Safe ships based on flexibility and experience

“A SUBLIFT pays off in two years”

“High quality is Swede Ship’s hallmark”
“WE BUILD BOATS for safety’s sake, we would like to say here at Swede Ship. It is actually a good description of the products that leaves our shipyards. Our range comprises of various types of sea rescue, navy and coastguard boats. The mission for these vessels are to rescue people in distress and upholding law and order to provide protection against crime and intruders at sea – in short to provide safety. Other types of ships that we produce are for example passenger vessels, which obviously have to be safe, as well as pilot boats that help vessels to navigate safely through the archipelago on to a harbor and safe anchorage.

UNDER THESE CONDITIONS, the requirements are high to perform everything to the customers’ expectations, all the way from design through production on to launching, testing and delivery of the vessel. Each vessel which is built at the shipyards in Djupvik or Hunnebostrand is a unique project. To be successful it is required to be flexible, that we during the production period listens to the customer and adapts the design to provide the best boat. That is why all the vessels are built in close cooperation with the owners’ inspectors.

THERE IS A strong tradition of boat building in the group and all the vessels delivered from our shipyards exude quality. All the work from for example the outfitting and carpenter groups must be precisely manufactured and fitted. The wheelhouse must be quiet and comfortable and the layout is optimized to make the boat ergonomic and easy to operate. Quality must be both visible and perceived. This is the reasoning behind your boat building at Swede Ship. You can read more about our philosophy, our capacity and how our customers appreciate us in this publication.”

Bo Axelsson, CEO

SAFE SHIPS BASED ON FLEXIBILITY AND EXPERIENCE

120 years of history

SWEDISH HAS more than 120 years of history and experiences of boat building. The first vessels to the Swedish Coast Guard and the Swedish Navy was delivered in 1937. The production of welded aluminum hulls began very early in the 1950’s and composite hulls were introduced in 1979. Today Swede Ship comprises four units:

Swede Ship Marine: located in Djupvik on the island of Tjörn produces many types of ships for instance rescue boats, patrol boats, military boats, pilot and passenger vessels in aluminum, steel and composite. The service and repair activities are significant. The lifting table and slipway handle boats up to 50 meters length and 300 tons.

Swede Ship Composite: located in Hunnebostrand builds boats for the same purpose as the shipyard in Djupvik, but with the difference that all the hulls are made of composite material. The shipyard has the capacity to build boats up to 40 x 12 x 4.5 meters.

Swede Ship Yachtservice: is a dedicated repair yard, located in Gothenburg that performs all kinds of repairs and maintenance of both hulls and machine systems. The lifting table capacity is 200 ton and the shipyard handles boats up to 30 x 8 x 3.5 meters.

Swede Ship Sublift: produces an unique all-in-one submersible boat carriage that replace tractors and cranes for launching and dry-docking boats off slipways. The so called SUBLIFT boat hoist is produced at the shipyard in Djupvik.

www.swedeship.se
MTU performance goes far beyond speed with the evolutionary Series 2000.

This technologically advanced engine boasts the highest horsepower in its class and delivers striking agility and driveability with no limit on full throttle operation. All this, while limiting noise to surprisingly low levels and efficiently managing fuel consumption. And in addition to conforming with worldwide emissions standards, including EPA Tier 2 commercial and IMO, this robust power source comes standard with SOLAS certification. The MTU Series 2000 will put you ahead of the fleet in a number of ways. Why go with the flow? Forge ahead with MTU.
www.mtu-online.com

Your MTU distributor:
SwedMotor AB
Rörögen 11 | SE-136 50 Jordbro | Sweden
Phone: +46 8 500 121 40 | info@swedmotor.se
www.swedmotor.se

Research to develop even lighter hulls

In parallel with its manufacturing is Swede Ship involved in various research projects, which included looking at alternative fuels, how to build lighter hull and make accurate calculations of hull resistance.

**TECHNICAL MANAGER** Björn Henriksson thinks that an alternative fuel to diesel is an interesting field. “We are investigating the possibilities to use electricity and gas driven propulsion together with industrial partners that are specialized in electrical drive and battery systems”, he says.

In cooperation with the Royal Institute of Technology, KTH, is Swede Ship looking at ways to optimize the strength of the hull in accordance with various sophisticated calculation models. “The aim is, of course, to be able to build lighter boats in an effective way while retaining strength of the hull.”

