



SCANIA

revs

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Spanish sets make Middle East debut



Dubai-based Scania distributor Al Shirawi Enterprises, delivers three Scania-powered Cymasa generating sets to Abu Dhabi company ADYARD.

THE FIRST generating sets from Spanish manufacturer Cymasa have recently been delivered by United Arab Emirates Scania distributor Al Shirawi to offshore platform builder Adyard.

The Scania-powered range offered is rated between 160 and

500 kVA and are available as standard or canopy-enclosed units.

Two DC14 powered sets each rated at 375 kVA have been installed on a floating dock. Totally re-fitted with the twin Scania-powered sets to provide prime power, the dock was recently converted from a flat top barge.

Capable of working on vessels weighing up to 3,000t, the dock is approximately 110m long and 25m wide.

The floating dock will be berthed at ADYARD's fabrication yard in Musapha, Abu Dhabi.

ADYARD's parent company NICO Int. has also taken delivery of a Spanish DC12 powered set rated at 375 kVA.

Housed in an acoustic enclosure the unit has been transferred from Musapha for waterside crane duties at NICO's Dubai port operations.

revs



Cover: A Scania D9 provides engine power for the new 24.4m sloop 'Freya' built by Alloy Yachts in New Zealand. Photograph courtesy of Ivor Wilkins (Photographer) and Alloy Yachts

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This newsletter is printed on chloride free and environmentally friendly paper
Environmental awareness is a cornerstone of Scania's philosophy



A multi-purpose Talisman 49 vessel operating out of Falmouth, UK, was recently re-powered with twin Scania 12 litre engines; the first time a boat of this type has been fitted with Scania engines of this rating.

Cornish Talisman

BASED in Falmouth, UK, the Valonia Talisman 49 is the first vessel of its type to be equipped with Scania 12 litre engines with a rating of 500 hp.

Originally built in 1978, the vessel was recently re-powered with twin Scania diesel engines, replacing the original engines, which were 360 hp units.

Current owners Plantain Marine purchased the Valonia

in 1997 and use it as a multi-purpose crew change boat in and around the Cornish coast.

“Because some of our jobs involve voyages as far a field as the Scilly Isles we wanted more speed and power for longer jobs,” commented Jon Parslow, director/skipper of Plantain Marine.

The Valonia is a 15m long vessel with a 4.6m width and

a weight of 26t. It is one of four vessels owned by Plantain, a fleet that includes two tugs.

Since re-powering, the vessel has an operating speed of 18-20 knots and a maximum speed of 26 knots.

The vessel is licensed as a PBI pilot boat as well as having the Code of Practice Category Two, which is the new UK workboat category.

Plantain estimates the boat works between 1,000 and 1,500 hours a year.

Working up to 24 hours a day, the company operates around the clock. This service includes crew changes in and around Falmouth Harbour, servicing cable ships in the Atlantic and delivering supplies to ships within a 150 mile radius of the home port.

ESPAÑOL

ARABIA: PRIMEROS GRUPOS ELECTRÓGENOS CON MOTORES SCANIA

En fechas recientes grupos electrogénicos de la empresa española Cymasa fueron entregados al distribuidor Scania en los Emiratos Árabes Unidos, Al Shirawi, para la constructora de plataformas mar adentro Adyard.

Se han instalado en un muelle flotante dos grupos electrogénicos DC14, con una potencia individual de 375 kVA.

PRIMER TALISMAN 49 CON MOTORES SCANIA DE 500 CV

La embarcación para cambio de tripulaciones 'Valonia' con base en Falmouth, Reino Unido, es la primera de la clase Talisman 49 que ha recibido nuevos motores gemelos Scania de 12 litros y 500 cv.

Sus propietarios actuales, Plantain Marine, utilizan esta embarcación multiuso en el puerto de Falmouth y en sus inmediaciones.

De acuerdo con c-liculos de la compañía, el Valonia ñique se halla en servicio hasta 24 horas al día-- trabaja entre mil y mil quinientas horas anuales.

