



ZWIĄZEK PRACODAWCÓW
FORUM OKRĘTOWE
 ASSOCIATION OF POLISH MARITIME INDUSTRIES



NEWSLETTER DECEMBER 2015



NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

Siem Pride, the first of four Remontowa Shipbuilding built dual fuel PSVs for Siem Offshore in five year charter to Norske Shell



Siem Pride PSV.
 Photo: Kristiansund Kommune

A naming ceremony was held on November 12th in Kristiansund, Norway, for newbuild PSV (Platform Supply Vessel) *Siem Pride*, following her delivery from the Remontowa Shipyard (part of Remontowa Holding) in Poland on November 5. Soon after the delivery and christening, the ship commenced a five-year charter with Norske Shell, initially working on the Draugen and Ormen Lange fields in the North Sea.

The vessel, built to Wärtsilä's VS 4411 DF design, has an overall length of 89.2 m with a beam of 19 m and deadweight of 5,017 tonnes and is outfitted with DP capabilities (class DP2), standby rescue for 300 people, 5,500 dwt and a deck area of 980 m².

In addition to supply, fire-fighting (Fi-Fi II) and oil spill recovery in emergency situations (Oilrec) capabilities, the vessel is also fitted with a work-class ROV and a 15 tonne AHC (active heave-compensated) crane for light IMR work. It also has a Safe Hose Operation System.

The DNV GL classed *Siem Pride* is specially designed for safe and reliable services to offshore installations. The vessel is environmentally friendly with focus on dual fuel consumption, MDO and LNG. Remontowa Shipbuilding SA has for many years been a well-recognized supplier of ships supporting oil mining industry. However, this time the supply vessels to be built are the first to use LNG propulsion. Thereby, the company combines its experience in building ships with LNG propulsion and experience in the offshore sector.

It is worth mentioning that the vessels from the said four units series are being fully constructed in Gdansk, starting with preparing workshop documentation, going through building of the hull and ending up with complete outfitting and performing of sea trials.

Siem Pride - principal particulars: design: VS 4411 DF; DP Class: 2; LOA: 89.20 m, breadth: 19.00 m, draught: 7.40 m, dwt: 5,500 t; accommodation: 25; cargo Deck Area: 980 m²; class notation: + 1A1 Fire fighter (II) Offshore service vessel (+, Supply) Standby vessel (S) BIS Clean (Design) COAT-PSPC(B) COMF (C-3, V-3) DK (+) DYNPOS (AUTR) E0 Gas fuelled HL (2.8) LFL (*) NAUT (OSV(A)) OILREC SF.

The first ferry for Estonia launched at Remontowa Shipbuilding



Launching of the ferry for Estonia from transverse slipway.
Photo: Bogdan Pięta

Remontowa Shipbuilding yard, member of Remontowa Holding, successfully launched the first one of the two ferries being built for TS Laevad OU, a subsidiary of the Estonian state-owned company Port of Tallinn, on December 29th.

The ferries are being built for the connection between the mainland and the Saaremaa and Hiiumaa Islands.

The ceremony of the first ship launching, on December 29, 2015, was attended by large delegation from Estonia, led by the secretary general of the Ministry of Economy, Merike Saks and by media, and included Estonian TV.

The construction of the ferry, just launched (new-buildings no. B616/1), namely - the first steel cutting, took place in February 2015, while the keel was laid on April 30. The construction of the second ferry

(B616/2) commenced on May 19, 2015.

On October 31 last year, Port of Tallinn signed contracts on the construction of two new passenger ferries for the routes between mainland Estonia and large western islands with Polish, Gdansk based, Remontowa Shipbuilding.

The 114 meters long vessels will accommodate 150 passenger cars or 12 road trains and have passenger places equipped with safety devices for 600 passengers. The new ferries are designed by the Norwegian company LMG Marin and RMDC.

The ships are double-ended, modern car and passenger ferries, the most advanced diesel-electric driven vessels of such kind operating in the water of the Baltic Sea. The vessels are designed and are being built as prepared for future upgrade for LNG Single or Dual Fuel propulsion.

The low operating costs, the undisputed advantage of these ferries, come from the optimized hull's shape and modern machinery installed. This will result in lower fuel consumption and NO_x and SO_x emission to the atmosphere. The high level of automation will allow for minimum manning.

Selecting of Remontowa Shipbuilding was caused by high quality of offered vessels, experience in construction passenger ferries as well as good reputation enjoyed by shipyard among European and American Owners.