Swede Ship is also currently supervising a Master’s thesis at Chalmers University of Technology. The target is to calculate hull resistance with great accuracy. “If it works as we think, we can avoid the need for expensive model tests and prototypes to obtain this data, saving both time and money”, says Björn.

Another Master’s thesis focuses on a more efficient boat handling that can give more capacity in shipyard production and service.

When a boat is an essential tool, it simply has to work, every day – rain or shine. Each minute spent at the dockside for repairs means lost revenue.

That’s why we’ve always strived to make high-endurance waterjet systems that stand up to the toughest conditions and out-last the competition. Developed from industry-leading research and manufactured with the best materials, we can tailor any system to your needs.

That’s how we satisfy our demanding but dedicated customers around the globe. They insist on durability and reliability, and that’s exactly what we deliver. On large vessels or small, we’ll keep you in operation and take you where you need to go. Every day, all year round.

**A force to trust**

marinjetpower.com
WE BUILD WORKING PROTOTYPES

All boats built at Swede Ship are unique and each new series of ships begins with a working prototype. Everything from design to delivery of the completed boat is done in-house. It is imperative when the customer has very high demands.

BJÖRN HENRIKSSON is technical manager as well as and project manager for larger projects at Swede Ship.

- We are focused on products that fulfills the customer demands for speed, stability, range and seakeeping. There is no mass production and all the boats or short series of boats have different equipment, he says.

Björn has a team of project managers and engineers working for him who are responsible for construction of the hull, electrical and machinery systems.

- With in-house design we build and keep our expertise. Experiences made are added to our know-how and is used in the future projects, the next boat is a development of the former.

The design work is a process where we work closely with the customer and we change the drawings underway.

- That flexibility is important. For us it is natural to modify for example the bracket to the radar if we or the customer sees a better solution during the design phase.

HAND IN HAND

Design and production goes hand in hand.

- If time is short the drawing is distributed directly to the workshop and production starts a few hours after a detail has been modified on the drawing board.

Each application has its challenges like for instance rescue boats.

- They are produced in sizes from 8 to 24 meters. The challenge is to build a sufficiently light boat that is fast and at the same time manages to carry a lot of equipment on board. It shall withstand the rescue mission in very rough seas. It should be light weight and still being capable of towing a ship in distress.

Therefore, it is advantageous to build the boat in close co-operation with the customer.

- In that dialogue we develop and improve the designs continuously.

Battery-operated commuter ferry in the pipeline

Swede Ship is building its third commuter ferry to the municipality of Fredrikstad in Norway. At the same time they are planning a fourth boat which will be completely battery-operated.

SCANDINAVIA’S LONGEST RIVER, Glomma in Norway, divides Fredrikstad. The ferry traffic over the Fredrikstad waters is a necessary part of the city’s infrastructure since many people live on one side of the river and work on the other.

“The Ferry services links the city and we work well with the customer. Over the years the co-operation with the customer has deepened. Of environmental reasons has a desire been presented to go for an all-electric battery driven ferry.

“Technically the design is there and the municipality is now looking for funds for this environmental friendly solution”, says Björn Henriksson at Swede Ship. Battery operation is possible as the crossing takes only a few minutes. “There are four to eight trips per hour and the ferry operates 16-20 hours per day. The batteries can be charged while the ferry is stationary.”
PROFESSIONAL PRIDE BUILDS EXTRAORDINARY QUALITY

Production at Swede Ship is characterized by professional pride. Attention to quality is in our employees’ blood. The level of the product often exceeds what is agreed in the contract with the customer.

PETER HARTZELL, Production Manager at Swede Ship Marine, is lyrical about his staff’s feelings for what they do. “They feel proud to build high-quality boats! They are very precise and would never let anything through with which they were not satisfied. Usually it is the other way round; they add slightly more than the order requires. Just so that it will be exactly how they want it. We therefore deliver premium products through and through”, he says.

Swede Ship Marine in Djupvik is on the island of Tjörn one hour’s drive north of Gothenburg. There is a strong boatbuilding tradition here. The staff have extensive experience and the work at the shipyard has often been passed down from generation to generation.

Co-operation is a keyword throughout the whole production process and there are no deep divisions between the different departments. “As soon as the order is in place, the design department starts its work and we are involved almost simultaneously, usually together with the customer. The co-operation with the customer is very important. Often we build a full scale model of the proposed wheelhouse, known as a mockup, to find the optimum location of each equipment in the wheelhouse.