DEUTSCH

ARABISCHES DEBUT FÜR GENERATORSÄTZE MIT SCANIA-ANTRIEB

Vor kurzem wurden die ersten Generatorsätze des spanischen Herstellers Cymasa vom Scania-Händler für die Vereinigten Arabischen Emirate, Al Shirawi, an das Bohrrinselbauunternehmen Adyard geliefert.

Zwei Generatorsätze mit DC14 Motoren wurden auf einem Schwimmdock installiert. Jeder Satz hat eine Nennleistung von 375 kVA.

TALISMAN IN CORNWALL

DIE IM Schichtbetrieb (d.h. Mannschaft wechselt) eingesetzte Valonia ist die erste Talisman 49, die erneut mit zwei 12-Liter-Motoren von Scania mit 500 PS ausgerüstet wird. Heimathafen des Boots ist Falmouth, GB.

Ihr derzeitiger Besitzer, die Firma Plantain Marine, verwendet das Mehrzweckboot in Falmouth und Umgebung.

Das Unternehmen schätzt, dass die täglich bis zu 24 Stunden arbeitende Valonia jährlich zwischen 1,000 und 1,500 Stunden im Einsatz ist.

Bladerunner



enters turbine service

Powered by twin Scania diesel engines, the MTB 'Bladerunner One' has recently begun transporting wind turbine blades across the Solent.

BUILT on the UK's Teeside, the MTB 'Bladerunner One' was specifically designed and con-

structed for the transportation of wind turbine blades across open sea from the factory on

the Isle of Wight to Southampton Docks.

The blade factory is on a shallow tidal river. Consequently a barge with a minimal draft and able to navigate the Solent was required. Once at Southampton Docks, the blades are stockpiled ready for export.

John Pattison Associates designed and project managed the construction of the

barge, and are now operating it on behalf of blade manufacturer, Aero Laminates.

The 120t barge has a length of 45m and width of 9.5m. With a top speed of 9 knots, it is powered by two Scania D9 260 hp diesel engines located fore and aft.

The vessel makes up to four return journeys a week on average, with a one way crossing time of two hours.



Middle Eastern debut

THE FIRST Scania-powered luxury pleasure boat in the United Arab Emirates has been built by Sharjah-based Al Salem Crafts & Fiber Glass Factory boatyard.

Powered by three Scania DI14's, each rated at 750 hp, it has

a cruising speed of up to 28 knots.

According to the builders, quality has been a keyword throughout construction, and no detail has been overlooked in the deluxe fitting out.

More power for the ferries

Two ferries operating for Caledonian MacBrayne Hebridean & Clyde Ferries are being repowered with Scania engines.

TWO FERRIES operated by Caledonian MacBrayne are currently being re-powered with Scania D9 engines rated at 257 hp at 1900 r/min.

The MV Canna plies the route between Ballycastle in Northern Ireland and the small island of Rathlin, a distance of some 6 miles.

The second identical ferry is the MV Eigg that operates between Oban and Lismore Island on the West coast of Scotland.

Built in 1973 by James Lamont & Co of Greenock, the MV Canna is a single ended car/passenger ferry designed to operate from 1:8 slipways. With a capacity for six cars, the vessel is registered to carry 140 passengers in summer and 27 in winter.

Both ferries have overall lengths of 23.5m, breadth of 6.4m, a grt of 69t, a cargo dead-weight of 26t and a draught of 1.4m.

During the summer, the

MV Canna makes up to four return crossings a day, while in winter this schedule decreases to two crossings. The passage time is approximately 45 minutes.

Rathlin Island is very popular destination for tourists and is renowned as a major bird watching spot. The ferry also acts as a lifeline for the island; everything from food-stuffs, agricultural supplies, machinery and building materials must come by ferry.



ESPAÑOL

BUQUE PARA EL TRANSPORTE DE TURBINAS

El MTB Bladerunner One fue específicamente proyectado y construido para el transporte marítimo de álabes de turbinas desde la fábrica en la Isla de Wight hasta el puerto de Southampton.

Esta embarcación de 120 toneladas y una eslora de 45 m está dotada con motores gemelos diesel Scania D9 de 260 cv.

