



## NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

### NEWBUILDINGS

#### Minehunter *Kormoran*'s first call at the naval base



Minehunter *Kormoran* seen at Gdynia naval harbor for the first time.  
Photo: Polish Navy

ORP *Kormoran*, built at Remontowa Shipbuilding for 13. Minesweeper Squadron (8th Coastal Defense Flotilla) has recently been hosted in the Gdynia naval harbor for the first time. The first visit to this port was related to the measurement of physical fields, carried out by the specialists from the Control and Measurement Unit.

Let us recall that the contract for the construction of "Kormoran II" type ship was signed in September 2013, by the Armament Inspectorate and the consortium, led by Remontowa Shipbuilding. The contract covers the design and construction of a prototype as well as two further units in the series. Their implementation is planned after delivery of the first ship, which is expected late 2016.

- We may expect taking over the *Kormoran* by the end of this year. Then we begin the final phase of training of the crew. We would like to hoist the flag in the first half of 2017, and then she goes into the service - said cmdr Krzysztof Zdonek, commander of the 8th Coastal Defense Flotilla, in a statement given to a web portal "Armed Poland" in October.

The ceremonial keel laying for the construction of the unit was held on September 23, 2014, and on September 4, 2015 - the ceremony of christening and launching. The godmother of the ship was Mrs Maria Jolanta Karweta, wife of admiral Andrzej Karweta, former commander of the Polish Navy.

The "Kormoran II" type ship is designed to search and countermeasure mines in the waters of the Polish economic zone and to take part in operations of tactical groups in the Baltic Sea and the North Sea. An important attribute of the ship are high performance maneuvering cycloidal (VS) propellers, powered by combustion engines. The ship with a length of 58 metres should be manned by a 45-person crew.

**Twin tankers in Gdańsk for class renewal**

*Adfines Star* in dock no. 4.  
Photo: Jerzy Uklejewski

All large vessels are usually equipped with two anchors fore and, obviously, all structures and equipment necessary for their use (eg. winches, anchor chains, chain chamber). The owner of a chemical tanker *Adfines Star* - due to the fact that the unit is intended to be operated on the waters surrounding Canada and on rivers - wished his ship to be equipped also with one anchor in the stern. The five-year old *Adfines Star* visited the Remontowa Shiprepair Yard SA, among others, to mount windlass aft.

*Adfines Star* (product / chemical tanker) was built in 2011 at Chinese Yangfan Shipyard (total length being 161.6 m, width of 23.0 m, max draft 10.3 m, service speed of 10.2 knots and maximum speed of 17.6 knots., carrying capacity 19 118 tons). The unit flies the flag of Malta. The Owners are Swiss company

ABC Maritime AG.

It is five years since the delivery of the ship now, hence the main reason for visiting the shipyard has been the first class renewal. Works at Remontowa have been scheduled for approx. three weeks.

Repairs of the main engine (under the supervision of the manufacturer from Germany) and installation of anchor at the stern of the ship have been in the scope of this recent stay at the yard. With the anchor and winch supplied by the shipowner, the shipyard had to prepare the foundation for the winch, installed it along with other devices of the anchoring system.

Maintenance and sandblasting was performed in three slop tanks. The tanks have been painted with special paint Marine Line 784. The surface had to be specially prepared before applying this coating. After applying the paint it was required to harden it (heat tanks with gas torches). Tests have been carried out regarding the tightness of all pipe systems on board, i.e. cargo pipes, sewage, fuel and ballast piping.

The scope of repairs have also included overhaul of all mooring chokes and rollers fore and aft. During docking, besides hull maintenance, also box coolers overhaul has been carried out, further to the replacement of sacrificial anodes, an overhaul of the shaft line, etc. In addition, an overhaul of a shaft generator, PV valves, sea chest valves and of a box-cooler was carried out. Steel ropes have been replaced on davits and a mast was modified.

Renovated *Adfines Star* left the shipyard, and shortly afterwards, on October 17, a similar overhaul (without mounting of anchoring system aft) was applied to a sister vessel - *Adfines Sky*.

**OFFSHORE****December will see the 15th offshore platform entering Remontowa**

Soon Remontowa SA shiprepair yard will host its 15th offshore platform, being also the 6th unit of this kind to be docked at this Gdansk based yard. This time it will be *Petrobaltic* self-elevating platform operated by Lotos SA.