WATER JET CUTTING
The Swede Ship Marine shipyard at Djupvik builds boats with hulls of aluminum, first and foremost, and in some cases, steel. Swede Ship Composite in Hunnebostrand is a shipyard which specializes in building hulls of composite material. All the aluminum plates for the hull and deckhouse are waterjet cut to obtain the best fit and each part is built and welded with maximum precision to amply comply with the boat’s classification society requirements.

The shipyard in Djupvik has its own carpentry department that produces all the wooden parts for the boat. In addition, there is a department for plate and welding, for pipework and machinery, a department for electricity and electronics and a painting department. The hull is built in one building shed and then goes on to the next shed for installation of the equipment. “There is a subproject leader for each production department and they work closely with the project managers. Having all the skills within the company makes room for a lot of flexibility making the process faster”, Peter Hartzell sums up.
Mikael Andersson – a symbol of professional pride

“We want to build at a level higher than that required”

Mikael Andersson is one of the proud shipyard workers at Swede Ship Marine in Djupvik. Quality and precision are watchwords for him.

Mikael Andersson is in his twentieth year as a shipyard worker at Swede Ship Marine in Djupvik and works in the Pipe & Machine department. At the same time, he is a symbol of the spirit that prevails among his colleagues, regardless of the professional group to which they belong. “When we build a boat, it must be done properly. The customer mustn’t come back five years later and show us something that is broken because we have done a bad job”, says Mikael who was born in the vicinity of the shipyard.

The professional pride can sometimes even go too far he admits. “There is always an agreed price for the product and naturally, the shipyard must make a profit. Sometimes we add things that are not in the budget; just to make it as good as we want it to be. Economically, this may not be such a success, but we are so keen to provide that little extra.”

He talks about the accuracy of tolerances in the machine assemblies. Warping of more than five hundredths of a degree is unacceptable. “Normally the tolerance level is bigger, but we have our own level in order to be certain of not being the cause of any future damage.” It must also look esthetically pleasing; the boat should exude quality without one really knowing why. “Pipework, which is my field, is an example of this. I think it is incredibly important that pipework follows a certain line and blends smoothly into the construction. Careless pipework would disrupt the overall impression.”

Mikael Andersson, one of Swede Ship’s many proud and skilled workers.

Swede Ship attaches great importance to both high quality and good environmental work. The company is quality-certified to ISO 9001 and environmentally-certified to ISO 1400. Swede Ship performs regular internal inspections to attest that the requirements for certification are being met.

Moved by quality

Kamewa waterjets from Rolls-Royce are the most efficient jets on the market. In addition to our hydrodynamic research centre we have a strong focus on research and development that enables us to deliver durable, lightweight jets optimised for the individual applications in the range up to 40 MW and over. Our waterjets offer better manoeuvrability, produce less vibration and noise compared with conventional propellers, improving passenger comfort level. Available as skid mounted or module based, in steel or aluminium, for ease of installation. All our waterjets are delivered with state of the art control systems.

Trusted to deliver excellence
Complete and committed.

THE SCANIA MARINE SOLUTION.

Out there, confidence in performance, reliability and operating economy are the only thing that counts. With this in mind, we created the Scania marine solution: An array of flexible products paired with guidance and installation support from Scania. Whatever your specification, we will provide you with the optimal Scania marine solution.

Power at work, every inch of the way.
**THE DESIGN IS** self-righting, if the vessel is knocked down by a huge wave the hull will turn upright again without taking in much water. The vents in the roof go far down to the bottom so that the boat only takes in the water that is in the ventilation tube itself. A really robust boat through and through”, says Christian Oscarsson, Production Manager at Swede Ship Composite.

Lifeboats for both the Swedish Sea Rescue Society, SSRS, and the Norwegian equivalent Redningsselskapet, RS, are big customers of the Hunnebostrand composite shipyard since boats in composite materials are very well suited for rescue missions.

**COMPOSITE THROUGH AND THROUGH**

Hulls are manufactured with the sandwich principle using for instance carbon or glass fiber reinforcement and vinylester or epoxy injection. The core material is usually a PVC foam. The whole process takes place in a vacuum-sealed manufacturing system that gives the boat maximum strength and stability. The wheelhouse is often made of the same material. For SSRS all the equipment is then installed, the boat is launched and tested with the customer here in Hunnebostrand.

