



NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

Significant contract from Canada for REMONTOWA Holding



Computer visualization of the ferries to be built for BC Ferries.
Illustr.: RMDC

In the beginning of July 2014 after months of negotiations BC Ferries ordered from Remontowa Shipbuilding S.A., member of Remontowa Holding three intermediate class 145 AEQ double ended ferries.

The yard won the contract in tight competition with such companies like Fiskerstrand-Norway, Sefine-Turkey, Seaspan Vancouver Shipyard-Canada and Flensburger Schiffbau-Gesellschaft-Germany.

The two first vessels are to sail between Comox and Power River on Tsawwassen - Southern Gulf Islands route while the third will sail during season on the Southern Gulf Island route or will replace other vessels operated by BC Ferries during their repair. The

ferries will also be the first in BC Ferries fleet to run on Liquid Natural Gas (LNG).

The official news release also quite extensively explains, why not the Canadian yard was chosen. BC Ferries conducted an extensive competitive bidding process to ensure that the company secured the best bid for its customers and the taxpayers of British Columbia. Remontowa Shipbuilding is among the World leaders in construction of the LNG fuelled ships. Criteria for shipyard selection included the design and construction plan, recent experience building intermediate ferries, capability of introducing new technology such as LNG, customer satisfaction (references from other customers), delivery schedule, price and payment terms, financial stability and ability to provide guarantees.

Remontowa Shipbuilding S.A. won the contract although its price was not the lowest because it was probably one of the most experienced builders of double ended ferries in the world and had genuine experience in LNG propulsion. Another important reason was that the yard based its offer on concept design prepared by Remontowa Marine Design & Consulting (RMDC), the Remontowa Holding's own large marine design office. The office has extensive experience in designing double ended ferries (more than a dozen proven designs). The design of the vessels for BC Ferries will also be the fifth consecutive realized double ended ferry design with LNG propulsion - a track record that few or none design offices can prove.

The RMDC 2990 double ended ferry design is featuring three continuous decks - one garage deck for personal cars, one vehicle deck for trailers, commercial vehicles and personal cars, both decks stretching along the whole length of the vessel. The passenger deck will encompass lounge with 304 seats, cafeteria with 160 seats, study carrels with 6 seats, giftshop, children play area, galley, provision store, lockers, toilets, four staircases and two MES shafts. Open deck spaces fore and aft arranged at the same level will be provided with 64 seats each. Two personal lifts one aft and one fore will allow for transport of passengers and crew between passenger deck, vehicle deck, garage deck and ER levels. On top of the passenger deck there will be three other superstructure tiers: crew deck, officers deck and wheelhouse deck. Crew cabins, Air Conditioning Room as well as Training/messroom/recreation room will be arranged on crew deck. Officers cabins as well as the Engine Control Room/Damage Control Room will be arranged on the officers deck. The wheelhouse will be provided with aft and fore navigation consoles allowing for convenient navigation in both directions. Cargo access to garage and vehicle decks will be ensured by two hydraulically operated bow visors as well as four hydraulically operated internal ramps. The vessel will be provided with two engine rooms arranged below the main deck (garage deck). The aft Engine Room will encompass two main diesel generators while the for Engine room one main diesel generator.

LNG storage tank will be arranged in a compartment between the two Engine Rooms. Each Engine Room will have its own exhaust gas duct. Each duct will be led to a separate casing arranged amidships in the centerline between garage and passenger decks. The casings will encompass silencers. After silencers the exhaust gas ducts will be led below the passenger deck to ship sides and upwards to two separate funnels one on each side of the ship with outlets at the level of wheelhouse.

Use of Liquid Natural Gas (LNG) as the main fuel for propulsion and power generation will substantially lower environmental emissions. DO will be used for auxiliary purpose only. Diesel electric propulsion will in turn contribute to lower fuel consumption and higher elasticity during maneuvers.

