



NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

Further works on OPV *Ślązak* on land workstation



ORP *Ślązak* being towed just prior to lifting up on a syncrolift.
Photo: Piotr B. Stareńczak

The operation of docking (lifting up on a syncrolift and transferring onto a land workstation) of the patrol boat OPV *Ślązak* took place on 26th of October. This was necessary to carry out the works in the bottom of the vessel. The scope of works consist of: installation of components of the communication system and sonar, as well as maintenance of the hull. Apart from works mentioned above, there will be installation works on the shaft line and steering system carried out. All the works were reported to be completed within the expected period of three weeks.

SHIPREPAIRS AND CONVERSIONS

The *Hanne Knutsen* tanker will be converted into an FSO

Another large shuttle tanker was moored at the Remontowa Shiprepair Yard in Gdansk on September 30. This time not for repairs though. The following year will see *Hanne Knutsen* being converted to a Floating Storage and Offloading (FSO) vessel for operations on the Martin Linge field.

As announced in December 2013, KNOT FSO 1 AS, a wholly owned subsidiary of Knutsen NYK Offshore Tankers AS, has signed a time-charter contract with Total E&P Norge AS for a floating, storage, and offloading unit (FSO). For this project, a KNOT shuttle tanker will be converted into an FSO unit and then chartered by Total E&P Norge. The converted FSO will be used to store and offload oil that has been pumped from the Martin Linge field in the Norwegian North Sea. This field is held by a partnership comprising the



Hanne Knutsen, to be converted to FSO for Martin Linge offshore field development, entering Remontowa SA.

Photo: Piotr B. Stareńczak

operator Total E&P Norge, Petoro and Statoil. After delivery, the FSO unit will be chartered to Total E&P Norge for eight years plus up to four optional years. Signing of this charter agreement was followed by award of the conversion contract to Remontowa. Martin Linge FSO Project is a priority and prestigious task for Gdansk based yard. Let us remind that the contract was signed by Remontowa and the Owner on March 10, 2014 and in the fourth quarter of 2016, former shuttle tanker *Hanne Knutsen* should be ready for sail-away as Martin Linge FSO.

How will the ship change, then? First of all, the main deck's appearance will change dramatically. Among the highlights of conversion there will be restructuring of the cargo tanks to make space available for the wash tank process, where oil is separated from water.

Additional division arrangement of cargo tanks will be made, as well as installation of new piping. Furthermore, new electrical and electronic systems and aft offshore offloading system are to be installed. Existing helideck will be replaced with a new structure of the same purpose, placed higher, and protruding over the edge of deck (beyond ship's side).

The hull structure will also be modified to fit a submerged turret loading buoy system.

New safety systems and some 30 major equipment sets are to be installed. The accommodation block (superstructure) will undergo significant makeover and refurbishment, including installation of new piping and HVAC (heating, ventilation and air conditioning), architectural considerations and last, but not least - furniture.

The owners' team have been preparing for arrival of the ship since the beginning of the year. The Remontowa's team cooperates both with Total, operator of the Martin Linge field, with the shipowner - Knutsen and Romanian, Galati based Icepronav Engineering Srl. At peak, expected in January 2016, around 1000 people will be occupied with *Hanne Knutsen* transformation.

One of the crucial tasks within a scope of conversion has been making the most of the prefabrication, so as they are ready for installation on arrival of the ship to be converted. This process commenced back in April this year, when the celebrative first steel cutting for the prefabricated structures for *Hanne Knutsen* conversion took place.

The FSO to be converted from the shuttle tanker *Hanne Knutsen* at Remontowa, will feature a remote-controlled system which allows the processing of oil and water to be controlled from a Central Control Room onshore in Norway. The Martin Linge field, including the FSO, will also be powered with electricity from shore through the world's longest high voltage AC subsea cable. This makes the Martin Linge FSO more environmental friendly with regard to CO2 emissions.