– We are working closely with Swede Ship Marine in Djupvik and in some cases we deliver hulls to them and the ships are equipped and delivered there. We also have good help from their design and production department if there is something special. We work closely with the customer and sometimes we build according to or based on designs and drawings supplied by them says Christian Oscarsson.

Most parts of the boat are usually made of composite material and it is manufactured in Hunnebostrand, such as furnishings and paneling in the Victoria class wheelhouse and cabin.

The shipyard has 20 employees and manufactures boats with hull length up to 40 meters.

– There is also a comprehensive repair business, where we primarily serve the customers who manufacture their boats here. Also in this respect we have a close cooperation with our colleagues in Djupvik and Gothenburg who help us when we do not have time, rounds off Christian Oscarsson.
Military and Coast Guard boats

Swede Ship has a wide range of high-performance patrol boats, surveillance and troop transport vessels. These are for military and Coast Guard use. Customers include the Swedish Defense Procurement Agency (FMV), the armed forces of the United Arab Emirates, the Swedish Coast Guard, etc.

Rescue boats

Cooperation with the Swedish Sea Rescue Society and its Norwegian counterpart, the Norwegian Society for Sea Rescue, has formed the basis for the development of optimized and reliable designs which meet the highest standards for rescue boats. A wide range of different types of boat are available in both aluminum and composite material.
Pilot boats
Swede Ship has developed and built a number of custom-made pilot vessels for both the Swedish and Norwegian maritime Authorities. These include both light weight high-speed vessels and traditional heavy slow speed vessels with ice breaking capabilities (top left).

Hydrographic Survey Vessel
A Hydrographic Survey Vessel has been developed especially for the Norwegian mapping Authority for efficient and qualitative depth sounding data collection at a high ship speed (top left).

Passenger vessels
This segment includes a number of 15 to 28 meter boats for passenger traffic. Customers include, for example, the municipality of Fredrikstad in Norway and Kärringö-Trafiken in the Gothenburg Archipelago (bottom left).

Fear No Wave
High-performing core materials for sandwich composite solutions
From small leisure boats and luxury yachts to naval vessels, superstructures and cruise liners — trust DIAB for the right combination of products along with theoretical and hands-on experience.

DIAB Sweden AB
Norra Sofieroleden 8 | 312 32 Laholm, Sweden
Phone: +46 (0) 430 163 00 | Fax: +46 (0) 430 163 95
E-mail: sales@se.diabgroup.com | www.diabgroup.com

Performance-focused core materials
Divinycell HM
Divinycell H, HP
Divinycell Matrix
ProBalsa

Value-added solutions and competence
Kits
Finishing
DIAB Core Infusion Engineering
The Norwegian Society for Sea Rescue:  
“**They are incredibly good at building rescue boats with the right qualities**”

The Norwegian Society for Sea Rescue, RS, has 50 rescue ships deployed along the Norwegian coast. Almost a third of them have been supplied by Swede Ship. “They are incredibly good at building rescue boats”, says Kjell-Reino Christiansen, Technical Director at RS.

---

**RS IS A MAJOR ORGANIZATION** with a total of 1 200 people involved in the operation. Of these, approximately 200 are professional rescue boat crews and the remaining 1 000 are volunteers. Of the organization’s 50 rescue boats, 25 are large, over 15 meters and these are run by the professional rescue boat crews. The remaining 25 are smaller boats, under 15 meters which are mainly used by the volunteer crews.

“In the last ten years we have rescued more than 130 000 people who were in distress at sea, we have rescued 350 people from drowning and we have recovered more than 1 000 boats which would otherwise have been lost”, says Kjell-Reino Christiansen.

RS has ordered two more fully-equipped boats from Swede Ship Marine in Djupvik. One 17 meter in the so called Petter C.G. Sundt class and a new larger 20 meter called the Idar Ulstein class.

“Apart from high quality, Swede Ship is good at building well working boats with good sea-keeping qualities which are incredibly reliable in operation. Furthermore, they have low noise on board and this is important in achieving a good working environment”, Kjell-Reino continues. He also feels secure building boats at Swede Ship. “The co-operation between us works extremely well and we are able to find good solutions through discussions. The shipyard is skilled at building boats with the right characteristics”, sums Kjell-Reino Christiansen.
The Swedish Sea Rescue Society has been a major customer of Swede Ship for 20 years. An organization, which has bought some 40 boats from the shipyard, appreciates flexibility and the ability to make changes during the project.