***Wildebeest* christened - the last PSV in a series of eight for ECO from Remontowa Shipbuilding**



The *Wildebeest* platform supply vessel at Remontowa Shipbuilding.
Photo: Media4Sea



The ship's godmother accompanied by representatives of the shipyard and the owner.
Photo: Media4Sea

On Friday, 8th August 2014 a christening ceremony of a platform supply vessel took place in Remontowa Shipbuilding, member of the Remontowa Holding capital group.

It was the eighth vessel in a series built for one of the biggest and most renowned US Owners, operating a fleet comprising of several hundred ships dedicated to performing complicated tasks including servicing, building and maintenance of underwater installations and securing proper functioning of oil and drilling rigs. Similar to previous vessels of the series, the ship was named after one of the species of antelopes - *Wildebeest* (gnu).

The execution of the contract for the building of a series of platform supply vessels has begun in June 2011. All vessels in the series have been built according to design of the Polish design office MMC Ship Design & Marine and under the supervision of the classification society ABS (American Bureau of Shipping).

It is worth mentioning that obtaining and realizing this contract allowed Remontowa Shipbuilding to become a pioneer in the field of „medium-voltage” ships. The vessels are utilizing diesel-electric propulsion, that is generating sets powering the electrical motors of the thrusters. This type of propulsion enables economical operation due to significant reduction of both fuel consumption and emission of harmful substances to the atmosphere. The vessels are equip-

ped with advanced control and dynamic positioning (DP2) systems as well as firefighting (class FiFi-1) and oil recovery installations.

The work deck allows transport of large-size objects, containers, packages of pipes and other materials needed in drilling or maintenance operations. *Wilbebest* will be among the world's largest vessels in terms of payload within the class of ships up to 90 m in length, with load-carrying capacity of 5500 tons. She will be capable of shipping not only liquids, fuels, water and loose cargo, but also dangerous loads (in under-deck containers).

It is worth mentioning that four years ago, in 2010, Remontowa Shipbuilding built three AHTS vessels dedicated to towing, anchor handling and transport operations for the same Owners.

Fishery research vessel delivered to Nigeria from Wisla Shipyard and Navimor International



Bayagbona on sea trails.
Photo: Navimor Int.



The godmother dr Patience Jonathan was warmly welcomed by management of Polish companies.
Photo: J. Uklejewski

On August 13, 2014 the christening ceremony of *Bayagbona* - the new Wisla Shipyard built, fishery training and research vessel for Nigeria was held at the quay of Remontowa Shipbuilding yard. The vessel is expected to reposition the marine and fisheries sub-sector of the Nigeria's economy, thus the high importance of the newest acquisition in Nigeria's fishery research fleet was reflected in high profile ceremony attended by representatives of government and local authorities both from Nigeria and Poland.

The deep sea vessel built at Wisla Shipyard, for the Nigerian Institute of Oceanography and Marine Research was christened by Mrs. Patience Jonathan, wife of the President of the Federal Republic of Nigeria, Goodluck Jonathan. The Nigeria's first lady was accompanied by strong representation of Nigerian governmental and business circles, just to mention Nigerian Ambassador to Poland, Dr. Samuel Jimba and the Nigerian Minister for Agriculture and Rural Development, dr. Akinwumi Adesina. The ceremony was also attended by representatives of Polish central and regional government, including the Pomeranian Voivodeship marshal Mieczysław Struk. The builders and shipbrokers were represented by Romuald Kinda, CEO of Navimor International and vice president of the supervisory board of REMONTOWA Holding and Jerzy Pawlak, CEO of Wisla Shipyard. The christening ceremony recently held was the crowning of just completed execution of the prestigious

contract, won by Navimor International and Wisla Shipyard in fierce competition from Asian and European yards.

Navimor International, Stocznia Wisła (Wisla Shipyard) and REMONTOWA Holding belong to those few Polish companies, which have successfully been doing business in African markets for almost thirty years. These Pomeranian companies have contributed to development of economies in several African countries, mainly Nigeria, by executing the Nigeria's national program of fishing fleet development, by building passenger and cargo ships, establishing local shipbuilding industry from the scratch (eg. the construction of the Nigerdock shipyard in Lagos, the largest yard in this area of Africa) and by training local specialists.