Recent launching of the first Estonian ferry was the 10th launching at Remontowa Shipbuilding yard in 2015. Besides the ferry for Estonia, also three arctic supply multipurpose and container carrying vessels, two PSV's, one AHTS, a sailing training vessel, a mine-hunter and an LNG fuelled ferry was launched in 2015. Currently, as many as 17 vessels are under construction or outfitting for turn-key delivery to Owners in Norway, Canada, Estonia, Algeria, Greenland and for the Polish Navy. The order book is filled towards the end of 2017.

Video report from the launching may be viewed at:

<http://www.portalmorski.pl/stocznie/nowe-budowy/42420>

RMDC reveals new car-passenger hybrid propulsion double-ended ferry design



RMDC 3324 design Hybrid Powered Ferry computer rendering.

Remontowa Marine Design & Consulting (RMDC), member of Remontowa Holding, having a vast experience in passenger and ro-ro vessels design, has recently developed an innovative hybrid propulsion double-ended car-passenger ferry design, dedicated for short ferry connections (type designation RMDC 3324).

The ferry features relatively high capacity as for its dimensions and is designed with environment protection in mind, in line with the latest technology and market trends.

Comfortable passenger space are fitted also for the handicapped persons.

Hybrid propulsion is effected via two generating sets, 400 kW each configured with two systems of batteries, 500 kWh each. The generating set's engines are

either diesel oil or bio-diesel fuel fed. The main propulsion is designed to operate entirely on batteries. The batteries are to be fed from shore connection during cargo handling operations. The two gen-sets are auxiliary sources of power to boost feeding of batteries if such necessity occurs.

The ship is to be propelled by two azimuthing thrusters, 480 KW each, at stern and bow, enhancing maneuverability.

RMDC 3324 design Hybrid Powered Ferry 116 AEQ - principal particulars: LOA 109.4 m; LBP 99.6 m; moulded breadth 17.00 m, breadth over all 17.4 m; depth to main deck 5.35 m; draught 3.4 m; passenger capacity 300; crew members 6; personal car units capacity 116 (or 13 trucks + 43 personal cars); speed 11 knots.

Centromost built hulls for 15 Wärtsilä propulsion system equipped LNG powered barges to be chartered by Shell



The new inland waterway barges with the hulls being built at Centromost shipyard, to be equipped with Wärtsilä dual-fuel engines and Wärtsilä LNGPac fuel gas handling systems.

Fig.: Wärtsilä

A series of 15 inland waterway barges being built for Belgium based Plouvier Transport NV, for Shell Trading Rotterdam (Shell) charter, are to be powered by Wärtsilä dual-fuel main engines. The barges will operate primarily on liquefied natural gas (LNG). Wärtsilä will also supply other propulsion equipment and its LNGPac fuel gas handling system. The ships' partially outfitted hulls are under construction at Centromost shipyard in Plock, on the river Vistula, Poland (VEKA Group member) and outfitting will be carried out at VEKA Shipyard Werkendam.

In optimising the efficiency parameters for these 15 vessels, Wärtsilä was able to draw on its experience from the two latest dual-fuel powered inland waterway vessels with Wärtsilä DF engines. The company also recently introduced a combined engine and thruster package that is ideal for the specific demands of river and inland waterway operation.

Shell will utilise these 110 metre long barges to support its growing operations in the ARA (Amsterdam-Rotterdam-Antwerp) and Rhinetrack (Germany/Switzerland) regions. The specified requirements were for environmental compliance, reliability, fuel flexibility, low operational costs, and a proven concept. The development of LNG as a cleaner fuel for shipping is supported by Shell, and these innovative new vessels represent an important endorsement of this support. They will also enhance the safety and efficiency performance of the company's fleet.

For each barge, the full Wärtsilä scope of supply comprises a 6-cylinder Wärtsilä 20DF dual-fuel main engine, a gearbox, an LNGPac fuel gas handling system (developed in close cooperation with Cryonorm), and a Wärtsilä propeller with an HR nozzle.

The equipment is scheduled for delivery to the yards commencing in June 2016. All the barges are expected to be delivered by mid-2018.

SHIPREPAIRS AND CONVERSIONS

***ASV Pioneer* - once supporting re-floating of *Costa Concordia* recently serviced at Remontowa SA**



ASV Pioneer at the Remontowa SA quay.
Photo: Piotr B. Stareńczak

Otherwise, servicing the offshore barge would be just a „day to day business” for Remontowa SA, with great customer care, quality workmanship and safety procedures applied as usual, however this time there was an interesting story behind the renovated floating unit involved, as well.

This was the *ASV Pioneer* - multipurpose and accommodation offshore barge engaged in re-floating of the *Costa Concordia* wreck - the biggest salvage operation of its kind in maritime history.

ASV Pioneer, arriving at Remontowa on November 7, has an accommodation block consisting of living quarter containers. They are able to accommodate up to 220 persons. The offshore unit also offers a spacious (1100 sq m), unobstructed work deck, that may be arranged and equipped in various manners, in line

with current requirements of the operator or charterer. In the past, an A-Frame crane was installed on deck, facilitating diving support operations and small subsea construction works or other configurations of equipment according to needs.

