



ZWIĄZEK PRACODAWCÓW
FORUM OKRĘTOWE
ASSOCIATION OF POLISH MARITIME INDUSTRIES



NEWSLETTER APRIL 2016

NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

The sea-going “mercedes” delivered to Norwegian Owners



CLV *Siem Aimery* departing the port of Gdansk after delivery and name giving ceremony at Remontowa Shipbuilding.
Photo: Piotr B. Stareńczak

The CLV *Siem Aimery*, the latest vessel added to the Siem Offshore fleet was christened in a modest naming ceremony on Wednesday, 27 April 2016 at the Remontowa Shipbuilding yard (member of the Remontowa Holding) in Gdansk, Poland.

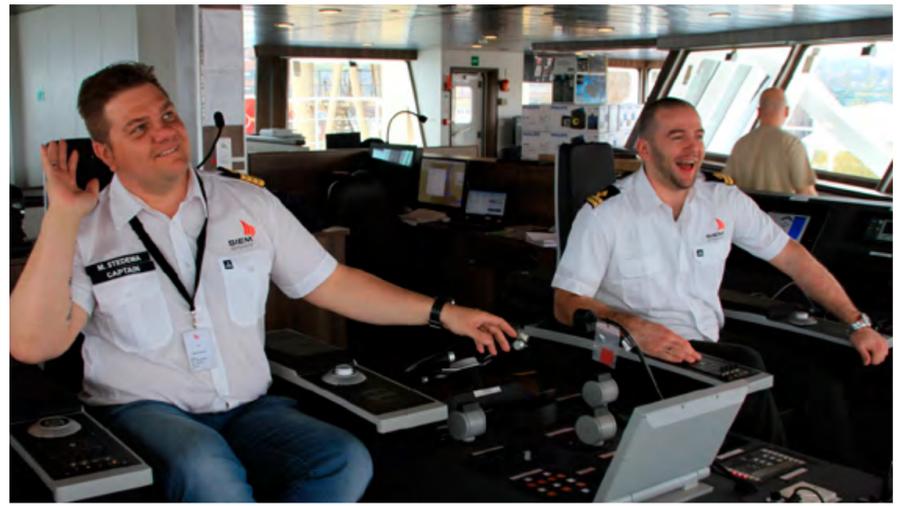
Some 30 representatives and partners of Norwegian Owner, as well as managers, employees and suppliers of Remontowa Shipbuilding took part in the event.

Thus one of the most demanding and complex newbuilding projects in Polish shipbuilding industry has been completed, with *Siem Aimery* being also the sea-going ship with the largest contract value per gross tonnage or displacement unit from Polish yards so far.

Mrs Karin Nooljen Muck, wife of Mr Lars Muck, Business Area Manager of Siem Offshore Contractors is the Godmother of the vessel.



Representatives of the owner and the shipyard after the naming ceremony.
Photo: Piotr B. Stareńczak



Captain Marcel Stedema (on the left) on the bridge.
Photo: Piotr B. Stareńczak

After leaving the yard, the ship was about to undergo final mobilisation prior to commencing cable loading activities for its first project assignment.

Regis Rougier, Managing Director of Siem Offshore Contractors said: “I am delighted to have the *Siem Aimery* in our fleet, with the *Siem Moxie* and the *Siem Aimery* working in tandem, we have the best of breed installation spread available. They are a unique team of vessels that will ensure that we safely deliver our projects on time for our customers. We are planning an event later this year, where we will invite customers to visit the *Siem Aimery*, right now our focus is on getting the vessel into the field for her first assignment.”

Lars Muck of Siem Offshore Contractors expressed his thanks for Polish shipyard workers for concluding the construction of the innovative vessel, which - as he said “will be a star on a dynamically developing off-shore wind power market”.

The CLV *Siem Aimery* has been specifically designed and built for the installation and repair of medium and high voltage submarine cables. Having two carousels low in the vessel’s hull and a hangar-based cable deck, she is specifically designed to work in the adverse weather conditions. Siem Offshore Contractors has a long term charter agreement with Siem Offshore and will be responsible for the operations of the vessel.