Nigeria's first lady, Mrs. Patience Jonathan revealed at the christening of the new research vessel acquired by the Nigerian Institute of Oceanography and Marine Research (NIOMR) that it will boost Nigeria's local fish supply and further drive the successful achievement of the policy to make Nigeria self-sufficient in fish production, in the near future.

Mrs. Jonathan said the acquisition of the deep-sea fishing research and training vessel, named Bayagbona after the first Executive Director of the Nigerian Institute of Oceanography and Marine Research, will undoubtedly enhance the exploration opportunities of the country's fish resources.

Speaking at the christening ceremony and commissioning, the Minister of Agriculture, dr. Akinwumi Adesina, said Nigeria has no reason to import fish as the country's capacity for producing fish is enormous, and thus „this vessel will allow us to go into the territorial water, deep sea to harvest a lot of resource we have”. Adesina also said, that the vessel we also allow the country to carry out marine research.

The vessel, in stern trawler and side beams configuration, is specially designed for conducting both fishery and oceanographic research operations in tropical waters and to conform the requirements of NIOMR. She is equipped with modern echo-sounding and sampling equipment, as well as with on-board fully equipped research laboratories.

The hull is all-welded, damage proof, steel structure. It is designed and built under supervision of Bureau Veritas.

***Murena* - luxurious, friendly yacht with formidable name**



Motor yacht *Murena* during the naming ceremony.
Photo: Active

In the presence of numerous guests, surrounded by the beautiful scenery of „Błotnik” Marina in the district of Cedry Wielkie, the namegiving ceremony of the Activ 40 motor yacht was held on the 18th of July 2014. The yacht was built by Activ Yachts from Pszczółki.

This 12 meter-long motor yacht is a brand new product of Activ Yachts, aiming to establish a permanent presence in the building tradition of the Polish motorboat history. The yacht is perfect for cruises with 4 up to 6 persons.

Two luxurious cabins, an extensive lounge/messroom, two bathrooms and a fully equipped kitchen provide comfort for all onboard. The technical equip-



The yacht's godmother Mrs Mirosława Kubicka.
Photo: Active

ment of the Activ 40 includes e.g.: 2 manoeuvring posts, modern navigation systems, a 75 HP built-in engine and 2 bow thrusters. This and more will satisfy the most demanding sailors on board of the Activ 40.

The engineering team led by Marek Zygnerski will be challenged, as even before the premiere presentation, the yacht enjoyed the interest from potential customers.

Godmother Mrs. Mirosława Kubicka, while pouring champagne from a glass goblet on the hull of the boat, gave the first Activ 40 the name *Murena* (Murey). This „scary” name was the result of a poll held among employees of Activ company. As a result *Murena* came out as the winner.

The ceremony was attended by the Mayor of Cedry Wielkie Mr. Janusz Gołński, who, in his speech at the official part, welcomed the economic activation of the municipality through the participation of companies such as Activ Yachts.

SHIPREPAIRS AND CONVERSIONS

Remontowa'a market for shuttle tanker conversions expanded

Overseas Tampa, one of the „Veteran” Class (MT-46 design) Jones Act products tankers built by Aker Philadelphia Shipyard and operated by OSG Ship Management (OSG) has recently been successfully converted to a shuttle tanker at Gdansk Shiprepair Yard Remontowa S.A., member of Remontowa Holding, thus proved that significant high-tech conversions, allowing for change of the Jones Act ship's functionality and widening its deployment opportunities are possible abroad. For „Remontowa”, with a rich reference list of



Overseas Tampa after completion of its conversion departing from Remontowa S.A.