The Martin Linge field is located 180 kilometres west of Bergen in Norway, near the border with the UK sector, in 115 metres of water. The capacity of the field is predicted at 80,000 barrels of oil equivalent per day (boe/d) and over the lifetime of the field, it will be possible to recover 189 million barrels of oil equivalents or more, which makes the field a significant development on the Norwegian Shelf.

The Martin Linge development consists of a new fully integrated fixed production platform with a steel jacket, and a permanently anchored storage ship for oil (FSO to be converted from a shuttle tanker at Remontowa). The gas will be exported through a new pipeline linking the field to an existing pipeline to St. Fergus in Scotland, while the oil will be shipped from the field using shuttle tankers.

Ship repairs at Naval Shipyard Gdynia

Another container ship of SunShip Schiffahrtskontor KG, *Delia*, entered the Naval Shipyard for a renewal. The Tulcea Shipyard, Romania built ship, delivered in December 2000, is almost 90 m long and its overall breadth is 12 m. The main scope of the repairs included: sandblasting, hull painting, bottom fittings overhauls and cleaning works. The work schedule also included main engine and thruster overhaul, repairs of anchor devices, pipelines, etc. The overhaul was expected to be completed within a period of 30 days.

On 3rd of October the repair works on *Krempertor* of German shipowner commenced. It is another overhaul of this general cargo vessel carried out at Naval Shipyard Gdynia. The ship was built in 1990 and is 87 m long with 13,24 m beam, flying the flag of Antigua Barbuda. Nine-day long shipyard stay covered: cleaning and hull maintenance and repairs of the hatch covers. All needed overhauls have been carried out in the bottom of the ship and on the rudder plate and propeller shaft.

On 8th of October, in turn, the cargo ship *Lill* of the Norwegian owner Kopervik entered the shipyard for renewal and repairs. The initial works have been conducted at the quay, but main works were provided on the land workstation after docking the ship up. The scope of works covered: the hull, steering gear and thruster, holds, pipes, steel works, maintenance of anchor and anchor chains, etc. All contracted works were expected to be completed within a period of 14 days.

MARINE EQUIPMENT

150 years of Damen Marine Components



DMC in Gdańsk.
Photo: DMC

Damen Marine Components (DMC), the oldest company in the Damen Shipyards Group, celebrates its 150th anniversary in October. DMC has grown from a very small shipyard established in Gorinchem in 1865, to become the largest nozzle builder in the world.

Celebrations were held at Polish division of the company, as well. Via a live satellite link, around a 1000 customers, employees, suppliers and colleagues, at its three main locations in Hardinxveld, the Netherlands, Jiangyin, China and Gdańsk, Poland, raised a glass to the company simultaneously.

Although DMC's own roots were established in 1865 when Jan van de Giessen set up a business from a small wharf in the „Kalkhaven”, the history of shipbuilding in the area actually dates back to the 14th century. DMC itself was officially founded 10 years ago, when

two Damen Group members were merged - Van de Giessen and Gdansk Engineering Works. GEW was actually the first company Damen Shipyards ever acquired outside of the Netherlands.

Just in the last decade alone, DMC has nearly tripled its turnover to euro 36 million and this has been possible due to Damen Shipyards' willingness to invest in cutting-edge equipment and innovative production processes.

DMC has three large spinning machines, which are able to manufacture nozzles up 7.5 m in diameter. It is not just about the spinning machines alone but crucially, the novel manufacturing technique deployed, which means that nozzles are made with only a single weld on the inner side.

As well as the vast range of top quality nozzles and rudders, DMC also manufactures shipbuilding structures such as tailor-made stern sections for thrusters, crane foundations and crane arms.

And only recently, it added the production of winches to its portfolio. Rudders are already manufactured through sister company Van der Velden Marine Systems and winches too, have been introduced through its new company 'Damen Winch Technology'. Currently, Damen Shipyards is the main client for the towing winches for ASD Tugs.

Following on from the celebrations surrounding the 150th anniversary, DMC is also set to celebrate again, as it opens a second major production site in China in Jiangyin on November 27.