Remontowa SA is known for the implementation of bold and unusual, often innovative and advanced technical and technological solutions for the needs of upgrades and conversions of ships and offshore structures. One of these solutions is a pontoon barge *Rem Lift 25 000* that provides additional special docking capabilities, in addition to a set of floating docks at the disposal of Remontowa SA. Self-elevating platform *Petrobaltic* will be the smallest and lightest of the offshore structures docked or lifted onboard *Rem 25 000* so far.



Jack-up platform *Petrobaltic*.  
Photo: Piotr B. Stareńczak

It will be also the first unit of its kind (jack-up platform) to be lifted on submersible heavy-lift barge *Rem Lift 25 000*.

An order to dock the *Petrobaltic* jack-up on the submersible pontoon-barge has been acquired by Remontowa SA because it turns out that is - for objects such as self-elevating platforms - the most effective solution available in the region. Not without significance was also the fact that being a leader in repairs and modifications of ships and docking more than 200 objects per year, Remontowa SA has accumulated various experiences and knowledge, which allows it to be competitive not only in terms of technology and competence. As for the option of docking on a large pontoon-barge, it is worth noting that in the region, only Remontowa SA, has both the infrastructure and the necessary experience to carry out this type of operation.

The arrival of the platform at the yard is preceded by increased work of yard divisions and staff involved in the prefabrication of steel structures. Due to the characteristics of the unit, the shipyard is currently working on more than 600 tons of steel structure necessary for the operation.

The unit such as the *Petrobaltic* jack-up, although less heavy than semi-submersible platforms previously docked on *Rem Lift 25 000*, is not “easier” for docking. Immanent design features of the jack-up type unit effect with the weaker stability characteristics of the “Rem Lift + platform” system during submerging. Thus, on board *Rem Lift 25 000*, additional hull structures will be installed by which the desired stability parameters are preserved. Also, the foundation for docking unit will take a different form than typical keel blocks known from previous operations.

Currently, prefabrication works are carried out in halls as well as preparations onboard the yard’s heavy-lift pontoon-barge. The docking operation is provisionally planned for December 2016.

## OFFSHORE WIND

### A breakthrough investment of the Gdańsk Shipyard Group



Ribbon-cutting ceremony - new hall with modern production facilities officially open.  
Photo: Andrzej Józwiak

GSG Towers - a Gdańsk Shipyard Group company - launched a key investment in the field of manufacturing wind towers and steel structures for the offshore industry. State-of-the-art machinery to bend, weld and paint wind towers and steel structures double the existing manufacturing capacity. The investment launch ceremony was attended by, among other guests, deputy minister of Maritime Economy and Inland Navigation - Paweł Brzezicki, vice president of Gdańsk - Andrzej Bojanowski and auxiliary bishop of the Gdańsk Archdiocese - rev. Zbigniew Zieliński PhD.

In recent years, GSG Towers has implemented an extensive investment programme of a total worth of PLN 160 million. The launch of the investment in-

roduces the leader in the industry of manufacturing onshore towers and large-scale steel structures into the elite group of manufacturers of structures for the most promising market, namely the offshore wind turbines market. The completed investment will translate into an increase of the annual production capacity of wind towers to 300 towers of a diameter of 8 m, and the potential to manufacture towers from 120 mm-thick steel sheets with a single section up to 50 m in length.

“The onshore and offshore energy markets demonstrate immense demand and growth potential, and as a result of this investment, the Gdańsk Shipyard Group will become one of the largest manufacturers of wind towers for this market in Europe. Thanks to state-of-the-art production lines, we will soon achieve the status of the supplier of choice for comprehensive solutions for the offshore wind energy industry” - said Jarosław Łasiński, the CEO of GSG Towers and Stocznia Gdańsk SA. “A team of experienced professionals who warrant the professional execution of the most technologically advanced projects has always been a solid foundation and the greatest merit of GSG. This is why the professional development of the employees of the Gdańsk Shipyard Group has been an essential element of the investment programme. Our production crew has been perfecting their professional competence as part of the training conducted at the Academy of Development of the Gdańsk Shipyard Group” - he added.

The new GSG facilities include “super-roller”, automatic welding lines as well as a modern maintenance and paint hall. A hydraulic, four-roller rolling machine is one of the most modern and most effective ones used to roll thick plates for the onshore and offshore industries. The machine allows to roll the plates of a thickness of up to 120 mm and 8 m in diameter.

The lines to weld wind towers and cylinder and conical elements consist of a set of column and boom welding manipulators and an assembly station. These lines allow for the production of elements (sections) up to 8 m in diameter and a thickness of up to 120 mm, weighing up to 200 tons.

