



Cruise Ship Safety Forum

a yard's perspective

Washington – March 25th, 2014



One shipyard, two locations



Shipyards Papenburg



Orderbook

Cruise ships



Ships: 37 (+7)

River cruise ships



Ships: 36 (+17)

Research ships



Ships: 0 (+1)

Gas tankers



Ships: 56

Island ferries



Ships: 29

Ferries / Cruise ferries



Ships : 32

Passenger ships



Ships: 24

Livestock carriers



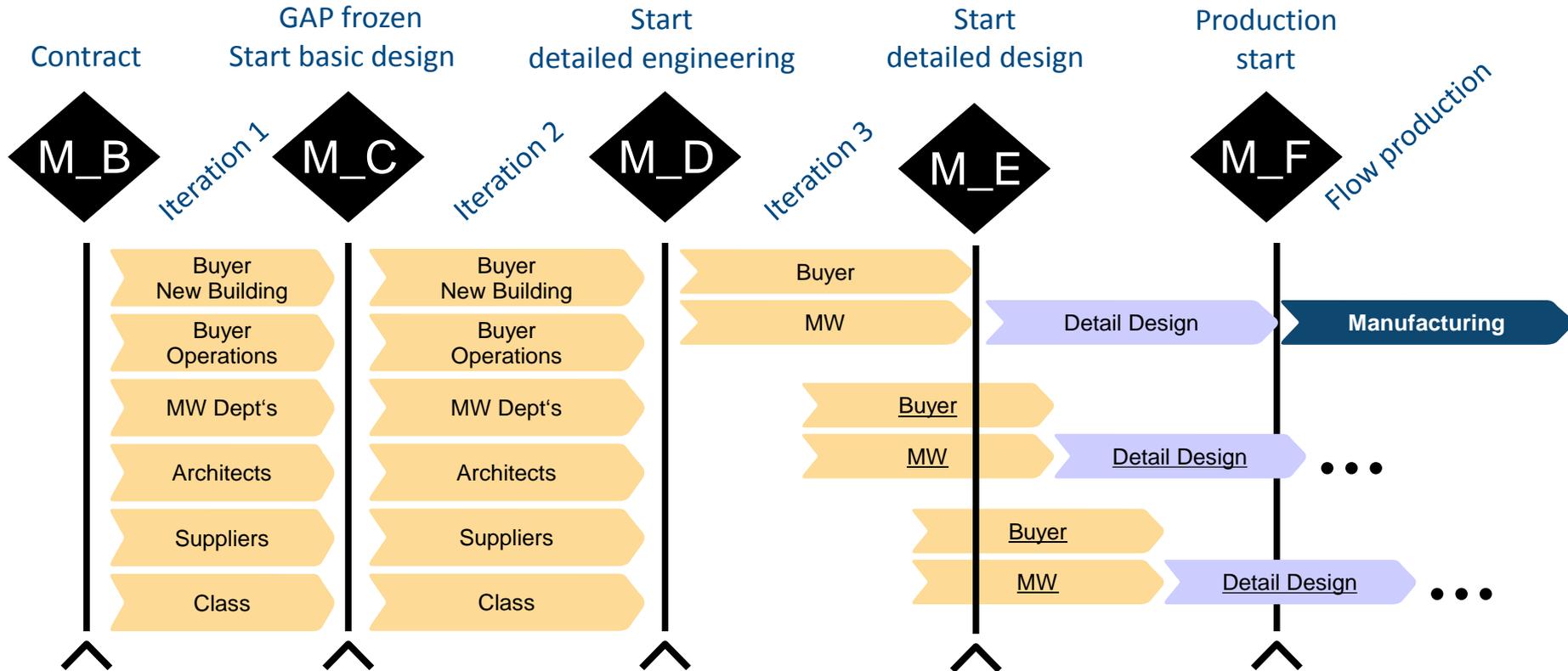
Ships: 27

Container ships