The CLV *Siem Aimery* and her installation partner vessel, the ISV *Siem Moxie*, will be installing the inner array grid and export cable systems for the Nordsee One Offshore Wind Farm in the coming months. Thereafter the vessel will continue with the winter installation campaign of the inner array grid cable system of the Veja Mate Offshore Wind Farm in the German Bight.

Video report from the ceremony of christening of the *Siem Aimery* cable lay vessel is available at:
<https://youtu.be/U1i9ktp6VrE>

SHIPREPAIRS AND CONVERSIONS

Sail assisted research vessel *Oceania* after repairs in Gdansk

Gdańsk based Remontowa Shiprepair Yard, member of Remontowa Holding has recently redelivered sailing research vessel *Oceania*. The sail assisted ship entered the yard on March 19 for standard repairs and maintenance.

Among other jobs, maintenance of the hull, with the ship docked, has been carried out, including tunnel thruster compartment and aft cofferdam, as well as bottom sea valves replaced. A fire pump has been repaired, including its electric motor, in addition to numerous other minor works accomplished.

Steering gear, including rudder stock has been dismantled for repairs, as well as propeller shaft and propeller, along with rudder plate, to facilitate replacement of stern tube seals.

Delivered in 1986, *Oceania* is a steel hulled, three masted vessel with experimental rigging, operated by Sopot based Institute of Oceanology of the Polish Academy of Sciences. The ship is 48,9 m in length, 9 m wide and 32 m in height and accommodated 13 persons of crew in addition to 14 passengers / scientists.

Previous stay of *Oceania* at Remontowa SA was associated with modifications and upgrades of much greater extent comparing to recent repair and maintenance job. With almost all internal spaces gutted, the ship



received a new lease of life, with modern outfitting of interiors and replaced - new or modernized ship's systems and functional equipment. At that occasion, even the whole engine room was upgraded with main engine replaced with new, twice as powerful unit as well as the bridge extended.

After that extensive rebuilding *Oceania* has been operated on the Baltic mainly, but occasionally cruised Arctic waters and reached Spitsbergen.

Oceania in dock no. 2 of Remontowa SA.
Photo: Jerzy Uklejewski

Commercial and naval ships in repairs and upgrades at Naval Shipyard Gdynia



Polish Navy rescue vessel ORP *Maćko*.
Photo: Piotr B. Stareńczak

On April 23, 2016, Naval Shipyard Gdynia saw arrival of the German owned freighter *Jason* for class renewal repairs.

The range of works included mainly maintenance of the hull. Furthermore, sea chest valves have been overhauled, rudder plate temporarily removed and stern tube seals replaced. Propeller hub shield was modified, Owner supplied equipment facilitating the cutting of fuel consumption was installed, as well as ME lubricating system modified. Corroded auxiliary manhole hatches in holds have been replaced as well and installation of zinc anodes in ballast tanks.

On April 17, in turn, general cargo vessel *Blue Carmel* arrived at the yard. The works commissioned on this ship have been mainly: jet-washing of the hull, painting of signs on hull, cleaning and maintenance

of the holds as well as measurements on rudder and propeller shaft, repairs to sea-chest valves.

On April 15, the cargo ship *Fehn Mirage* of German shipowner entered the Naval Shipyard Gdynia for a short repair. All required works, mainly focused on the propeller, are provided on the one of Shipyard's land workstations (after lifting the ship with syncrolift).

The yard - in line with its name - is obviously also occupied with naval vessels repairs. ORP *Maćko*, the rescue vessel of Polish Navy has been going through the final phase of the modernization project recently. The yard has performed the sea tests and trials of the vessel. The next stage of the acceptance process would be testing of the newly installed systems among others: new anchoring and ship positioning system, modernized diving systems (new diving bell system with containerized launch and recovery system - LARS). The scope of modernization benefits not only with the bigger maximum depth of underwater works, now up to 80 m, but also increase the ship operational profile during the search and rescue operations.