PRIMER MOTOR SCANIA PARA EMBARCACIONES DE LUJO EN EL ORIENTE MEDIO

El astillero Al Salem Crafts and Fiber Glass Factory, con base en Sharjah, ha construido la primera embarcación de lujo en los Emiratos Árabes Unidos propulsada por motores Scania.

Esta embarcación, que ha sido dotada con tres motores Scania DI14 de 750 cv cada uno, tendrá una velocidad de crucero de hasta 28 nudos.

MAYOR POTENCIA PARA LOS TRANSBORDADORES

Un transbordador que opera entre Ballycastle (Irlanda del Norte) y la Isla de Rathlin, y otro transbordador cuyas operaciones se realizan a la altura de la costa occidental de Escocia está en proceso de recibir nuevos motores diesel Scania D9 de 257 cv.

El MV Canna y MV Eigg son transbordadores de pasaje/automóviles, con regulación en sentido único, que tienen capacidad para seis automóviles y 140 pasajeros durante el verano y para 27 pasajeros en invierno.

DEUTSCH

BLADERUNNER TRITT TURBINENTRANSPORTDIENST AN

DIE MTB Bladerunner One wurde speziell für den Transport von Windturbinenflügeln aus dem Werk auf der Isle of Wight zu den Southampton Docks konstruiert und gebaut.

Das 120-t-Schiff ist 45 m lang und hat zwei D9 Scania-Dieselmotoren mit 260 PS.

EINSTAND IN NAHOST

DAS ERSTE Luxussschiff mit Scania-Antrieb für die Vereinigten Arabischen Emirate wurde in der Bootswerft der Al Salem Crafts & Fiber Glass Factory in Sharjah gebaut.

Den Antrieb liefern drei Scania-Motoren vom Typ DI14 mit einer Nennleistung von je 750 PS. Sie gestatten eine Dienstgeschwindigkeit von 28 Knoten.

MEHR LEISTUNG FÜR DIE FÄHREN

ZWEI Fähren, von denen die eine zwischen Ballycastle in Nordirland und Rathlin Island, die andere vor der Westküste Schottlands im Einsatz ist, erhalten z.Zt. neue Triebwerke: Scania-Dieselmotoren vom Typ D9 mit je 257 PS.

Die MV Canna und die MV Eigg sind beide einendige Auto-/Passagierfähren für sechs Autos und 140 Passagieren im Sommer und 27 Passagieren im Winter.

Singapore's offshore landfill

Ten Scania-powered Moxy dump trucks are at the heart of Singapore's recently opened offshore landfill site.

THE Semakau landfill is Singapore's only landfill site for waste disposal and is located off one of the southern islands Pulau Semakau.

The site covers an area of 350ha and has a landfill capacity of 63 million m³. To create the required landfill space a 7km perimeter rock bund was built to enclose a part of the sea between Pulau Semakau and Pulau Sakeng.

The bund has been lined with an impermeable membrane and a layer of marine clay to ensure that the leachate from the refuse is contained within the landfill area.

Within the bund, eleven wet cells have been prepared for the landfill, each interconnected by large diameter

water pipes allowing tidal access ensuring that the water remains 'live' and does not stagnate.

Transfer Station

Refuse on the mainland is transported to Tuas Marine Transfer Station and loaded into specially designed barges.

At the end of the day, two barges are towed by tugs for the 25km trip to Semakau.

On arrival at the landfill site, the barges are berthed within an enclosed transfer building for the unloading operation. Excavators are used to unload the barges.

The excavators can either unload the refuse directly onto the fleet of 10 Moxy

MT40B dump trucks or onto the tipping floor and loaded later into the Moxy's.

The refuse is then driven to the tipping site for disposal, a round trip of up to 4km.

Powered by Scania DI14 diesel engines rated at 450hp at 2200r/min, each Moxy has a payload capacity of 35t.

The refuse discharged from the dump trucks is levelled and compacted in 0.5m layers up to a final height of +15m and landscaped.

Construction of the bunds, wharf and other structures at Pulau Semakau was by the Toa Corporation - Sum Cheong Piling Pte Ltd Joint Venture at a contract value of S\$370.8 million (US\$220 million).