China is not the only Damen location seeing substantial investments. Sławomir Gieroń, Managing Director, Damen Marine Components Gdańsk, explains that he has seen the original former GEW plant expand and modernise over the decades. Damen Marine Components Gdańsk now stands at 11,120 sq m. Three years ago Gdańsk was joined by another 6,000 sq m facility in Elbląg, Poland, due to increasing demand for heavier constructions such as offshore cranes, large thruster tunnels and huge rudders.

Over the next few years, the Gdańsk site is also set to see a further 4,000 sq m added. In October, another, larger spinning machine is set to be operational. DMC Gdańsk already has a spinning machine able to manufacture nozzles of a diameter of 4.3 m, but the new one can handle nozzles up to 7.5 m. Based on numerical data, any shape or profile required may be programmed. Clients have reportedly found that such quality nozzles are not possible through traditional building methods.

Damen Shipyards Group operates 32 shipbuilding and repair yards, employing 9,000 people worldwide. Damen has delivered more than 5,000 vessels in more than 100 countries and delivers some 160 vessels annually to customers worldwide. Based on its unique, standardised ship-design concept Damen is able to guarantee consistent quality.

Damen's focus on standardisation, modular construction and keeping vessels in stock leads to short delivery times, low „total cost of ownership”, high resale values and reliable performance. Furthermore, Damen vessels are based on thorough R&D and proven technology.

Damen offers a wide range of products, including tugs, workboats, naval and patrol vessels, high speed craft, cargo vessels, dredgers, vessels for the offshore industry, ferries, pontoons and superyachts.

For nearly all vessel types Damen offers a broad range of services, including maintenance, spare parts delivery, training and the transfer of (shipbuilding) know-how. Damen also offers a variety of marine components, such as nozzles, rudders, anchors, anchor chains and steel works.

In addition to ship design and shipbuilding, Damen Shiprepair & Conversion has a worldwide network of 15 repair and conversion yards with dry docks ranging up to 420 x 80 metres. Conversion projects range from adapting vessels to today's requirements and regulations to the complete conversion of large offshore structures. DSC completes around 1,500 repair and maintenance jobs annually.

MISCELLANEOUS

New laboratories open at CTO SA



New CTO laboratories.

Photo: CTO

On October 8, 2015, new laboratories of CTO SA (Gdańsk Ship Research Centre) were officially commissioned. On this occasion Centrum Techniki Okrętowej SA (CTO) organised a seminar „Offshore, Port and Logistics Technology Smart Speciality research needs support”. Invited guests toured completed investments - Dynamic Research Lab and Offshore Lab, as well as the workstation for windfarm research developed in association with Instytut Maszyn Przepływowych im. R. Szewalskiego PAN (Flow Machines Institute of the Polish Academy of Sciences).

Besides R&D, the new labs will also be used for commercial tasks. The potential clients would be marine and offshore related industries, as well as Energy, railway, machinery and defence sectors, among others. The Offshore Lab has been financed through the Regional Operational Programme for Pomeranian Voivodship for 2007-2013.

Scientists from Gdynia initiated a competence centre for maritime safety



The ceremonial signing of the agreement establishing the Maritime Security Competence Centre Oxivia.
Photo: Krzysztof Milosz / AMW, Hubert Jando / CTM

On October 16, 2015, in Gdynia-Oksywie was formed the Maritime Safety Competence Centre “Oxivia”. The initiators of its founding are: the Naval Academy (AMW) and the Research and Development Maritime Technology Centre (CTM). This is the first initiative of this kind in history, which is focused on creating a unique environment for the implementation of scientific, research, project and implementation tasks, as well as those related to the maintenance and development of already exploited systems.

The ceremonial signing of the agreement establishing the Maritime Security Competence Centre Oxivia, was held at the Naval Academy in Gdynia. Its signatories were: rector-commandant of the Naval Academy, captain prof. Tomasz Szubrycht, Ph.D., D.Sc. and president of the board - managing director of CTM Andrzej Kilian, Ph.D.