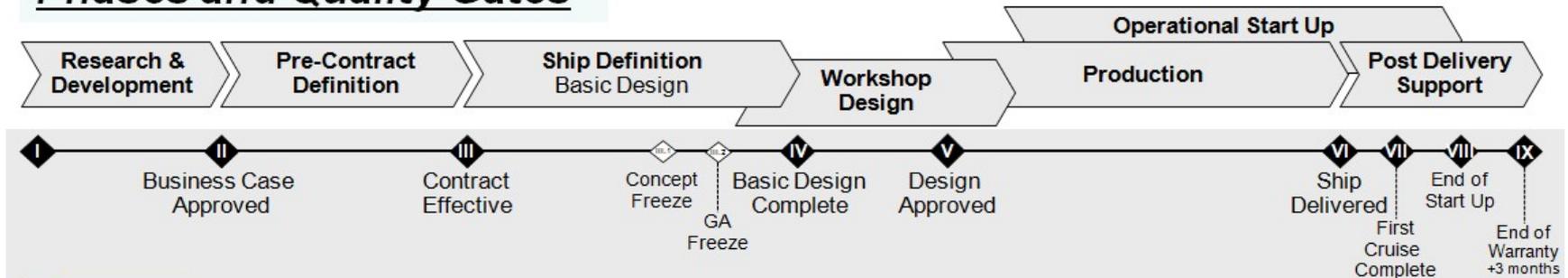


Ships: 4

Key elements of a successful design

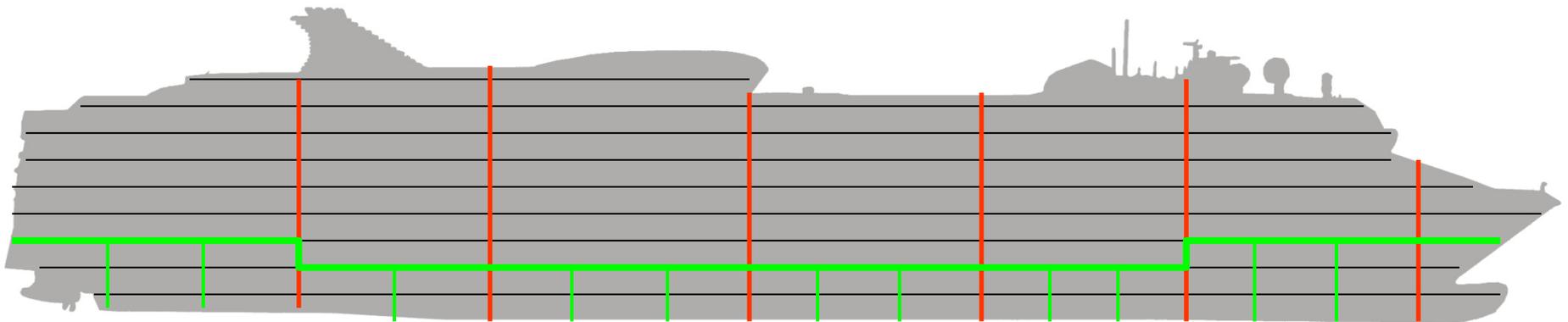
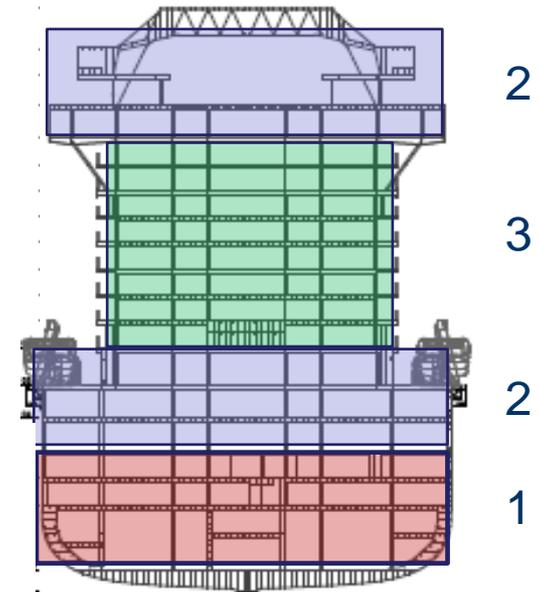


Phases and Quality Gates



General layout

- Cruise vessels divided in three main utilization groups:
 1. Technical and service areas, crew areas
 2. Public areas
 3. Guest staterooms
- Longitudinal subdivision:
 - Watertight compartments → flooding safety
 - Main fire zones → fire safety