ESPAÑOL

VERTEDERO OFFSHORE EN SINGAPUR

Con una superficie de 350 ha y capacidad para 63 millones de m³, el vertedero de SEMAKAU —único lugar para la eliminación de basuras en Singapur— se halla ubicado en el mar, cerca de las islas Pulau Semakau.

Cada día, gabarras llenas de basura llegan al vertedero, en donde realizan la descarga en camiones volquete Moxy MT40B provistos de motores Scania.

Estos camiones, que llevan motores diesel Scania D114 de 450 cv, tienen una carga útil de 35 toneladas.

DEUTSCH

SINGAPURS OFFSHORE-MÜLLDEPONIE

DIE SEMAKAU-Deponie ist Singapurs einzige Mülldeponie. Sie befindet sich vor den Pulau Semakau-Inseln im Meer. Die Deponie erstreckt sich über eine Fläche von 350 ha und hat ein Fassungsvermögen von 63 mil/m³.

Täglich legen mit Abfall beladene Barkassen an der Deponie an und entladen ihre Fracht auf Moxy MT40B Kipper mit Scania-Motoren.

Jeder Moxy hat D114 Scania-Dieselmotor mit einer Nennleistung von 450 PS und einer Nutzlastkapazität von 35 t.

Chilean conveyance

OPERATING between the small southern Chilean ports of La Arena and Puelche, the Quellonina car ferry provides an indispensable lifeline to small communities with no road access to the regional capital of Puerto Montt.

The ferry plies the route - a distance of some 30km - ten times a day in both directions.

Built in 1998 at a small local shipyard, the ferry is powered by twin Scania DS11 375 hp diesel engines, each driving a propeller via a ZF transmission to provide a top speed of 11 knots.

The vessel is owned and operated by Luis Paredes and has an overall length of 24m, a width of 8m, a draft of 2.2m and a capacity for 14 cars.

With 20 round trips a day, the vessel starts its first



crossing from La Arena at 7.15am, arriving 30 minutes later. With a 15 minute turn-around, the vessel heads back at 8am. The final cross-

ing is at 9.30pm.

Typical cargo for the ferry is trucks carrying supplies for the outlying fishing communities. The area is home to

Chile's large fishing industry and trucks carrying salmon from the many fish farms are not an unusual sight on the ferry.

New 62-footer from Storebro



THE CONCEPT behind Storebro's new 62-footer was for a top speed of around 30 knots with moderate engine power. Good manoeuvrability and stability were also specified, together with the criteria for the craft to be roomy and very comfortable. At the same time it had to have sleek, speedy lines.

Noise from the engine compartment was not acceptable. The end result from master designer German Frers is a beauti-

ful and remarkable boat.

Quick response, together with stability and great comfort, are the hallmarks of any Storebro cruiser. The new Grand Series No. 1 is no exception to the rule.

Fitted as standard, twin Scania 800 hp V8 engines and double fixed propellers, give the 28 t luxury cruiser a top speed of 29 knots and a service speed of 26 knots.

Long time customer

LLOYD Saunders of Devon, UK is currently using his third Scania engine. His charter fishing boat 'Saltwind of Dart' is powered by a DI12 engine rated at 575hp. This engine replaced a DS11 400hp unit which, in turn, replaced the boat's original power source, a D11 300hp engine.

"Before obtaining my first Scania engine I

used a number of other manufacturers, but now I wouldn't choose any other, because of Scania's reliability".

Built in 1987 in the Channel Islands, the grp hull was towed across to Devon where Saunders fitted it out himself.

The vessel is a 40 foot Aquastar Fisherman weighing 12t and licensed to carry 10 people.



ESPAÑOL

TRANSBORDADOR CHILENO

El transbordador de automóviles 'Quellonina', que opera entre los puertos de La Arena y Puelche, en la región meridional de Chile, proporciona un servicio indispensable para las pequeñas comunidades pesqueras de la zona, que carecen de acceso por carretera a la capital regional, puerto Montt.

Este transbordador está propulsado por motores gemelos Scania DS11, que impulsan una hélice por intermedio de una transmisión ZF y proporcionan al buque velocidades máximas de 11 nudos.

