry cranes
North Europe
Sea transport, engineering, sea fastening

> CLIENT:
MANTSINEN



Hydraulic cranes
Finland - Belgium
Sea transport, engineering, sea fastening

> CLIENT:
CARGOTEC



Harbour cranes
Baltic Sea / North Sea
Sea transport, engineering, sea fastening

> CLIENT:
LIEBHERR



Mobile harbour cranes
Baltic Sea / North Sea
Transshipment & sea transport, engineering, sea fastening

> CLIENT:
AIBEL



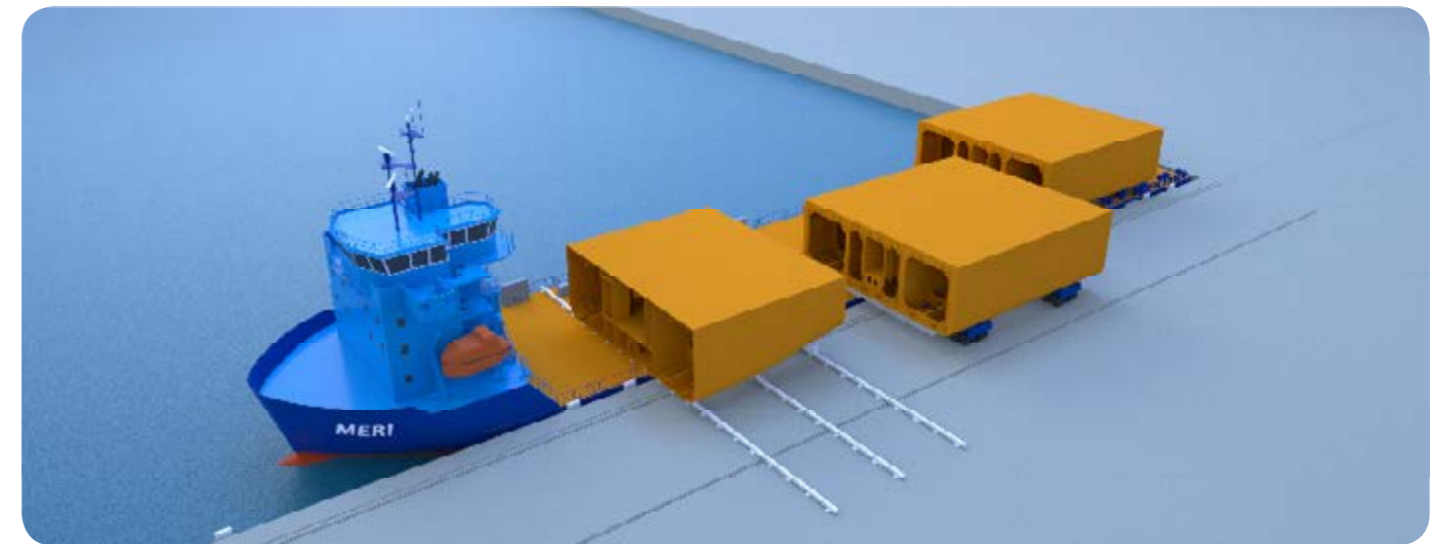
Offshore modules
Poland- Norway
Sea transport & engineering

> CLIENT:
SEABROKERS / SUBSEA7



Offshore components
Norway - Norway
Sea transport

>SKIDDING LOADOUT



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

Project references skidding loadout

> CLIENT:
MEYER TURKU



Ship sections and steel structures
Baltic Sea shipyards to Finland
Sea transport

> CLIENT:
BRING / KVAERNER



Offshore modules / Johan Sverdrup-project
Baltic Sea / North Sea
Sea transport

> CLIENT:
REMONTOWA SHIPBUILDING



Engines and aux.
Baltic Sea
Sea transport & engineering

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.

>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.

Project references lifting loadout

> CLIENT:
IHC MERWEDE

> CLIENT:
MHI VESTAS / BURBOBANK EXTENSION
OFFSHORE WINDFARM



EB tower
North Sea
Sea transport

Windmill equipment
Denmark / UK
Sea transport & engineering

> CLIENT:
DHL / SHERINGHAM SHOAL OFFSHORE WINDFARM

> CLIENT:
BLUE WATER SHIPPING



Windmill foundations
Holland / Offshore site, UK East coast
Sea transport

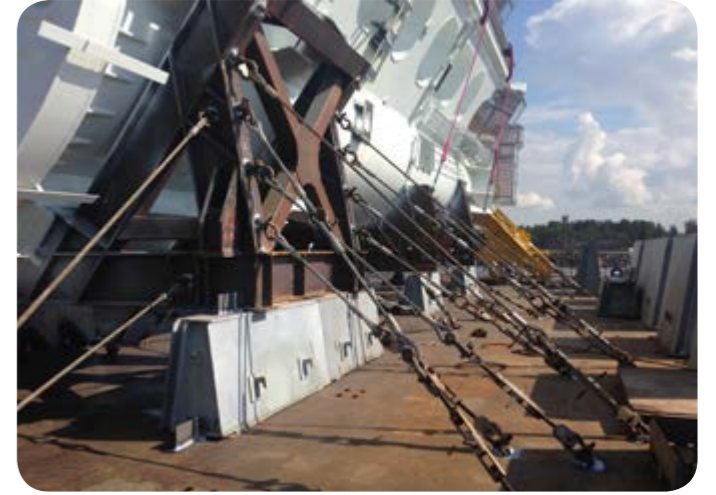
Gemini monopiles
North Sea
Sea transport, engineering

>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.