Photo: Media4Sea

When the ship was berthed at „Remontowa’s” quay on June 10, 2014, the yard had already had prefabrication works well advanced, so some components and structures had been waiting for the ship, when it arrived. For example the thruster compartment was prefabricated and outfitted in some 80 percent at the time of the ship’s arrival. Then it was installed on the ship in one pre-outfitted section. The technology adopted and project schedule regime allowed to complete the job within contractual timeframe. The ship left „Remontowa” at the end of July, 2014.

The shipyard, experienced in conventional to shuttle tankers conversions, has passed the American exam, which was confirmed by satisfied Owners’ representative, Dave A. Deltano.

The 46,666 dwt *Overseas Tampa* was built in 2011 at the Aker Philadelphia Shipyard Inc. (APSI) as a Jones Act vessel and delivered to the American Shipping Co (AMSC) in April 2011 (it was the twelfth Veteran Class / MT-46 design product tanker to be delivered). She was then leased to OSG. The US-flagged vessel was 182.90 m long over all, 32.20 m wide and was drawing 12.2 m at 56,242 ton displacement and 46,666 ton deadweight, while its gross tonnage was 29 242, when it arrived to Gdansk yard. Some of the principal particulars changed slightly in result of the conversion. She has six pairs of cargo tanks with a combined capacity of 52,650 cu m and can load and discharge at a rate of 3,500 cu m per hour.

According to industry sources, the conversion work performed by Gdansk-based „Remontowa” was meant to enable the vessel to shuttle crude oil from the Shell Stones field. Initially, the Stones field will have two subsea production wells tied back to an FPSO and will have a daily production rate of 50,000 barrels. The *Overseas Tampa* is capable of taking on board six days production in 15 hours. The FPSO is located around 320 km southwest of New Orleans, which is within a day’s voyage. Phase I of the development is planned for completion in 2016 and this will be followed by a further six wells, which will be drilled at a later stage and connected to the FPSO.

Further scrubbers retrofitted on DFDS Seaways’ ro-ro ships at „Remontowa”



Primula Seaways docked at Remontowa during scrubbers installation in 2014.

Photo: Jakub Bogucki

tanker to shuttle tanker conversions, so far - mainly for Nordic customers, the recently completed job also means getting a foothold on a new market for similar conversions.

It is interesting to note, that prior to arrival of the ship to Polish yard, the United States authorities had to issue a determination that the work involved „would not result in the vessel being deemed to have been rebuilt foreign and would not jeopardise the vessel’s eligibility to engage in the coastwise trades of the United States (i.e. the Jones Act)”.

Previously „Remontowa” has completed numerous conventional to shuttle tanker conversions, mainly for Norwegian owners, but this one was the first one to be carried out for the Owner outside Europe.

Shipowners and operators will soon face hard reality of new regulations. It is the last minute for action now.

From 1 January 2015, a new set of rules will limit the sulphur emissions to 0.1% from the current limit of 1.0% in SECAs (Sulphur Emission Control Areas). These areas include the Baltic Sea, the North Sea and the Channel, which are DFDS’ primary market areas. According to recent DFDS Annual Report’s business environment overview - the price of MGO (Marine Gas Oil) with a content of 0.1% sulphur is currently 40-50 % higher than 1.0 % bunker fuel and this price difference is expected to continue in the future.

DFDS applies a pro-active policy having defined its own strategy of transition to new sulphur rules. And



DFDS *Britannia Seaways* departing from Gdansk with scrubbers installed at Remontowa S.A.

Photo: Jakub Bogucki

Remontowa largely contributes to the process of getting DFDS ready for new emission regulations. In the course of the summer of 2013, scrubbers were installed on three freight ro-ro ships, *Petunia Seaways*, *Magnolia Seaways* and *Selandia Seaways*. Those vessels are followed by scrubbers installation onboard further seven ships during 2014, at Remontowa again.

The work is being carried out during the ships' normal, scheduled drydocking time, which is expected to extend the out-of-service period for each ship from the scheduled 14 days to an additional one week or so, similarly to three ships fitted with scrubbers at Remontowa in 2013.