VIEJO CLIENTE

LLOYD Saunders of Devon, Reino Unido, está utilizando ya su tercer motor Scania. El 'Saltwind of Dart' cuenta con un motor DI12 de 572 cv. Este motor ha ocupado el lugar del DS11 de 400 cv que, a su vez, sustituyó el motor original D11 de 300 cv del barco.

DEUTSCH

CHILENISCHE BEFÖRDERUNG

DIE AUTOFÄHRE Quellonina ist zwischen den kleinen Häfen La Arena und Puelche im südlichen Chile im Einsatz. Sie stellt eine unerlässliche Lebensader für kleine Fischergemeinden dar, die keine Straßenverbindung zur Hauptstadt der Region Puerto Montt haben.

Die Fähre hat zwei Scania-Motoren vom Typ DS11, die über ein ZF-Getriebe jeweils einen Propeller antreiben und eine Spitzengeschwindigkeit von 11 Knoten ermöglichen.

LANGZEITKUNDE

BEI LLOYD Saunders in Devon, GB, ist zur Zeit der dritte Scania-Motor im Einsatz. Die 'Saltwind of Dart' wird von einem DI12 Motor mit 575 PS Leistung angetrieben. Dieses Triebwerk tritt an die Stelle eines DS11 Motors mit 400 PS, der anstelle des ursprünglichen Antriebs des Boots - einem D11 Motor mit 300 PS - eingebaut worden war.

Kiwi launch

THE SALTHOUSE Sovereign is a semi-custom production craft that has a wide ranging set of parameters to work within. This is something that many boat builders are unable to offer and it's a major factor in making the Sovereign such a successful boat.

Since the first grp moulded hull was built, 28 Sovereign's from 15.2m to 18.9m have been launched.

Built in Auckland, New Zealand, Primetime - powered by twin Scania D112 500hp engines - is the latest and also the first to feature the traditional sportfish solid forward screens. It is also the first ever to be granted a survey with 200 mile offshore

charter classification and it has been built to the highest standards to comply and in many cases exceed the regulations.

Being a charter boat the secret is to design in as many beds as possible, so with nine, split into a four cabin layout, Primetime has plenty.

Accommodation is forward, with all cabins sharing

the same bathroom and toilet, although the main stateroom does have a separate entrance, which allows private access.

Primetime offers a huge

cockpit that is fully commissioned and maintained for serious fishing. The cockpit measures 20m² with the transom taken right back to the furthest extremities of the hull, due to the elimination of the in-built boarding platform and portofino stern.

The cockpit is fully self-draining and also features a dedicated bait station, a Reelx rated gamechair and two large live bait tanks.



Cruising down the Rhine

THE luxury inland passenger vessel 'Europa' is the latest addition to the WT Cruises fleet of vessels and is equipped with a total of five Scania diesel engines, supplied by Veth Motoren BV, local dealer of Scania's Netherland importer of marine and industrial engines, Sandfirden Technics.

The 'Europa' has been designed for inland cruising with a maximum of 84 passengers and 24 crew. WT Cruises envisage the vessel working on the rivers Rhine, Danube, Meuse, Moselle and Neckar, with departures from Rotterdam, Amsterdam, Cologne and Dusseldorf.

During the winter the vessel will be mainly used as a luxurious conference centre and moored either at Rotterdam or Dusseldorf.

The vessel's passenger quarters are located over two decks, while the third and top deck is utilised as a sunbathing area and

promenade deck.

Construction was done in accordance with the regulations of the Netherlands Shipping Inspectorate (NSI) for international shipping on inland waterways. Some of its characteristics include a length of 82m and a waterline length of 78.3m

The cruiser's two main engines are Scania D114 marine diesel units, each rated at 405kW at 1,800 r/min. In order to achieve silent running, the rudder propellers are mounted on rubber mounts and connected flexibly to the main engines.

For optimum manoeuvring a 264kW bowthruster unit with a 980mm diameter propeller has been fitted and this is powered by a Scania D111 engine.

The ship's auxiliary power is derived from two 210kVA water-cooled generating sets, each featuring a Scania D112 engine rated at 197 kW at 1,500 r/min.