MISCELLANEOUS

At SSDC conference on social standards in shipbuilding industry in Poland

On April 27, 2016, at the invitation of the European Commission (DG Employment, Social Affairs and Inclusion - SSDC), another working meeting of the Sectoral Social Dialogue Committee of the European Shipbuilding Industry (SSDC) was held in Brussels. The meeting agenda included information on the implementation of social standards in the shipbuilding industry in Poland. Joint statement on the social standards in the European shipbuilding industry and the sector of repairs, maintenance and conversion of ships was

signed on 14 October 2013, in the presence of representatives of the European Commission in Brussels between the European Association of Trade Unions' "IndustriAll", and the SEA Europe (the European Ships and Maritime Equipment Association).

Since then, the implementation of the provisions of the declaration is one of the topics that appears in the program of SSDC meetings. Among other topics, the situation in Poland was also discussed. Social side was represented by Mirosław Piórek and Krzysztof Zmuda, respectively - chairman and secretary of the National Section of the Marine Industries Trade Union "Solidarity". The employers party was represented by Jerzy Czuczman, director of the office of the Association of Polish Maritime Industries - Forum Okrętowe.

Representatives of the social party pointed out that the task mentioned in the statement of 2013 met understanding from the side of managers of companies associated with the Forum Okrętowe.

This positive example gradually also affects other firms in the sector, although there is still a lot to be done in this respect. It was stressed that appropriate processes have been started also on the side of government, where preparations are underway to resume activity of "shipyard sub-group" in the framework of the social dialogue committees. It was pointed out that the work on the provisions of the amendment to the law on trade unions is far advanced, that will allow to associate in trade unions those previously overlooked, such as self-employed on the basis of the Civil Code (and not a permanent contract of employment), as well as the need to have an agreement from the first day of work.

The director of the office of Forum Okrętowe in turn pointed to the private sector shipbuilding firms development, acquiring more and more orders for technologically advanced newbuildings, as well as the complex conversions. The value of sales from private companies reaches the level of approx. 90 %, and from those associated with the State Treasury - less than 10 % at similar technical potential.

At the same time he drew attention to the ambiguity of the assessment of the current situation, because in the period between 2000 and 2014 employment in the shipyards dropped five times from over 25,000 to less than 5 thousand, while employment in the entire sector - from more than 43 thousand to above 32 thousand. He also presented the basic assumptions of the bill on shipbuilding industry, pointing to the previously existing unfavorable conditions for the shipyards in Poland in relation to the conditions that shipyards operate in other countries of the European Union. He pointed to specific examples of such conditions, which caused a strongly positive response from representatives of the social partners and the European shipbuilding sector employers gathered, who expressed support for the bill, which now requires the notification in the European Commission.

● **Presentation:** <http://forumokretowe.org.pl/files/ssdc27042016plpublikowana.pdf>

In preparation for the joint appearance in Brussels, representatives of the Polish shipbuilding industry, Assembly of Delegates of the Section of the National Shipbuilding Industry Trade Union "Solidarity" was held, to which the director of the office of Forum Okrętowe has been invited. During the meeting a presentation, very broadly covering changes taking place in the last 20 years in the shipbuilding industry in Poland, providing the opportunity for in depth thought, opinions exchange and discussion, was given. It was pointed out that it is important to continue to maintain good cooperation, but it is necessary to make attempts to extend best practices to areas that require this, beyond the area of the functioning of Forum Okrętowe member companies.

After a joint presentation of the Polish delegation in Brussels, deputy president of SSDC from IndustriAll indicated that Poland could become a model for the implementation of social standards in the European shipbuilding industry, as a result of mutual co-operation of the Section of the National Shipbuilding Industries Trade Union "Solidarity" and the Employers' Association Forum Okrętowe. This statement aroused a good deal of jealousy from the representatives of the shipbuilding industries of other European Union countries.

Maritime panel on the IX Pomeranian Citizenship Congress

"Through respect and cooperation towards better life" - with such a message the IX Pomeranian Citizenship Congress was concluded. On April 23, 2016, over 600 persons met at Gdansk University of Technology to discuss the future of the Pomeranian region.

The congress commenced with two discussion panels, attended, among others, by Mateusz Morawiecki, deputy prime minister and the minister for development, prof. Bronisław Misztal, ambassador of the Republic of Poland in Portugal, Piotr Soyka, chairman of the board of Remontowa Holding SA as well as prof. Cezary Obracht-Prondzyński, a sociologist from the University of Gdansk.



