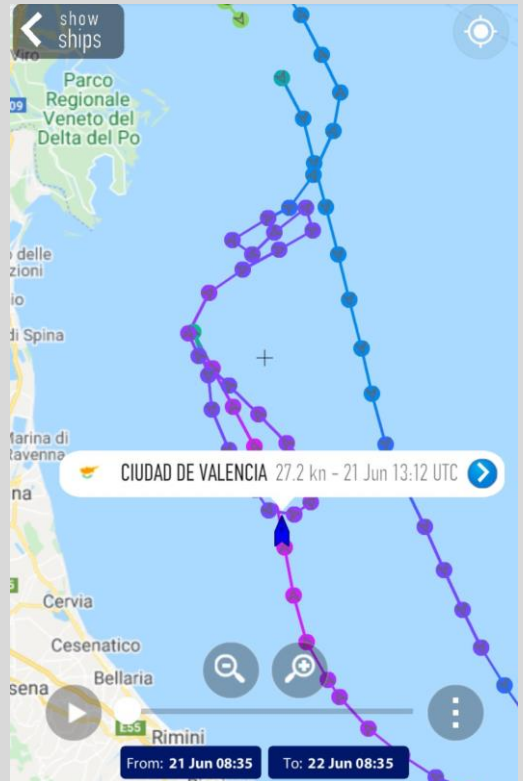


Lenghtening a successful design

The well-known twin screw RoPax design made by NAOS for Cantiere Navale Visentini back in 1995, updated in 2004 with the new FLExBow®, has now reached it's ultimate version. The hull has been lengthened by 16 m, and the machinery uprated with 2 x MAK 12M43C main engines, delivering 12600 kW each. Model basin tests were performed at the Brodarski Institute in Zagreb. The first unofficial runs at sea have shown a top speed in excess of 27 knots at low draft, despite a dirty hull and propeller, and in shallow water. That is the highest speed ever recorded by a Visentini vessel.

The new vessel will trade under the Transmediterranea flag.



With an intake of 2570 lm for trailers, 260 cars and 157 passenger cabins, the Ciudad de Valencia is presently the biggest RoPax ever built by Visentini. SOx emissions are reduced by a pair of scrubbers, so that HFO can be utilized. The vessel will leave the dry dock of Trieste for official sea trials on the 1st of July.

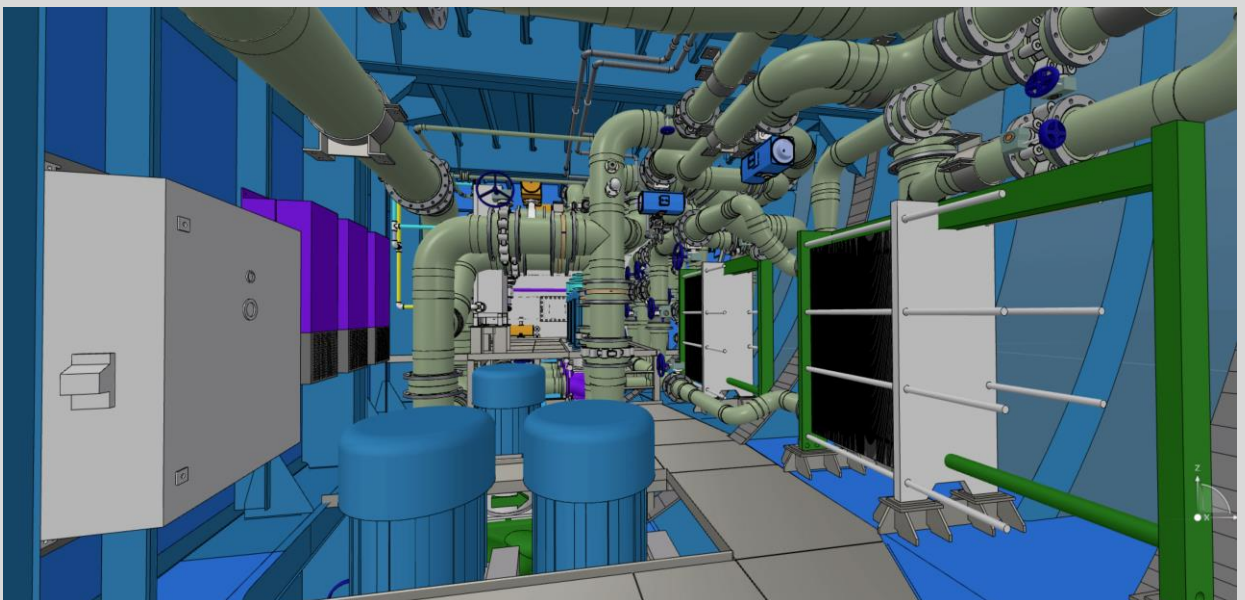


Big Stena Jumboization

NAOS won the order last year from Sedef Shipyard to prepare the lengthening design package for the Stena Lagan and Stena Mersey sisters. The lengthening is quite impressive, with an added 36m parallel midbody section. Stena has taken the opportunity to make several other improvements, like the drive through arrangement with a bow door, twin level loading and the installation of scrubbers.



The first midship section has already been completed in the yard and most of the piping work has been prepared as well using our 3DExperience design platform, integrating hull structure and systems in a collaborative space. GRE Piping has been used for sea water piping related to the scrubber system, and a 3D laser scanning has been performed before starting the job.



New staff appointments at NAOS

Ines Crnic, Senior designer, with previous experience (also as director) in the Croatian and Slovenian shipbuilding industry and owning her own consultancy firm, has joined NAOS as a specialist for Safety and Ship Operations. **Bozidar Saric**, graduated as a Naval Architect from Zagreb, has had previous experience at the Ulijanik and Brodosplit Shipyards and most recently at Luersen Werft. He has joined the structural department, using the 3Dexperience (Dassault Systeme), Veristar and Femap software for the complete analysis of the hull structure. **Federico Franceschini**, with a master Thesis on Sea keeping and Mega Yachts, and having a great passion for fluid dynamics and CFD, has joined the Hydrodynamic department, and will also be involved in long term research work on our auxiliary sail propulsion project.



Ines Crnic



Bozidar Saric



Federico Franceschini

Siremar RoPax

3D modelling and structural assessment for the new Siremar Ferries has been carried out on our new powerful suite **3Dexperience-Veristar-Femap** which allows a full analysis of the structural design quality. This great improvement will let us make structural assessment and optimization in a much shorter time, and with an increased degree of accuracy than before.