High-speed pilot boat Tees off



AFTER SUCCESSFUL sea trials the pilot boat Coatham has now been taken into service by the Tees and Hartlepool Pilotage Company of Middlesbrough, UK.

This 16.8m vessel was built by Souter Marine of Cowes, and designed by Camarc within demanding constraints set by an experi-

enced operator, to produce a state-of-the-art boat.

The vessel has been built to comply with Lloyds Special Service Craft Rules and will operate on the River Tees, feeding the UK's second largest port with over 5,500 ship movements each year.

The design uses a Camarc

type double chine hull form which is said to maximise crew comfort whilst comfortably achieving a service speed of 22 knots.

The vessel's propulsion system is powered by twin Scania DI14 engines rated at 525 hp coupled directly to twin disc gearboxes and through shafting to four blad-

ed propellers.

Notable features on this boat include an energy absorbing fender system developed from the well proven Dutch *ëpopsafei* system, which provides a significant increase in the impact zone area with the added advantage of having no through hull fastenings.

ESPAÑOL

LANCHA NEOZELANDESA

Construida en Auckland, Nueva Zelanda, la *Salthouse Sovereign* es una embarcación de producción seminormalizada.

Esta máquina, que lleva incorporados motores gemelos Scania DI12 de 500 cv, fue la primera en incorporar en su diseño pantallas sùdidas de proa 'sportfish'.

CRUCEROS POR EL RIN

El 'Europaí -embarcación de lujo para cruceros en vías fluviales, recientemente adquirida por WT Cruises-está dotada con un total de cinco motores Scania.

Las máquinas principales del buque están compuestas por dos unidades Scania D14 de 405 kW cada una, que funcionan a 1800 rpm. Otro motor Scania acciona la hélice entubada a proa, que incrementa la maniobrabilidad del buque. La embarcación lleva asimismo montados otros dos motores Scania, que le proporcionan potencia auxiliar por intermedio de dos grupos electrógenos.

NUEVA EMBARCACIÓN DEL PRÁCTICO EN MIDDLESBROUGH

Tras haber completado con éxito sus pruebas de mar, la embarcación del práctico 'Coatham' ha iniciado su labor al servicio de la Tees and Hartlepool Pilotage Company. La nueva embarcación desempeñará su misión en las transitadas vías fluviales que llevan a Middlesbrough, segundo puerto más importante del Reino Unido.

El sistema de propulsión de esta embarcación está constituido por motores gemelos Scania DS14 de 525 cv, que van directamente acoplados a cajas de engranajes de disco gemelo y a hélices de cuatro álabes, a través de ejes.

DEUTSCH

KIWI-LAUNCH

Die *Salthouse Sovereign* ist ein in Auckland, Neuseeland, gebautes, teilweise kundenspezifisch ausgeführtes Boot.

Mit seinen beiden DI12 Scania-Motoren mit je 500 PS ist es das neueste und gleichzeitig auch das erste Boot mit den traditionellen festen Sportfisch-Frontscheiben.

HOCHGESCHWINDIGKEITSLOTSE

Nach dem erfolgreichen Abschluss der Probefahrten ist das Lotsenboot Coatham von der Tees and Hartlepool Pilotage Company in den Dienst genommen worden. Das Boot wird auf den verkehrsreichen Wasserstrassen zum zweitgrößten Hafen Großbritanniens, Middlesbrough, im Einsatz sein.

Der Triebstrang des Boots hat zwei Scania-Motoren vom Typ DS14 mit einer Nennleistung von 525 PS, die direkt an zwei Scheibengetriebe gekoppelt und durch Wellen mit Propellern mit je vier Propellerblättern verbunden sind.

KREUZFAHRT AUF DEM RHEIN

DAS Luxus-Passagierbinnenschiff 'Europa' ist das neueste Mitglied in der Flotte der Firma WT Cruises. Es ist mit insgesamt fünf Scania-Motoren ausgerüstet.