Another batch of DFDS vessels receiving scrubber installations at „Remontowa” in 2014 comprises: two ro-pax vessels from Kiel-Klaipeda and Karlshamn-Klaipeda routes - *Victoria Seaways* (built 2009, GT 25,518), *Optima Seaways* (built 1999, GT 25,206), adding to five freight ro-ro ships: *Britannia Seaways* (2000, GT 24,196, Esbjerg - Immingham route), *Suecia Seaways* (1999 built, GT 24,196, Vlaardingen - Felixstowe route), *Primula Seaways* (2004, GT 32,289; Gothenburg - Brevik - Gent) and sisterships *Freesia Seaways* (2005; Gothenburg - Brevik - Gent) with *Begonia Seaways* (2004 built, both GT 37,939; Gothenburg - Brevik - Immingham).

One of the examples was *Britannia Seaways*, one of DFDS Seaways' ro-ro freight ships that serve routes on the North Sea, which was, in May 2014, the seventh DFDS ship to receive scrubbers at „Remontowa”. The ship downtime is reduced owing to technology applied. The large casing with built-in scrubber had been prepared in advance on the quay. Afterwards it is lifted intact onto the ship and placed between the ship's two funnels or behind a single funnel in another cases. The two funnels are then connected to the scrubber. This is followed, of course, by the difficult and lengthy task of connecting and completing the scrubber installation. The scrubber system is definitely not a one-size-fits-all solution and the kind of scrubber that is to be installed really depends on the type and size of ship. As Kasper Moos, Head of Technical Organisation at DFDS Seaways explained: „The method used for *Britannia Seaways* can be used on ships with two main engines and exhaust funnels. Other methods must be used on other ships. The „flower” ships that sail on the Gothenburg routes have a main engine and a funnel in the centre line of the ship. As a result the casing is expanded to accommodate the large scrubber installation.” Such arrangement, like on freight ro-ro *Magnolia Seaways* results with the large, but still harmonious, funnel casing and scrubber in the middle of the ship.

The technology applied on DFDS Seaways vessels at „Remontowa” is Alfa Laval's PureSOx system. It removes sulphur oxides from the ship's exhaust gas by scrubbing it with sea water or fresh water. The unique hybrid design of Alfa Laval's PureSOx gives both environmental and economical advantages. By using PureSOx, shipowners are enabled to continue operating on heavy fuel oil instead of more expensive marine gas oil while still meeting the strict IMO regulations regarding sulphur oxide emissions.

Of the DFDS Seaways ships now fitted with scrubbers only the first, experimental installation - on *Ficaria Seaways* was performed elsewhere. All others, so far, got their scrubbers at „Remontowa” - these have been: *Petunia Seaways*, *Magnolia Seaways* and *Selandia Seaways* (back in 2013) as well as *Victoria Seaways*, *Optima Seaways*, *Britannia Seaways*, *Primula Seaways*, *Begonia Seaways*, *Freesia Seaways* and *Suecia Seaways* (the last ship planned to have its scrubber system installed at „Remontowa” was about to leave the yard around the end of August 2014).

EQUIPMENT

Latest significant contracts of PBUCh SA

As revealed late July, PBUCh SA has delivered refrigeration equipment as well as assembly of the air-conditioning system for the two ships from the Ulstein PX 105 series platform supply vessels (EDT Hercules and EDT Jane) upgraded and converted to ROV support vessels by Marine Projects Ltd. shipyard for the Cypriot shipowner EDT Offshore.



EDT Hercules converted at Marine Projects with equipment partly delivered by PBUCh S.A. departing from Gdansk.

Photo: Jakub Bogucki

Cooling capacity of the condensing units were: 250 kW each in two doubled systems.

Another condensing units contracted by Marine Projects Ltd. shipyard are destined for the rebuilding of the Malcolm Miller sailing vessel. In the cooling rooms reserve of cooling power accumulated in eutectic beams is used, which means that compressor motors are switched off for a long time.