**EVERYTHING FROM 3.6-METER** Rescue runners to 24-meter steel cruisers make up the Swedish Sea Rescue Society’s, SSRS, total fleet of 220 boats. The organization relies on donations and 2,000 volunteers to save lives at sea. Some 30 people are employed as crew members. The co-operation with Swede Ship started some 20 years ago and has gradually developed. Per-Egon Persson, Head of the Technical Department at SSRS, talks about a successful cooperation.

“What I appreciate most is flexibility and that we build boats using this approach. There are always opportunities for making changes to a design along the way,” he says.

**CUTTING THE HULL**
A specific example was when a Postcode-class boat (11 m) which was to be used for ambulance transport was felt to be too rough when in operation and there was too much noise in the wheelhouse. “We were supposed to build a series of identical boats and spoke to Swede Ship about removing the spray rails on the prototype boat’s hull to obtain a smoother ride. This involved a major change in the original design but it was not a problem for them. The measure was also found to have the desired effect. The ride was smoother and we then built the other boats with this hull.

Per-Egon Persson also talks about that the shipyard is willing to co-operate when, for cost reasons, SSRS itself provides the components which Swede Ship uses to produce a finished boat. The collaboration also means that the yard’s employees sometimes proposes changes that improves the boat.

The majority of the organization’s boats are made of composite material as it is easier for the volunteers to maintain. “We also do a lot of repairs and maintenance of the boats at Swede Ship. It is an advantage to be able to contact a shipyard which has the collective expertise”, says Per-Egon Persson.
Swede Ship’s boat hoist SUBLIFT is a compact, all-in-one machine for fast, safe and easy dry docking and launching of boats. The product was developed in the end of the 1980’s and has been sold world-wide replacing cranes, trailers and tractors.

THE FIRST SUBLIFT had a lifting capacity of six tons. The product has been developed and today Swede Ship manufactures boat hoists with lifting capacity of up to 90 tons. “What is unique about the product is that the engine can be submerged under the water. You can submerge the complete boat hoist structure, move the boat under the slings, tighten and lock the slings and then lift the boat with hydraulic actuators. The diving bell principle keeps the diesel engine, hydraulic pumps and electronics above the water surface. Then you move safely and smoothly up the slipway to your service and or parking spot on blocks and boat supports or cradles. The complete procedure is done with a minimum of personnel. Everything is controlled by the remote control panel, for instance the boats weight and balance can be red. The reverse procedure applies when the boat is launched after for example service or winter storage”, says Nils Morén, Sales and Marketing Director at Swede Ship.

ADJUSTABLE WIDTH
It is easy to hoist the boat for cleaning, repainting or for other quick repairs on the hull. SUBLIFT is very flexible and can be adjusted to the width and shape of the boat with the aid of hydraulics.

With the flexibility and agility that the SUBLIFT offers it is easy to park boats in fishbone patterns using available yard area in the most efficient way and allowing individual parking and picking up avoiding the need to dry dock or launch in a particular order.

SUBLIFT is ready available with a lifting capacity of 12, 25, 40 and 90 tons. “Customers are usually boat clubs and professional Marinas. Over the years, SUBLIFT have been exported to a number of European countries and also as far away as Australia and Mexico”, says Nils Morén.
SAFE, SMOOTHER AND CHEAPER

Trälhavet’s Boat Club:

“A SUBLIFT pays off in two years”

Trälhavets Boat Club in Åkersberga outside Stockholm uses Swede Ships SUBLIFT for the launch and recovery of boats.
– It is safer, easier and is a much cheaper way compared to the methods we used before, says the club’s secretary, Gunnar Lundell.

TRÄLHAVETS BÅTKLUBB is the country’s second largest yacht club with a total of 1700 members, 1200 boats and 700 berths in the three ports.
Previously we hired two mobile cranes for launching and hoisting our members’ boats. That solution is expensive.
– It was in 2004 that we investigated what a SUBLIFT with 12 tons capacity would cost. We quickly realized that what we paid for the crane hire in a year was half of the value of a SUBLIFT, that it would return the investment in two years.