“Maritime” discussion panel, with Mr Piotr Soyka, chairman of Remontowa Holding (middle) speaking.
Photo: Andrzej Józwiak

The plenary session preceded discussion in seven thematic panels. These included the maritime session, titled: “Between reconstruction and innovative development of the shipbuilding industry”.

In the course of discussion the competitiveness of Poland’s shipbuilding industry and challenges it faces in nearest future have been on the agenda. It was discussed, as well, whether suppliers within the shipbuilding sector are ready to progress towards more innovative mode of development, including investing in development of advanced technology.

Among the panelists there have been Piotr Soyka, chairman, Remontowa Holding, Zbigniew Zienowicz, chairman, Hydromega, Zbigniew Karpiński, chairman of CTO (Ship Research Centre).

Also Jerzy Czuczman, director of Forum Okrętowe (Shipbuilding Industry Association), Jerzy Lewandowski, secretary general of Polish Maritime Industry Chamber as well as Tadeusz Aziewicz, MP, deputy president of the Maritime Commission in Polish Parliament expressed their opinions.

New ship designs from Deltamarin



Rendering of DeltaSAFER ferry concept.
Fig.: Deltamarin



Side view of a Stena Line ro-pax to be built in China.
Fig.: Stena Line

In April Deltamarin Group announced its first project to deliver a comprehensive engineering, procurement, construction and management (EPCM) package for Stena’s ro-pax ferry newbuilds to be built at AVIC Weihai Shipyard. Stena RoRo, a subsidiary of the Swedish ship owner Stena AB, and AVIC International Ship Development (China) Co. Ltd. have signed a contract, subject to Board approval, for 4 vessels including option for another 4. These will be one of the first ro-pax ferries to be built in China for a western owner.

Deltamarin will work in the project not only as a designer but also as a provider of comprehensive project management services to support AVIC Ship and AVIC Weihai Shipyard in the vessel construction. Deltamarin’s engineering package includes approval design, support in procurement handling and detail design. Deltamarin Floating Construction will carry out the construction management in close co-operation with AVIC, and supplement the construction team with long passenger ship building experience. The project management services also include master planning, procurement of the project materials and material management, project information management and site supervision.

Deltamarin developed the concept of the vessel at an earlier stage in close collaboration with the owner Stena. It is designed for Stena Line’s North European routes and complies with the latest rules and regulations for safety and environment. In the design special attention has been paid to the vessels’ fuel efficiency as well as maximising the cargo space.

The vessels will have a capacity of more than 3,000 lane meters in a drive-through configuration. They will also accommodate about 1,000 passengers and offer a full range of passenger services. The main engines will be “gas ready”, prepared to be fuelled by either methanol or LNG.

Deltamarin has recently developed a safe and affordable ferry for the Asian market, which is facing many challenges and a need for development. The demand for ferry transportation and new, safe vessels is high. However, no tempting and cost-effective ways have been offered so far to resolve the situation. As a leading ferry design company, Deltamarin has decided to find an answer, which is both safe and affordable at the same time.

The key features of the Asian ferry market, that Deltamarin was eager to face, are: large regional variations in cargo volume and composition (passenger/truck/car ratios); huge economic pressure on operators (especially in the developing countries); unsatisfactory safety record (e.g. in South-East Asia).

After an in-depth analysis of the regional market and in close cooperation with a shipyard from the region, Deltamarin has come up with an answer to the challenges of the market, which is DeltaSAFER - a family of safe and affordable new-built ferries.

This design combines: the cost-effectiveness of a simple design to reduce construction and operating costs; an exceptional level of safety to minimise the risks to passengers and cargo; a modular platform to meet the needs of different kinds of routes.

DeltaSAFER is designed to be built at Asian shipyards. The first example of the DeltaSAFER family is a design made for China-Korea routes; applications for other regions are also under development.

Deltamarin has also recently been focusing on developing also other ferry designs: DeltaChallenger, which showcases the future ro-pax vessel, and DeltaLinx, a compact, LNG-fuelled design developed for short coastal routes.

It is worth mentioning Polish office of Deltamarin solely developing concept design of DeltaLinx and co-ordinated and developed most of DeltaSAFER project.

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