OXIVIA is a confirmation of further tightening of a cooperation, lasting for more than 30 years between the two institutions, undertaken in order to develop skills and technologies and accumulate knowledge in the area of the widely understood National Maritime Security. It constitutes a guarantee not only for gathering of necessary experience in a very demanding area, but also the development of innovative abilities and technologies in order to use them in the implementation of joint projects for the purposes of the implementation of command, weapon and critical infrastructure protection systems.” „Years of experience, including the development and modernization of systems for the Polish Navy, should be utilized in new projects, which will be the coastal defence vessel „Miecznik” and the patrol vessel with mine countermeasure functions „Czapla” - remarked president of the board - managing director of CTM, Andrzej Kilian Ph.D. Both institutions, with headquarters in the historic district of Gdynia - Oksywie, have complementary competences and thanks to the established synergy have a deep conviction about the positive effects of the use of the whole of their experience, skills, technical and scientific potential for better fulfilment of its mission. Both CTM and the Naval Academy possess already today, respectively in the frame of the Polish defence industry, as well as the academic environment, the necessary level of knowledge, competencies and technical capabilities to secure the needs of the Navy, Border Guard, Sea Rescue, Maritime Administration and other institutions responsible for security on the waters. One of the major priorities is also to extend the abilities to prepare highly qualified specialists with unique competencies, which will constitute a human resources base for the aforementioned services. „Within OXIVIA we plan to undertake scientific and research cooperation with national and international organizations, in order to acquire and develop innovative military technologies implemented in national defence industry enterprises” - this assures an open formula - stated during the signing of the agreement rector-commandant of the Naval Academy, captain Prof. Tomasz Szubrycht, Ph.D., D. Sc.

Successful tests of mine detection and disposal systems



Sensor platform during trials.
Photo: CTM

From 24th of August to 18th of September 2015, in the laboratories of Ośrodek Badawczo-Rozwojowy Centrum Techniki Morskiej SA (OBR CTM SA) in Gdynia and on Gdansk Bay waters, were carried out international trials of mine detection and neutralization systems. The above mentioned systems were developed within the „Buried Mines” (Burmin) project in range of „European Unmanned Maritime Systems for Mine Counter Measures and other naval applications (UMS)” of the European Defence Agency (EDA) Program, by a consortium composed of: France (Thales) as a Leader, Belgium (RMA), the Netherlands (TNO), Germany (WTD-71, Atlas Elektronik, Fraunhofer, IPHT) and Poland (OBR CTM SA). The aim of the „Burmin” project is to eliminate technological gaps in the area of detection and neutralization

of bottom and buried mines as well as working out common standards for the future unmanned systems, by performing these tasks.

„Burmin contract presented a very good opportunity to share efforts and to test a various set of technologies (magnetic, acoustic, chemical, etc) in a common framework under the European Defense Agency umbrella. OBR CTM SA brought in to the project a significant intellectual contribution through preparation of the sensor platform, stabilized in relation to the sea bottom, as well as proved organizational efficiency as the host nation” - said Paul Penven (THALES, industrial leader) and was confirmed by Mr Alain Michaud (DGA, Program Management Group leader) and the other representatives from consortium.

Poland, as the host of the sea trials, represented by OBR CTM SA, in agreement with Thales France - the leader of the project, for its completion organized the so called „VIP Day”. During the meeting there was a multimedia presentation on mine detection and neutralization systems, developed within the BURMIN Project, including preliminary results of performed sea trials as well as live presentations on selected systems.

„In consistent evaluation of the project leader and co-ordinator of the trials, designated aims such as checking in practice newest hydro-acoustic and magnetic technologies in range of bottom and buried mines detection and classification systems and also its neutralization by SEAFOX vehicle or modernized, wireless fired charges TOCZEK M, developed by OBR CTM SA, transported by the underwater vehicle SEA OTTER, were achieved” - said Jan Tadeusz Dobkowski Ph.D., Director - Research & Development Department, the project co-ordinator on the Polish side.

It was possible to achieve such good results due to efficient cooperation during the realization of the project and while carrying out the tests.