As announced late July as well, PBUCh won the contract for the production and assembly of a hyperbaric decompression chamber as well as for parts for the on-board HVAC equipment and plant for the construction of the new „Kormoran II” class mine-hunter for Polish Navy.

The crucial requirement for all the equipment delivered to the vessel is that it should be fabricated using low-magnetic materials and be compatible with the usage of special motors and control systems.

Among the most recent or current tasks dealt with by PBUCh SA was the fabrication and assembly of HVAC and refrigeration equipment for the semi-submersible production platform FPF1, being converted and upgraded by Remontowa SA of Gdansk.

Rolls-Royce signs cooperation agreement with Nauta SA ship repair yard

As announced mid-August, Rolls-Royce Marine and Nauta S.A. ship repair yard have signed a co-operation agreement in Poland. This new partnership will enable both parties to deliver an unparalleled level of service and skill to customers.

Rolls-Royce Marine will gain exclusive rights to provide services on all Rolls-Royce equipment coming into the shipyard. In return, the cooperation is expected to bring in an increased flow of customers into the shipyard, knowing they can readily access the original equipment manufacturer expertise required for the work. Customers will also benefit from a coordinated approach for their vessel servicing needs.

Knut Hovland, SVP Marine Services Europe & Africa said: „We are delighted to build our relationship with Nauta as they are one of the leading ship yards in the region and a major force in the vessel repair market. The partnership established through this agreement will enable us to deliver world class support for our customers and will benefit our respective efforts towards further growth.”

Wieslaw Badura, Commercial Director, Nauta S.A. said: „Our customers will be pleased to see that we have professionalised our relationship with Rolls-Royce. Availability of skilled service engineers is important to them, and therefore it is important to us; this agreement has been driven by customer needs.”

Rolls-Royce is increasing its cooperation with shipyards in order to provide expert support as close to the customer as possible, and these agreements are complementary to our network of global service centres.

rel (Rolls-Royce)

MISCELLANEOUS

New port structures from Vistal

At the beginning of June Vistal loaded two ships with steel sections for the ferry berth in the Port of Trelleborg in Sweden. Total weight of all delivered parts was 1,000 tonnes. Steel sections manufactured by Vistal are dedicated to the new ferry berth no. 10 which is being built with a purpose to develop Port of Trelleborg. Expansion consists of building new quaysides and ramp system.

Vistal is already experienced in similar projects, as the company has previously delivered car and train ramps for the ferry berths no. 8 and 9 during 2008 and 2009. Vistal was asked to continue deliveries, which is a proof that both Vistal's Client (main contractor for ferry shore ramps) and Port of Trelleborg are satisfied with Vistal high quality and professional approach to the project.

Ferry berth no. 10 steel structure consisted of 16 delivery units for fixed car ramps and movable parts, each from 13 to 32 meters long, 8.5 to 11 meters wide with weight of 40 up to 100 tonnes. In the scope of Vistal delivery there were also supports, columns, railings and bearings. The project demanded a lot of machining of hydraulic steel parts.

Also early June it was announced that Vistal Gdynia SA has won a contract to manufacture steel structures for STS cranes. It is another contract regarding the similar structures for Finnish owners with the co-operation embracing RMG and STS cranes structures, that are supplied to numerous ports worldwide.

Recently the production hall of Vistal Offshore saw fabrication of RMG cranes destined for New York Container Terminal (NYCT) in New York (USA). All works were performed in Vistal's newbuild production facility (large fabrication hall) and the structures were loaded for outfitting directly from our quay side.

Rail Mounted Gantry Cranes (RMG) structures made to order of Vistal's long term partner Konecranes were delivered to assembly site in the Port of Gdynia, where Portowy Zakład Techniczny (PZT) assembles them and ships to New York Container Terminal. The cranes are supposed to be used for moving containers of municipal solid waste from New York City. The delivery of cranes to NYCT's terminal on Staten Island will take place by the end of 2014.

The cranes have been specially de-signed for heavy-duty operation and have a lifting capacity of 50 tons.

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