

Strong shoulder

Russia is intended to extensively reclaim Arctic Regions, develop the Far East as well as to gain ground in the Black Sea region. With this aim in view it needs to have reliable and modern fleet. The Leningrad shipyard "Pella" is even now prepared to participate as much as possible in its renewal.

In the coming decades Russia will be actively expanding with Arctic, Far East and Black Sea regions. In these macroregions now rather than anywhere else the implementation of global industrial and defense projects creating foundation for our country development in XXI century has begun. However in order they are successful Russia has to be supplied with corresponding commercial fleet and marine forces. For example, oil-and-gas fields development in the Kara Sea, according to preliminary calculations of the vice president of "Rosneft" Andrey Shishkin will require not less than 300 supply vessels - icebreakers, ice-class tankers, sea-going rescue tugs, etc. And, from the experience of the Leningrad shipyard "Pella", Russian shipbuilders are ready to supply fleet with necessary quantity of up-to-date and reliable industrial ships within the shortest possible time.

Modernity and reliability

"Pella" shipyard traces its history back to 1930s when within the territory of the Post relay on the left bank of the Neva river the truck trailer plant of the USSR Ministry of forest industry was built. From the middle of the last century the shipyard has been specializing mainly in the field of construction of tugboats, fast boats, pilot boats and other small size vessels. Even at that time the production was notable for its innovations considering that it was functioning as a pilot-producing plant in close contact with the Central scientific-research institute of shipbuilding technology. For example, the shipyard "Pella" was among the first in the USSR to grasp the production technology of GRP production.

Today "Pella" is an acknowledged leader of Russian tug building. Ship-handling tugs of capacity 1000 - 5000 hp., push tug boats designed for conveying of barges both by river and by sea, multifunction escort tugs capable of performing rescue, fire fighting and OSR operations have been produced in quantity there. Also the shipyard has been continuing to produce pilot boats. These vessels combine unique modern technologies, high level of automation and centralization of control, favorable accommodation of power-generating, navigation and deck equipment,

completed with parts of leading global producers: Caterpillar, Cummins, Rolls-Royce, Desmi, Furino, Heinen&Hopman, Fluidmechanica. They have been constructed in a very short time - it takes no more than 12-13 months from signing of a contract for construction of a tug with a bollard pull up to 80 tons till its delivery to a customer. The leading specialists of the shipyard participate in a postproduction quality service (3-5 years) and render shipowners consultancy support over a whole period of vessels' operation.

Such factor combination resulted in a three-fold pickup in orders over the last five years. Vessels built by "Pella" have successfully been operated in all sea regions of Russia, in every major Russian port as well as in harbors of Baltics, Northland and Italy.

Sailing to the vast of ocean

This year has become special for Leningrad shipyard "Pella". The shipyard puts into operation in the Leningrad Region the second production site to the value of 3 billion rubles at which not less than 6 - 8 units of modern hi-tech sea-going ships of up to 100 m in length will be yearly built (at the first production site of the shipyard it's possible to build vessels of only just up to 48 m in length). The project will make it possible to create up to 1,5 thousand of new work positions in the Region and a total volume of vessels' output at production sites of the shipyard "Pella" will grow to 17 billion rubles yearly.

Moreover, last spring "Pella" has purchased the oldest shipyard in Germany

- "Sietas Werft", situated in Hamburg. Over recent years container carriers, bulk carriers, chemical carriers, passenger cruisers, special ships for servicing and maintenance of sea hydrocarbon deposits, vessel-platform for confinement of wind-driven electric generating plants and other hi-tech vessels of up to 168 m in length and of a draft of up to 15 thousand tons have been built there.

Therefore, "Pella" now owns three production sites at which modern sea-going ships have been constructed fit for work in the most adverse climatic conditions.

So nowadays "Pella" proceeds to the next stage - organization of building of modern ships and special arctic class vessels enabling to immediately solve problems in the arctic extreme conditions connected with organization of safety of the Arctic territories in economic area and on the continental shelf of Russia as well as with arrangement of stable operation of the Northern Sea Route. Formation of special vessels will, for instance, include patrol vessel of Arc 5 class, icebreaker support vessel of Icebreaker 7 class, seagoing rescue tug of Arc 5 class, small sea tanker of Arc 4 class. The flagman of formation - industrial ship of Arc 5 class, for instance, will have sea endurance up to 60 days at a cruising range up to 5 thousand sea miles and a propulsion speed of not less than 20 knots. Crew - 50 persons. Formations of these and other ships built at shipyards of "Pella" in conformity with European standards will make it possible for Russia to realize rapidly and effectively industrial projects in both Arctic Region and the Far East thereby creating the base for further social and economic development of our country.



Pella SKPO-1000 multifunction complex port service vessel