„Innovative Maritime Economy” 2015 awards



From the left: Jerzy litwin (NMM), Andrzej Rutkowski (Salt Ship Design Poland), Adam Ruskowski (Remontowa Shiprepair Yard) and Piotr Soyka, founder of the awards (Remontowa Holding).
Photo: Jerzy Uklejewski

International Economic Forum in Gdynia, this year relaunched as Maritime Economy Forum, is a cycle of conferences focused on the most important aspects of social and economic development. Every year Gdynia plays the host to leading entrepreneurs, scientists and experts who debate problems, challenges and opportunities for development in the rapidly changing situation on global markets.

Maritime Economy Forum was again a scene for handing over awards for maritime industries and shipbuilding sector companies. The „Innovative Maritime Economy” awards have been both founded and handed over by Mr. Piotr Soyka, chairman of the board of Remontowa Holding.

The aim of the Awards, in its third edition this year,

is mainly to publicize achievements of Polish shipbuilding industry and raise the awareness of this sector as an important, successful and further developing part of Polish economy.

The „Innovative Maritime Economy” statuettes, in shape resembling large diamond, are awarded by the Jury, consisting of the Forum Okrętowe’s (The Association of Polish Maritime Industries) board members.

This year’s Awards, covering the winners’ activities in 2014, have been handed over to:

- eng. dr. Jerzy Litwin, director of the National Maritime Museum, Gdańsk in the „Personality” category; for many years of activities in promoting cultural aspects related to shipbuilding industry and for interactive exhibition „Ships - Our Passion”

- Salt Ship Design Poland in the „Innovative Design” category; for developing a complete design documentation of the Offshore Construction Vessel Salt 301, featuring unique manoeuvring and station keeping characteristics, delivered in 2015.

- Remontowa Shiprepair Yard SA in the „Innovative Undertaking” category, for complete project execution in the area of conversion of ships and offshore rigs into FPSO and FSO units.

Amber Duck and Egg awards 2015



From the left: Jarosław Kotarski - director, Unity Line, Ryszard Warzocha - vice-president, OT Logistics, Robert Ruszkowski - vice-president, Vistal Gdynia and Dariusz Jaguszewski - CEO, RMDC.

Photo: Piotr B. Stareńczak

During a festive gala of the maritime sector called „Duck Meeting”, held on October 9, awards were granted to companies with the most spectacular contributions to maritime economy and technology. This year’s recipient of the special award, the „Amber Duck”, was Vistal Gdynia SA, and the „Golden Eggs” awards went to OT Logistics, Remontowa Marine Design & Consulting and Unity Line Ltd.

Polish Chamber of Maritime Commerce (Krajowa Izba Gospodarki Morskiej - KIGM) jury decided on this year’s „Amber Duck” and „Amber Eggs” awards winners as follows:

The main award of „Amber Duck” was won by Vistal Gdynia SA for the construction, in 2014, of the largest production hall on the Baltic, including offices and social rooms, totalling over 12 500 sq m in area, destined for fabrication of steel structures, ship’s sections and offshore structures and maintaining the po-

sition of the leading supplier of specialist steel structures for domestic and international market.

Remaining „Amber Egg” awards have been handed over to:

- OT Logistics SA for the building of Logistics group, with key elements being OT Logistics Port Gdynia, Port Handlowy Świnoujście, C. Hartwig Gdynia, Rentrans Cargo, Rentrans International and for integration of logistics processes within one stop shop type operations;

- ship design, marine and offshore engineering company Remontowa Marine Design & Consulting Ltd. (RMDC), member of the Remontowa Holding capital group, for developing a complete set of technical design documentation of the dual fuel (LNG and diesel oil fuelled) ferries for Canadian Owner BC Ferries (currently under construction at Remontowa Shipbuilding SA);

- Unity Line Limited Ltd., for consistent development of ferry shipping on the Świnoujście - Ystad and Świnoujście - Trelleborg routes.