The modern maintenance and painting hall is a unique place where wind towers and large-scale steel structures undergo the surface finishing process. The process of cleaning, metallization and painting of steel surfaces is enhanced by the advanced steering and control technologies ensuring the right temperature, humidity, the safety of staff and the natural environment.

Video report from the opening of the new production facilities (in Polish) is available at:

<http://www.portalmorski.pl/tv/filmy/gigantyczny-skok-gsg-towers>

## MARINE EQUIPMENT

### RHS supplies modern hybrid ferry with drives and watertight doors



P310 - the modern hybrid propulsion double-ended ferry.  
Fig. Crist

Remontowa Hydraulic Systems Sp. z o.o. (RHS Ltd, previously known as Hydroster), the company designing and manufacturing power hydraulics equipment for shipboard, offshore and land-based applications, has accomplished the delivery of ro-ro equipment drives and watertight bulkhead doors for a P310 newbuilding - the modern hybrid propulsion double-ended ferry, under construction at Crist SA yard for the Finnish owner Finferries.

The drive supplied by RHS consists of a twin pump set installed amidships. Ro-ro ramps, fabricated by Crist yard, installed fore and aft, are driven by hydraulic cylinders. With the ship underway, they are

secured by locks, also driven by special locking hydraulic cylinders, controlled from stations near ramps. Radio control is also possible from a portable panel. The monitoring of the ramps position is available on the bridge. The opening of ramps takes 10 seconds. The drive power is  $2 \times 40$  kW with max working pressure being 250 bar. The drives installed on a ship are supervised by DNV-GL.

The other products for the P310 newbuilding supplied by RHS are the six sets of watertight bulkhead doors. They are electro-hydraulically driven and comply with the newest SOLAS and DNV GL requirements for passenger vessels. They also have an emergency drive, run by manual pumps at the doors and from above the bulkhead deck. The doors have undergone full range of watertightness as well as functionality tests in the presence of a classification society surveyor.

Both sets of equipment have been supplied to Crist yard in September and October 2016. The delivery of the completed vessel is expected next year.

## MISCELLANEOUS

### The winners of the “Innovative Maritime Economy 2016” awards



The winners of the “Innovative Maritime Economy 2016” Awards with the founder-sponsor Piotr Soyka.

Photo: Przemysław Kozłowski

During the 16. Maritime Economy Forum Gdynia, special statues have been handed over to winners of the 2016 edition of the “Innovative Maritime Economy” awards.

The ceremony was preceded by two video presentations: October 2015 - September 2016 shipbuilding industry events review as well as the movie showing this year’s awards winners and the projects for which they have been awarded.

The jury has granted the awards in 2016 in five categories:

- **Innovative project** - for the world’s first con-ro vessel with innovative LNG propulsion, allowing for innovative layout of cargo space as well as achieving very good energy effectiveness factor to Wartsila Ship Design Poland Sp. z o.o.

- **Innovative product** - for a self-elevating, self-unloading barge *Zourite*, destined for the construction

of one of the world’s longest offshore flyovers - to Crist shipyard.

- **Innovative technology** - for creating innovative technology of subsea operations on offshore wind farms, owing to an innovative cable laying vessel - to Remontowa Shipbuilding SA.

- **Innovative undertaking** - for the development of the organizational and educational concept of The Academy of Fishery and Marine Sciences in Moçâmedes in Angola, including academic programs and laboratory tests - to Gdynia Maritime University (Akademia Morska w Gdyni).

- **Personality** - for efforts taken, aiming at rebalancing of the competitiveness opportunities for Polish shipbuilding industries - to Marek Gróbarczyk, minister of Maritime Economy and Inland Navigation.

Video review of events in the Polish maritime industries is available at:

[https://www.youtube.com/watch?v=AWI\\_TBLTNWw](https://www.youtube.com/watch?v=AWI_TBLTNWw)

Video report with glimpses of previous editions of the Awards and presentations of this year’s winners is available at:

<http://www.portalmorski.pl/tv/filmy/innowacyjna-gospodarka-morska-2016/>

### PRS anniversary celebration

On October 12, 2016, in Shakespeare Theatre in Gdansk, Polish Register of Shipping celebrated its 80th anniversary. The event was attended by representatives of the central and local government, Polish parliament, institutions and companies cooperating with PRS, foreign classification societies and important persons contributing to Polish vessel classification.