Large open area of the work deck makes the barge extremely flexible for many various tasks and works. *ASV Pioneer*, among other references, has also been used in cable laying operations on offshore wind farms on the Baltic and the North Sea.

The owner of the barge is Dalby Offshore Services Ltd. based in the UK. The unit was built in 2007 at Nantong Tongsheng Ship Manufacturing Co. and features 100.6 m length over all, 30.48 m beam and 6.09 m draft. Positioning is provided by a set of eight offshore type anchors.

The barge was a key component of support and logistics base for the *Costa Concordia* wreck removal operation preparations off Giglio Island for nearly two years since October 2012. The barge provided accommodation and work base and diving support for divers engaged.

At Remontowa, the barge has undergone a thorough repair and maintenance works, including docking. The hull was cleaned of the significant sea growth and painted. Minor hull shell indents have been repaired and some side shell replaced (port and starboard in way of tanks). Furthermore, sewage piping have been replaced, mooring bits have been modified (eight bollards were raised to main deck level). There have also been some minor blacksmith works done on deck, new echo sounder installed, fuel system modified and, last but not least, all the bolting responsible for fastening of accommodation containers on deck, have been checked.

MISCELLANEOUS

Space and satellite technology - new graduate studies specialisation opened in Gdansk and Gdynia

A new, inter-university, inter-dyscyplinary, unique in Poland, graduate studies specialisation - „space and satellite technology” will be opened in Poland. These will be the second stage (master level) studies.

An agreement regarding the establishment of new studies specialisation was signed by representatives of Gdansk University of Technology, Maritime Academy (Gdynia) and Naval Academy (Gdynia). The specialisation is answering the demand from the modern start-ups in Poland and in Pomerania dealing with space and satellite engineering, as well as from the Polish Space Agency (Polska Agencja Kosmiczna - POLSA).

Gap tunnel installed at University of Newcastle



University of Newcastle is just another customer, who trusted CTO SA for its experience in design and construction of laboratories, research stations and equipment.

Employees of the Design and Technology Dept. of CTO SA have recently completed supervision of the installation of multipurpose gap tunnel, destined for hydrodynamics research, among others, designed also by CTO SA.

Gap tunnel installed at the University of Newcastle.
Photo: CTO

„Shipbuilding faculty” invites to „Design Days”

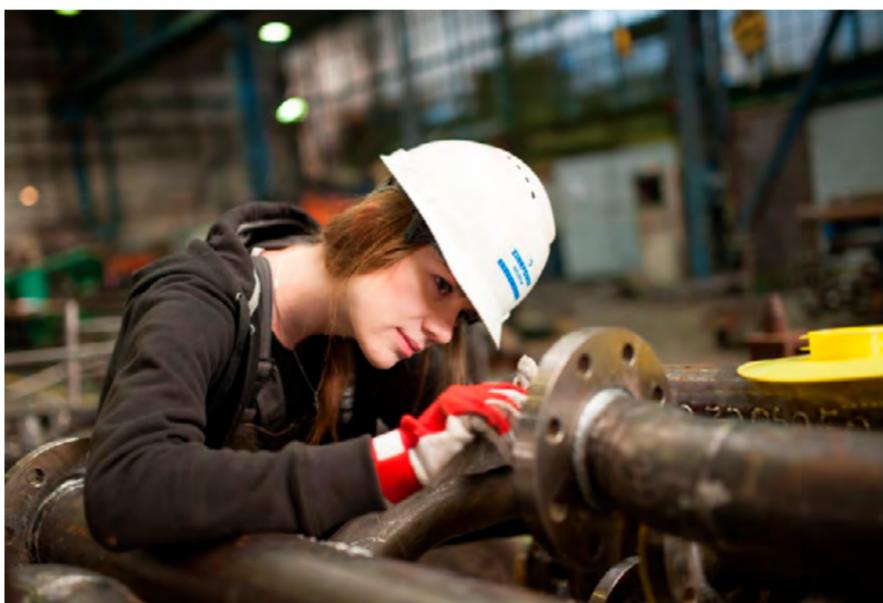
The Faculty of Ship Technology and Offshore Engineering at Gdansk University of Technology (Wydział Oceanotechniki I Okrętownictwa Politechniki Gdańskiej - WOiO PG) invites all interested parties to attend the „Design Days” - new, two days series of meetings related to design and engineering in maritime industries, with opportunities for the companies representing the sector to introduce themselves, their capabilities, tools and activities to academic community and partners from the industry.