Remontowa Holding and Towimor awarded for export performance



Some of the maritime industries companies were once again listed on the 2000 List of the „Rzeczpospolita” daily, i.e. among the leading Polish companies included in the ranking made by the newspaper’s editorial staff and the Ministry of Economy. The Chapter evaluating the activity of Polish enterprises in 2014 awarded Remontowa Holding SA capital group as an Export Eagle and Towimor SA was distinguished as a Brand of Polish Economy.

Another award evidences that each of the companies significantly affects the development of the Polish economy and, as a leader in the field of exports, builds a positive image of our business in the world.

The official award ceremony for the companies of

the 2000 List was held on October 20 in the Ministry of Economy premises. The 2000 List is a list of Polish companies evaluated in several categories - e.g. in terms of profitability, the value of exports, profits gained, the scale of investment or employment growth dynamics.

The Brand of Polish Economy title was awarded in several sector categories to best exporters able to show significant profitability.

The Export Eagles were awarded to five companies that send abroad the largest amounts of their products and show the most dynamics in export increase. It was for the 14th time, that best performing exporters were awarded by „Rzeczpospolita”. This year Polish export turnover will exceed euro 170 billion.

As emphasized by „Rzeczpospolita” daily, the Poland’s largest, privately owned, shipbuilding group, achieving PLN 3 billion sales level last year, employing workforce of nine thousand, smashes the stereotypes on Polish shipbuilding from the past. One of the Europe’s largest shipbuilding groups, with own naval architecture and marine engineering design office and 20 member companies manufacturing a wide range of marine equipment has several ships under construction at present and order-book filled until the end of 2017. Remontowa Holding is also active on the naval shipbuilding market and first of three MSM vessels construction is on schedule.

It is worth recalling Remontowa Holding won the Brand of Polish Economy in 2014. This year, in Machinery, Tools and Devices category of this award, the title went to TZUO Towimor SA, known for its mooring and anchoring equipment, supplied to world shipbuilding leaders, mainly in South Korea, such as Samsung Heavy Industries or Hyundai Heavy Industries. Cooperation with Far Eastern partners has been recently developing so dynamically, that the company opened a company in South Korea to serve this important market. Towimor is also a significant supplier of deck machinery to leading Chinese, European and key Polish shipyards, including Remontowa Holding.

PRS and IMO about recycling of ships

PRS offers development of the Inventory of hazardous materials for new and existing ships.

The principles of ecological recycling of ships as described in Hong Kong Convention (2009), EU Regulation No. 1257/2013 and IMO Guidelines on ship scrapping impose new obligations on Shipowners, among the others preparation and updating, for the whole ship life cycle, an inventory of hazardous materials taking into account all potentially hazardous materials:

- contained in ship structure and equipment,
- operationally generated waste and stores.

Polish Register of Shipping offers a service of development of the Inventory of hazardous materials both for new and existing ships. Within this service, activities are performed such as: collecting and analyzing documentation, assisting in completion of documentation (e.g. from material manufacturers and suppliers), preparing and performing visual inspection or control associated with taking samples. PRS ensures maintenance and updating of the Inventory of hazardous materials, in accordance with the ship plan and needs and considering valid IMO and EU regulations, both during ship operation, construction and preparation for recycling.

A new approach for the issue of ship recycling, obligations imposed on Shipowners and procedure for the development of the Inventory of hazardous materials are presented in Informative Publication No. 33/I – Recycling of Ships.

The Application Form may be sent to relevant PRS Field Unit or to PRS Head Office (tk@prs.pl).

TOP active after summer season

Polish Naval Architects and Marine Engineers Association TOP Korab resumed its regular meetings after holiday season. The next meeting (held in Polish) will take place on November 19 at 16:30 at Ship Technology and Offshore Engineering Faculty at Gdańsk University of Technology (room 119). The theme of the meeting and presentation to be given Jadwiga Sztelwander-Zięba, director at Deltamarin Ltd, Poland, will be „Poland as a ship design valley of the European maritime industries”.

Further information on the Association and its next meetings is available at: www.topkorab.org.pl

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