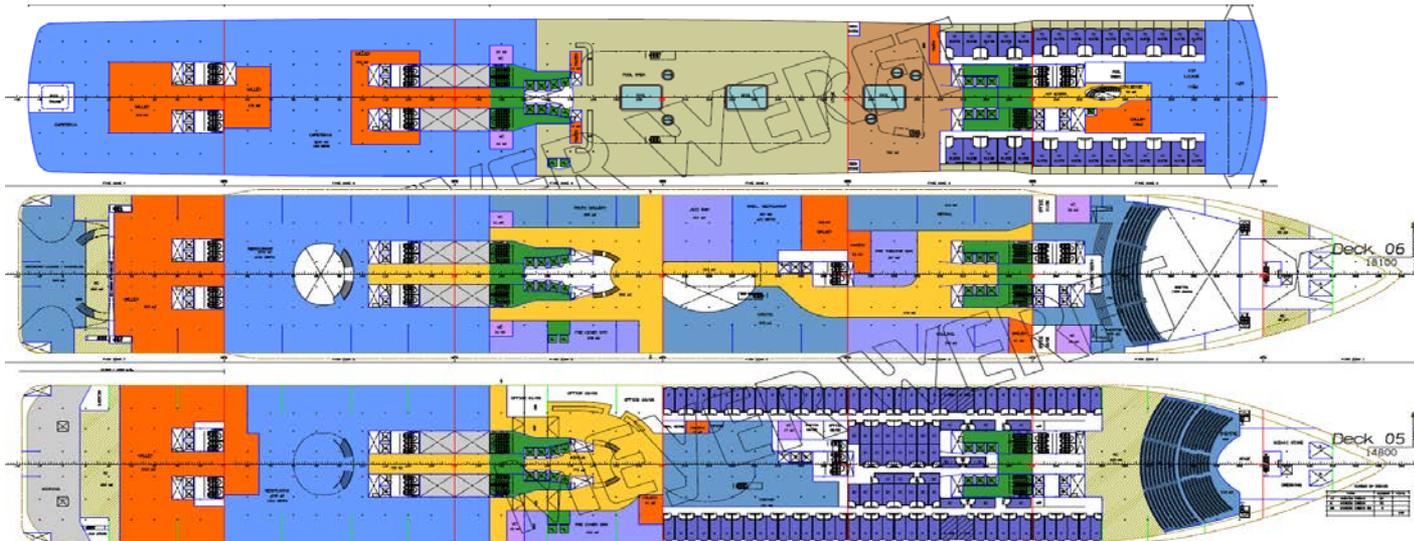


Safe Return to Port | Technical



Safe Return to Port | Comfort

- Cabins declared as safe areas as far as possible
 - Highest level of comfort and privacy in own cabin
 - High availability of sanitation facilities
 - High level of habitability due to light and ventilation conditions
 - Best shelter from weather impact
- Redundant food supply
 - Provision stores accessible through two independent entrances
 - Main galley redundant by several smaller galleys and pantries