Die Hauptmotoren des Schiffs sind DI14 Scania-Zwillingtriebwerke mit einer Nennleistung von je 405 kW bei 1.800 U/min. Ein weiterer Scania-Motor treibt die Bugstrahlrudereinheit des Schiffs an, die zwecks besserer Manövrierbarkeit eingebaut wurde. Zwei weitere Scania-Motoren treiben zwei Generatoren für die Stromversorgung an.

Putting out the fires

EACH YEAR countless fires cause enormous damage to businesses with the destruction of stocks and equipment, which turn leads to bankruptcies and shut-downs.

One solution to this problem is the installation of a sprinkler system and in the Netherlands the market leader is Van Wijk & Boerma manufacturer of firepacks and principle supplier for Heineken, Sony and General Motors.

A firepack is said to form the beating heart of a sprinkler installation - its reliability is therefore of the utmost importance.

As company director Pim Hoosemans explains, "Sprinklers are in fact automatic valves that spring open as the temperature rises. An auxiliary pump keeps the piping system permanently under pressure, but, if a sprinkler opens, this pump can no longer replenish the water. At this point the firepack comes into action and sends a signal to the fire service or building owner."

To power this fire protection system Van Wijk equips its firepacks with a Scania diesel engine; the rating depends on the size of the sprinkler system. The most common engine used is



the 9 litre, with units bought encompassing the whole range.

Over 70% of Van Wijk's firepacks are sold throughout the Benelux countries, with the rest exported all over the world.

According to Hoosemans, the firepacks have a 25 to 30 year lifespan, and over this period they have to be ready to go into action at any time. Paradoxically, the firepacks are made to be constantly ready, but if everything goes well they rarely or never need to be used.



Photograph courtesy of Ivor Wilkins (Photographer) and Alloy Yachts

Freya seeing the world

A NEW aluminium sloop - designed by New Zealand's Bill Dixon and built by Alloy Yachts has been launched and started a world cruise.

Freya was commissioned by an experienced English Ocean sailor and his wife who wanted to circumnavigate the world without the assistance of a crew.

They also specified superyacht quality and comfort.

The 24.4m sloop is cutter rigged with a Matrix aluminium mast and leisure furl boom. She features a 6m beam, draws 2.75m and dis-

places 54t.

The yacht is fitted with hydraulic winches, roller furling genoa and staysail and stormsail for worldwide cruising. Propulsion power is provided by a Scania D9 engine rated at 257hp at 1900 rpm driving a Hundestedt VP propeller through a ZF IRM320-1 marine gearbox.

Freya has a wheelhouse leading below to the quilted birch finished saloon and gallery with a large owner's cabin and ensuite aft, and two ensuite forward guest cabins.

ESPAÑOL

EXTINCIÓN DE INCENDIOS

Por regla general, los edificios comerciales cuentan con sistemas de rociadores para la extinción de posibles incendios.

El líder del mercado en los Países Bajos es la compañía Van Wijk, cuyo equipo de contraincendios lo utilizan Sony, Heineken y General Motors.

Los sistemas Van Wijk contraincendios llevan motores Scania.

EL 'FREYA', UN VIAJE POR EL MUNDO

Un motor Scania D9 es el medio de propulsión del nuevo balandro de aluminio Freya de 24,4 m de eslora, construido en Nueva Zelanda.

Proyectado y construido con la calidad y comodidad de un superyate, el Freya acaba de iniciar una gira por el mundo.

DEUTSCH

FEUERLÖSCHER

In gewerblichen Gebäuden sind Sprinkleranlagen das am häufigsten installierte System zur Brandbekämpfung.

In den Niederlanden ist in dieser Branche die Firma Van Wijk marktführend, die ihre Firepack-Anlagen u.a. auch schon an Sony, Heineken und General Motors verkauft hat.

Die Firepack-Anlagen von Van Wijk werden mit Scania-Motoren betrieben.

'FREYA' MACHT WELTREISE

Ein Scania-Motor vom Typ D9 liefert die Antriebskraft für die neue 24,4 m lange Leichtmetall-Sloop Freya in Neuseeland.

Die in Qualität und Komfort nach Superyacht-Maßstäben konstruierte und gebaute Freya hat gerade eine Weltkreuzfahrt begonnen.