Andrzej Madejski, president of the board and Dariusz Rudziński, member of the board greeted the guests and received congratulations. Dariusz Rudziński, speaking after several guests, expressed his thanks to the



clients and partners contributing to the development of PRS and assured, that the Polish classification society is determined to operate and develop, as well as to support the activities of their clients with own knowledge and experience.

Attraction during the anniversary gala, was Shakespeare's "Merry Wives of Windsor" play, performed by the actors of the Coastal Theatre (Teatr Wybrzeże).

From left: Dariusz Rudziński - member of the board, PRS, Paweł Brzezicki - secretary of state in the Ministry of Maritime Economy and Andrzej Madejski - president of the board, PRS  
Photo: PRS

## PRS and Polsteam signed agreement on class supervision of Polsteam's vessels



Paweł Szykaruk, managing director of Polsteam and Andrzej Madejski, president of the board at PRS during signing of the agreement.  
Photo: PRS

On October 14, 2016, Polish Register of Shipping (Polski Rejestr Statków SA) and Polish Steamship Company (Polska Żegluga Morska) signed an agreement regarding the class supervision of Polsteam's vessels by PRS. In line with the agreement, PRS will take charge of the class supervision as well as the convention supervision on 22 ships operated by Polsteam, built in 2004-2012 in China. Regardless of the above, PRS will also be taking the class supervision responsibility for a series of nine vessels, ordered from a Chinese yard Yanfang, the two of which have already been delivered, while the remaining ones are scheduled for delivery in 2017.

It's worth recalling, that PRS is also in charge (in respect of class supervision and conventions) of four existing kamsarmax vessels belonging to the Szczecin-based owner.

– Widening of our co-operation will bring advantages to both parties and to Polish economy. For PŻM it will mean the convenient enhancement to its fleet management, while for PRS, a prestige and an opportunity to strengthen its presence in the areas, where Polsteam operates - said Andrzej Madejski, president of the board of PRS.

## Polish note during Danish Maritime Days

On October 25, 2016, in Copenhagen, during a series of events held under the Danish Maritime Days banner, a seminar dedicated to the opportunities of widening the co-operation between Denmark and Poland in the area of maritime industries, took place.

The organizers were: Danish Maritime, Polish Association of Maritime Industries Forum Okrętowe (members of the SEA Europe) and Warsaw Exhibition Board, the organizer of an International Maritime Exhibition Baltexpo. The latter, will be held on 11-13 September 2017 r. in Gdansk for the 19th time, with Danish companies also attending, probably within a Danish national pavilion. Furthermore, organizing of the Polish - Danish Economy seminar is foreseen for the Baltexpo 2017.

The event in Copenhagen was attended, among others, by representatives of Denmark's and Poland's maritime authorities,



Arkadiusz Aszyk, member of the board, Remontowa Holding, during his presentation in Copenhagen.  
**Photo: Grzegorz Landowski**

as well as representatives of companies from the both countries.

Among participants representing Poland, among others, the following gave speeches, statements or presentations:

Monika Niemiec-Butryn, vice-director of Maritime Economy Dept. in the Ministry of Maritime Economy and Inland Navigation, Artur Soroko, First Counsellor, Deputy Head of Mission representing the Embassy of the Republic of Poland in Copenhagen as well as Jerzy Czuczman, director at the office of Forum Okrętowe. Denmark was represented by Jenny N. Braat, managing director of Danish Maritime and Andreas Nordseth, general manager of Danish Maritime Authority, among others.

The partners of the Danish-Polish Networking Seminar

have been Remontowa Holding SA, Szczecin-Świnoujście Sea Ports Authority SA (ZMPSiŚ) and Famor SA. Arkadiusz Aszyk, member of the board, Remontowa Holding, presented the offer, achievements and some examples of cooperation of the Poland's largest shipbuilding holding with Danish clients.

Aneta Szreder-Piernicka, commercial director of ZMPSiŚ, presented information on achievements so far and plans for further development of the port, including planned infrastructure investments, with main focus on port areas attractiveness to potential foreign investors.

## **Baltic Maritime Technology Conference**

As announced by the Maritime Institute (Instytut Morski) in Gdansk - Blue Science Park in Karlskrona and Baltic Maritime Science Park invite interested parties to participate in the Baltic Maritime Technology Conference. To be held on November 21th (the conference) and November 22th (the workshop, by invitation only) in Karlskrona, Sweden, the event will focus on such topics as: autonomous shipping, monitoring of vessel traffic, GNSS - Global Navigation Satellite System, the connected vessels, etc.