The first day will be devoted to presentation of companies, CAD tools and meetings of HR specialists providing information on apprenticeships and jobs to students. The second day is planned for presentation and training workshops for students, postgraduates, employees of the University and the industry.

Due to limited number of workstations and space available at computer workroom, parties interested in organizing workshops are kindly requested to contact „Design Days” coordination persons by e-mail in advance, at: jacforst@pg.gda.pl, (+48 793 156 848).

Date and Place: **21-22.01.2016** r. **9:00-16:00** hrs, Politechnika Gdańska, Gmach WOiO, ul. G. Narutowicza 11/12, 80-233 Gdańsk

New Forum Okrętowe members welcomed



The beauty of zink coating... or ZinkPower Szczecin at work! (photo from the presentation of president of the company - Zbigniew Miodowski).

On December 3rd. 2015, in the former management building of Szczecin Shipyard, the meeting of the Association of Polish Maritime Industries' Council (Rada Forum Okrętowego) was held. The organizer and host was Szczecin based company ZinkPower.

The main subject was the current situation and prospects for development of shipbuilding industry on the premises of the former Szczecin Shipyard and nearby.

Presentation on activities of Szczeciński Park Przemysłowy (Szczecin Industrial Park), the landlord on the former Szczecin Shipyard premises, was given by the CEO of this company - Grzegorz Huszcz. As explained by Mr Huszcz, over 60 entities are active in the area, employing workforce of more than 2.8 thou. They are mainly occupied with ships' hulls and sections construction, fabrication of offshore structures,

repairs and conversions of ships (small to medium size), as well as logistics, cargo handling and warehousing services.

Grzegorz Huszcz pointed at potential available with a floating dock and three slipways / building berths, poorly utilised so far. He also discussed the investments accomplished during 2007-2013 (modernization of the building with social facilities, modernization of railway siding track, purchase of CNC cutter for Steel Machining Centre) as well as offer in the area of ship hull construction and steel sheets machining.

During the meeting, three new companies have been welcomed as new members of Forum Okrętowe, namely: Marani sp. z o.o., GSG Towers Sp. z o.o. (Gdansk Shipyard Group) and "Szkuner" shipyard.

Activities and offer of Marani sp. z o.o., with headquarters in Zabrze, Silesia, Poland, was presented by its CEO Marek Janusz Madej. This is a Polish, privately owned company, established in 1993 r., dealing with restructurisation of heavy industry in Silesia. The company offers overall industrial solutions in the area of high pressure air and technical gases, basing on modern equipment manufactured in-house.

GSG Towers, the manufacturer of wind turbine towers well known on the European market, was introduced by Jacek Łęski, Gdansk Shipyard Group spokesman. He also discussed the activities of GSG in the area of fabrication and manufacturing for offshore oil and gas, offshore wind and shipbuilding sectors (ship structures, automated prefabrication). Jacek Łęski also informed on investment programme, owing to which the yearly production output grows to as many as 260 5-section towers, including 8 m diameter towers.

"Szkuner" Shipyard, a division of fishery and fish processing company based in Władysławowo, was described by its manager, Marcin Ryngwelski. The yard has all necessary certificates and infrastructure for the construction and repairs of fishing boats and vessels, tugs, yachts and other sea-going and inland waterway floating units.

The presentation of ZinkPower Group in Poland was given by the chairman of the board of ZinkPower Szczecin sp. z o.o., Zbigniew Miodowski. This is the Europe's leading zink coating services provider and processing plant, established in 1998 r. as Porta-Eko-Cynk Sp. z o.o. in Szczecin. Since 2005 r. it belongs to Kopf Holding GmbH group. ZinkPower Group in Poland, consisting of three companies (ZinkPower Szczecin, ZinkPower Wielkopolska, ZinkPower Buk), offers a wide range of zink coating services (Szczecin based company was prefabricating piping for *Queen Mary 2* and *Mein Schiff 3* cruise vessels, among others). The prospects for shipbuilding industry development in Western Pomerania, in view of market changes, new EU support programs and anticipated introduction of parliament act on revival of shipbuilding industry have been described by Ryszard Kwidziński, proxy for maritime economy affairs at the office of the Marshall of West Pomerania District. He also emphasized the fact of establishing the 20th National Smart Specialization, concerning the maritime industries, which, in his opinion, further enhances opportunities of stimulating the development of shipbuilding industry in Poland, including Western Pomerania.

After this last presentation, a hot discussion followed. Eventually, it was agreed, that, development of shipbuilding activities in Szczecin and the region, regardless of support and incentives in the area of taxation and others, will mainly depend on the ability of companies to offer competitive products and to acquire profitable contracts from the market, with ever increasing share of Polish developed and manufactured equipment in finished product and diminishing importance and share of steel processing.

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