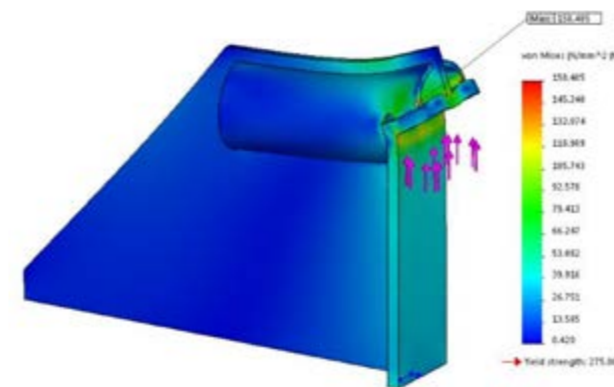
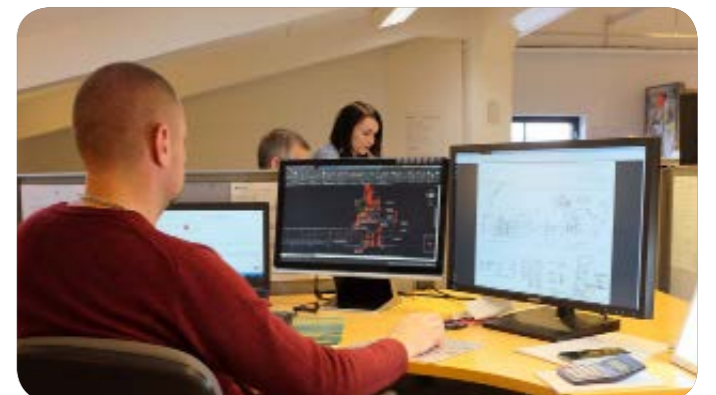
>SUPPORTING



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.

>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 cargo. 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.

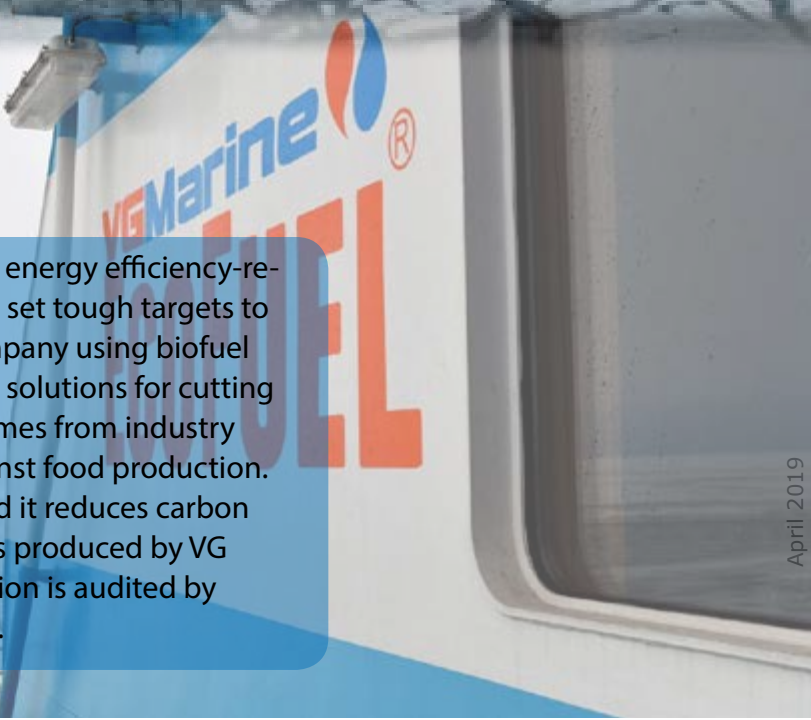
>SEA PASSAGE



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.

>OUR ACTIONS FOR SUSTAINABLE DEVELOPMENT

We operate in a number of renewable energy and energy efficiency-related projects both on land and offshore. We have set tough targets to decrease all waste from ships. We are the first company using biofuel in shipping, and we are constantly looking for new solutions for cutting our emissions. The raw material for our biofuel comes from industry side streams, and therefore is not competing against food production. The waste based bio oil is ethically sustainable and it reduces carbon dioxide emissions up to 97%. VG Marine EcoFuel is produced by VG EcoFuel Ltd that is part of our Group. Our production is audited by DNV GL and has a sustainability system certificate.



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