

One of the largest stern quarter ramps built so far



Background

Italian container shipping specialist Ignazio Messina & C. SpA (Messina) is a long established shipowner. Messina Line offers liner services and is the world's second largest RoRo container operator.

The challenge

In 2009, MacGregor cooperated with Messina and were involved in the development of a new type of multi-purpose post-Panamax container/RoRo vessel, a ConRo, which called for specialist knowledge. The ConRo vessel fulfils the most modern technical and ecological requirements. The versatility allows it to carry a mix of containers, rolling cargo of all kinds, heavy loads and project cargo.

MacGregor received a contract to design and supply efficient tailor-made cargo access equipment for four new 45,000 dwt ConRo vessels for Messina's African services. The vessels were built at Daewoo Shipbuilding & Marine Engineering Company (DSME), in South Korea. In 2012, MacGregor secured a repeat order for another

four vessels, with near identical equipment packages, to be built at the STX Jinhae shipyard in South Korea. The performance of our equipment is critical to the success of Messina's operations and the repeat order demonstrates the confidence that Messina has in MacGregor.

The solution

RoRo equipment is an integral part of a vessel's cargo-handling capability. We have a long experience and in-depth understanding of RoRo access and cargo handling systems. MacGregor designed the most flexible and safe cargo handling solution possible, in order to maximise the ship's overall efficiency and profitability.

The 50m-long angled jumbo stern quarter ramp has a capacity to carry up to 350 tonnes. It is one of the largest stern ramps built so far. The ramp is dimensioned to accept heavy loads on multi-axle trailers and can handle and load containers, breakbulk and project cargo up to seven metres high. The top-hinged watertight stern door is 27.8m wide by 7.0m high.

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Scope of supply

MacGregor delivered RoRo cargo access equipment packages for eight ships in total. Each shipset include:

- A jumbo stern quarter ramp
- A watertight stern door
- Two ramp covers
- Two rampway doors
- Three division doors

Jolly Diamante, delivered in 2012, was followed into service by sister ships *Jolly Perla*, *Jolly Cristallo*, *Jolly Quarzo*, *Jolly Titanio*, *Jolly Cobalto*, *Jolly Vanadio* and *Jolly Palladio*.

Awards

Among various recognitions from the Italian naval ship register Registro Italiano Navale (RINA) classification society and the American Bureau of Shipping (ABS), the Messina group has been awarded a prestigious 'Green Plus' award, certifying the ship's high safety levels and environmentally-responsible systems on *Jolly Diamante*. The vessel also received the ShipPax Award for its scrubber technology and is the world's first commercially operated vessel to be built with seawater scrubbers for cleaning the exhaust fumes from the gensets, to comply with the 0.1 percent sulphur emissions regulations in EU ports.

MacGregor offers world leading engineering solutions and services for handling marine cargoes and offshore loads. The scope of our integrated packages is growing and now also includes Hatlapa, Porsgrunn, Pusnes and Triplex products.

MacGregor is part of Cargotec. Cargotec's class B shares are quoted on NASDAQ OMX Helsinki Ltd.

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Jolly Diamante, delivered in 2012, is one of the largest ConRo vessels in the world, carrying up to 2,273 cars and 3,000 TEU.



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