The club invested in two machines with a lifting capacity of 12 tonnes. The cranes used in the past was limited to 5 ton.
– With two SUBLIFT in operation suddenly our members’ boats became bigger. We were so pleased with the 12 ton machines that we added a larger 25 ton model so that we could lift even bigger boats.

Every ninth year we sell an old machine and invest in a new SUBLIFT so that we always have a fresh and modern machine park.
In addition to that the investment pays off quickly the boat club have listed many other advantages.

– Previously when we launched the boats we first had a crane that lifted it on to a trailer pulled by a tractor that brought the boat down to the water. Then there was a second crane that lifted it off the trailer into the water. In the autumn the process was reversed putting the boats back in their cradles. The launching was perceived as stressful and there is always a considerable risk when a boat is hanging high in the air below a crane.

Now it’s easy to lift off the boat from the cradle and bring it straight into the water. It is also easier since the boat hoist moves smoothly and boats can be launched and up-slipped in no particular order.
– It is appreciated by the members, Gunnar says Lundell.

Gunnar Lundell of Trälhavets boat club shows how launching with the SUBLIFT works.

FREDBERG MARINE AB

Supplier of Marine Equipment like
- Anchors HHP type POOL
- Doors and hatches
- Rubber fenders
- Searchlights
- Ships windows
- Towing hooks

Banehagsgatan 15, SE-414 51 Göteborg, Sweden
Phone: +46 31 704 43 10
www.fredmarine.se, sales@fredmarine.se

Corrosion protection since 1977
Styrsöbolaget:  

“HIGH QUALITY IS SWEDE SHIP’S HALLMARK”

Styrsöbolaget services and repairs many of its vessels at Swede Ship Marine in Djupvik or at Swede Ship Yachtservice in Gothenburg. “Swede Ship is very highly skilled and is flexible to work with”, says Styrsöbolaget’s Technical Manager Reine Pettersson.

WITH 16 VESSELS in total, the shipping company executes operations for Västrafik and the city of Gothenburg in the southern archipelago and on the Göta River. Most trips are made during the tourist season and the archipelago boats carry a total of 2.2 million passengers sometimes even more, 2.4 million, make use of the services. “Most of our vessels are between 27 and 35 meters long”, Reine says. Over the years, Swede Ship has built five vessels for Styrsöbolaget. Several of Styrsöbolaget’s vessels are now serviced and repaired at the shipyard in Djupvik. This may involve engine replacement, installation of diesel particulate filters and installation of air heat pumps or measures in accordance with the Swedish Maritime Administration’s SE-class inspections, to name but a few examples. Reine Pettersson is very satisfied with the way it works. “The reorganization making service and repair their own separate department in Djupvik has been an important improvement. When we bring any of our boats there we get their full attention. The job is done quickly and to high quality. If something is urgent, the yard staff work overtime in the evenings and at weekends to get the boat ready.”

A NEW ENGINE ROOM
A while ago one of Styrsöbolaget’s vessels had a major engine replacement which was done in Djupvik. “We tore out almost everything and built a completely new engine room. It was a real success and Swede Ship did an extremely good job. They are very good at major engine projects and if there is anything left to do, it is taken seriously and dealt with as a matter of urgency. High quality is Swede Ship’s hallmark”, Reine thinks. In addition, he says that they also use Swede Ship’s dedicated repair yard Yachtservice in Gothenburg for smaller engine repairs that can be performed while berthed. “Yachtservice also has good skills and provides a fast service”, Reine adds.
High speed navigation systems for professionals
Apart from boatbuilding, Swede Ship Marine in Djupvik is also a repair yard that in principle performs all types of repairs and maintenance. "Repairs of passenger vessels, pilot vessels, rescue boats, boats for the Armed Forces, etc. are a significant part of our business", says Tore Lundberg, Service and Repair Manager. Mostly boats from the area between Gothenburg and Oslo come to the shipyard for service and repair. With two slipways which take boats from 20 to 100 tons and a lifting table up to 300 tons, the shipyard has the capacity to do everything from hull welding to bottom painting, replacement of engines, axis winding, fitting of exhaust catalysts, carpentry, etc. "Furthermore, our electrical department is skilled in electronics and can, for example, replace circuit boards and assemble electronic equipment", Tore explains. At the shipyard in Djupvik we are also planning to build a new hall for abrasive blasting and painting – among other things – to improve the logistics and to increase the capability to perform service and maintenance work in an efficient way.