Deck 15

- 3 galleys
- 2 pantries

Deck 6

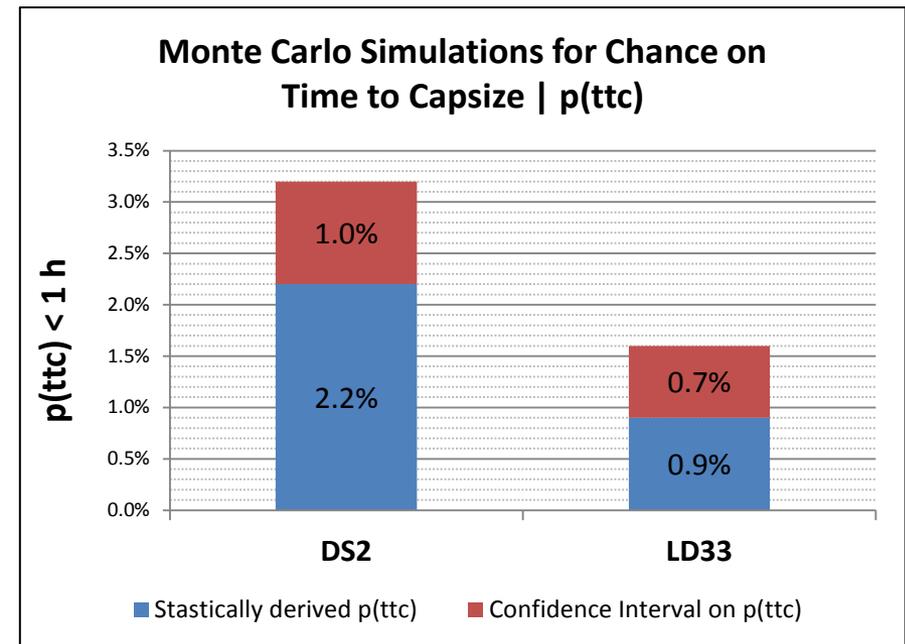
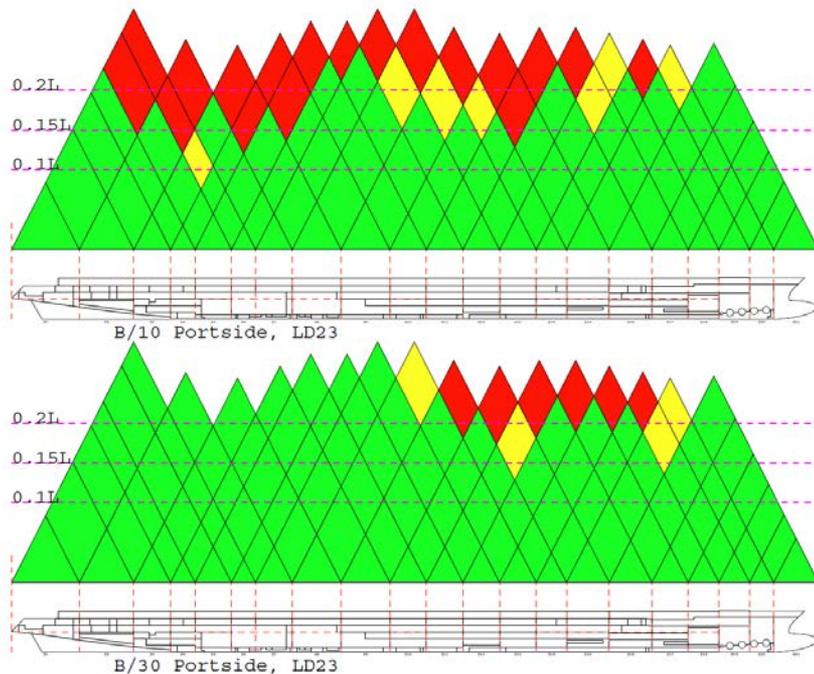
- 3 galleys
- 2 pantries

Deck 5

- 1 galley
- 2 pantries

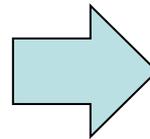
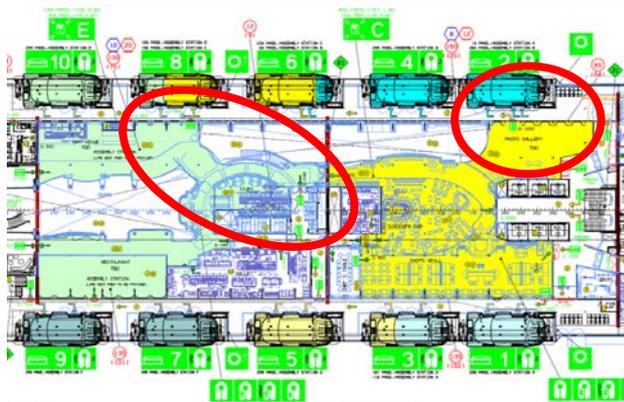
Damage Stability

- Designed to keep all WTD closed at sea
- New designs do not need an exemption to keep WTD open during navigation
- Vertical arrangement of laundry, work shops and provision areas
- Double hull in machinery spaces
- Monte Carlo simulations to estimated survivability in case of a damage



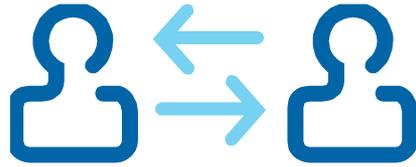
Evacuation

- Simulation of way to assembly stations and embarkation process
- Design changes made based on simulation results
 - Congestions / cross flow minimized
 - Relocation of embarkation routes and doors in close cooperation with operator



Conclusion

- High complexity of product and regulations



- Partners instead of suppliers



- Guest satisfaction

SUCCESS



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