Electric Ships – Three Shipbuilders' Perspectives
Thursday, Oct 22, 8.30a-10.30a

Moderators
Robert Keane, Ship Design USA
CAPT Norbert Doerry, USN (Ret), Naval Sea Systems Command

The age of the electric ship is upon us. Both naval ships and commercial vessels are increasingly using integrated power systems employing electricity to power propulsion and ship service systems. These new capabilities offer opportunities to radically change the types and number of ships comprising future fleets meeting economic and security demands in very dynamic and interdependent business and defense environments.

Following on from the successful SNAME/ASNE joint international **Electric Ship Design Symposium** held in the Washington DC area on February 12-13, 2009, this Panel Session will feature highly experienced presenters from three major shipbuilders who will share their experiences with the design and construction of a wide range of commercial and naval electric ships.

David McMullen from General Dynamics NASSCO, San Diego, CA will describe his shipyard's recent experience with the design and construction of a variety of electric drive ships including the T-AKE Class dry cargo/ammunition ships for the US Navy, Jones Act Tankers for BP and large high speed trailer ships for TOTE.

Dr D.S. Kong from Samsung Heavy Industries will discuss a wide range of electric ships designed and built in his company's shipyard on Geoje Island, S. Korea. SHI have build many electric ships including dynamically positioned shuttle tankers, dual fuel diesel electric cruise ships, pod-drive icebreaking tankers and deep-water drill ships.

Heikki Sipilä from STX Europe in Finland (formerly Wartsila, Kvaerner-Masa, and Aker Yards) will talk about the long history of STX Europe building electric ships, including icebreakers, cable layers and of course multiple cruise ships. He will focus on the latest mega cruise ships classes Freedom and Oasis and will show that development from the small 20-50,000 GT ships up to 220,000 GT mega cruisers was made possible by advanced electric drives.