Swede Ship Yacht Service in Gothenburg is a repair shipyard that serves boats up to 200 tons. – We can handle most repairs on a ship you can imagine, says plant manager Stefan Floren. Yachtservice on “Nya Varvet” at the mouth of the “Gota Ålv”, the Gota River, is a strategically and good location. There are spacious facilities for repairs and renovations. The yard has a lifting table that moves horizontally and naturally a repair berth. The yard has seven employees with long experience and high competence.

– I want to say that we handle most of the required work. We renovate, service and replace engines, repair shaft systems, propellers, hulls, machinery systems and more. Naturally, we have specialists in different areas, while we are very flexible and can do a bit of everything, says Stefan Floren. Customers include, for example, the Maritime Administration, the Swedish Road Administration, the Swedish Armed Forces, the Swedish Sea Rescue Society and passenger ship operators, where Styrsöbolaget is a good example.
**Humphree Advanced Boat Control**

Interceptors are more frequently used instead of traditional trim tabs as these are direct and much faster. The Humphree Interceptor system improves the vessels performance, maneuverability and lowers the fuel consumption, it can also be used for Stabilization on top of the trim function.

Swede Ship Marine has installed the Humphree Interceptor systems for their latest builds to the Norwegian rescue society. On these vessels the Humphree system has been integrated to the water jet controls to enable steering control with Interceptors for small turns, leaving the water jet in a center position. For larger steering commands the Interceptor will work together with the water jet to steer the vessel.

With a more effective steering system it saves fuel while it reduces the wear in the water jet steering!

The Humphree Interceptor system improves the vessels performance, maneuverability and lowers the fuel consumption. To make a good vessel even better!

---

**The United Arab Emirates operates Swedish boats**

The United Arab Emirates operates Swedish boats.

**SWEDE SHIP** started a co-operation with the United Arab Emirates Navy and with a local shipyard ten years ago. In total 28 Swede Ship designed vessels has been delivered to the UAE Navy. 12 of the ships has been converted.

The first boats of each type were designed, built and delivered from Swede Ship in Djupvik. The series production were made locally by ADSB, Abu Dhabi Shipbuilding Corporation. “We designed the ships and made kits that was sent to the local shipyard together with drawings and detailed instructions. The boats were welded together and produced locally, often in cooperation with our own personnel on site”, says Swede Ships’ Technical Manager Björn Henriksson.

“For UAE we have built Troop Carriers, that was later rebuilt to Gun and Mortar Boats, Missile and Supply vessels” ends Björn.
Imatech is the Volvo Penta Center for Sweden, a technology driven company responsible for providing the entire Swedish market with technical support, training and cost efficient solutions for commercial applications.

The heart of our offer is an impressive range of reliable, high-performing engines from Volvo Penta. But Imatech is more than just an engine supplier, we work with you to provide solutions for increased uptime and, ultimately, greater profitability. When maximum uptime is critical, you can trust in Imatech Marin & Industri AB.
DESIGNING AND BUILDING FOR YOUR SAFETY

YOUR PARTNER IN DEVELOPING AND BUILDING
PURPOSE BUILT BOATS AND VESSELS

SSM@SWEDESHIP.SE | WWW.SWEDESHIP.SE

THE SAFE, COMPACT, SELF-PROPELLED
SUBMERISBLE BOAT CARRIAGE

SALES@SUBLIFT.SE | WWW.SUBLIFT.SE
Swede Ship Marine AB
Djupvik, SE-471 98 Fagerjall
Phone: +46 304 67 95 00
Email: ssm@swedeship.se
Contacts:
Nils Morén, +46 70 561 19 50
Bo Axelsson, +46 73 070 78 68

Swede Ship Composite AB
Lökholmsvägen 16, SE-456 61 Hunnebostrand
Phone: +46 523 582 25
Contacts:
Christian Oscarsson, +46 70 553 67 12
Lennart Åsberg, +46 70 355 77 73

Swedeship Yachtservice AB
Byggnad 85 A/Goteborgs Escaderns Plats 8
SE-426 71 Västra Frölunda
Phone: +46 31 29 15 37
Contacts:
Stefan Florén, +46 738 29 15 37
Mikael Tjader, +46 703 40 56 01

www.swedeship.se