Further info: Daniel Sköld - [daniel@bmsp.se](mailto:daniel@bmsp.se)

## **Baltic InteGrid project - partners meeting**

During 4-5 of October 2016, in Gdansk, within a framework of a Baltic InteGrid (Integrated Baltic Offshore Wind Electricity Grid Development), the third meeting of partners and the first workshop of topical group for Sea Areas Spatial Planning took place, organized by the Maritime Institute in Gdansk.

The IKEM-led (Institut für Klimaschutz, Energie und Mobilität) project aims to contribute to sustainable indigenous electricity generation, further integration of electricity markets and security of supply in the Baltic Sea Region (BSR) by optimizing the potential and efficiency of offshore wind energy (OWE). It will present plans for a coordinated Baltic Sea offshore grid and significantly reduce one of the most important bottlenecks for the development of renewable energy sources in the BSR.

Further information on the project is available at: <http://www.ikem.info/en/portfolio/baltic-integrid>

## **Patent for Tank Surge Protector**

Automatic Systems Engineering (ASE) announced they received a patent, issued by Patent Office, for a device for lightning protection and surge protection, especially in hazardous areas.

The device known under the trade name of TSP (Tank Surge Protector) is an original design prepared, designed and supplied by ASE company. Its main task is effective lightning protection and surge protection of devices which are of particular importance to the effective work of technological installations in hazardous areas. This can be i.e. radar measurement on storage tanks, valves or other responsible automation and measuring equipment. Surge and lightning protection of such devices and systems critical to the operational availability of all facilities brings enormous financial benefits both because of the costs of the protected equipment and the operational availability of the installation.



Patent for ASE associated with the device functioning as safety measure is a confirmation of its innovative and developmental character, especially when it comes to modern, proactive and systematic approach to ensure safety in the industry.

ASE's newly patented device for lightning protection and surge protection, especially in hazardous areas.

Photo: ASE

## Official visit of the Romanian Navy commander at CTM

On October 13, 2016, the premises and staff of the R&D Marine Technology Centre JSC (Centrum Techniki Morskiej - CTM), hosted the representatives of the Romanian Navy, led by the vice-commander of Romanian Naval Forces Alexandru Mirsu. Honourable guests have been presented with information on the CTM's achievements in the area of shore and ship command systems, submarine warfare, security and protection of crucial maritime infrastructure as well as radio communication and data exchange. Furthermore, the unique laboratories of CTM have been made available for tour to the representatives of the Romanian Navy.

## CTM once again awarded for developing a unique MCM system

The R&D Marine Technology Centre JSC (Centrum Techniki Morskiej - CTM), which is part of the Polish Armaments Group (PGZ), received for the third time this year a prestigious award in the area of mine countermeasure (MCM) systems. After receiving the award from the minister of National Defence, as well as the grand prix award of the Balt Military Expo 2016 Exhibition for developing the underwater sensor platform, the Centre was re-awarded with the Defender Award obtaining for the same solution during the International Defence Industry Exhibition MSPO 2016.

The aforementioned platform was developed within the BURMIN project, implemented by a consortium consisting of: TUS - leader (FR), TNO (NL), RMA (BE), WTD 71 (DE), Fraunhofer ICT (DE), IPHT Jena (DE), Atlas Elektronik (DE) and CTM (PL), within the UMS programme of the European Defence Agency. The platform, together with the mounted hydro-acoustic and magnetic new generation sensors, towed by a motorboat or a small unmanned autonomous unit, allows the detection and classification of mines, including mines buried in the bottom sediments. The platform is stabilized at a set altitude over sea bottom with the use of the autopilot that simultaneously minimizes its pitch and roll.

It should be recalled that as a result of military operations conducted during the first and second World War, more than 100 thousand naval mines were placed in the Baltic Sea. Despite the passage of more than 70 years since the end of these activities, the mine threat in the basin has been still very large, making it in this respect one of the most dangerous in the world.

The Centre's references in the area of combating the aforementioned threat were established decades ago by its significant participation in designing, manufacturing, implementation and maintenance of specialized, for years successfully exploited naval systems dedicated primarily for MCM vessels.

Currently the leading role of CTM in this area is confirmed by its participation in the process of transformation of (Polish) MCM forces, through participation in the consortium responsible for the construction of the modern minehunter "Kormoran" (integration of the Integrated Mission System, supply of the following subsystems: command & control, passive defense, delivery of key sensors and effectors) and numerous awards CTM received for developing underwater weapon systems, (among others the modular lightweight minesweep).

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