



## NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

### NEWBUILDINGS

#### First Remontowa Shipbuilding built Salish Class LNG fuelled ferry sails to Canada



*Salish Orca* departing from the port of Gdańsk to Canada.  
Photo: Piotr B. Stareńczak

BC Ferries' *Salish Orca*, the first of three new Salish Class vessels, is on its way. The vessel departed from Remontowa Shipbuilding and the port of Gdansk on Tuesday, November 22, 2016 for a 10,440 nautical mile journey bound for its new home in British Columbia.

The Transatlantic voyage is expected to take approximately 45 to 55 days, depending on weather. The journey's schedule includes stops for refuelling in Santa Cruz, Canary Islands and Panama City, Panama, after transiting the Panama Canal and sailing up the west coast of North America to British Columbia. As reported by BC Ferries, *Salish Orca* stopped in Santa Cruz, Canary Islands on November 30 for refuelling and provisioning, and early December was en route across the Atlantic Ocean to Panama. The

vessel is expected to arrive in Panama approximately mid December, depending on weather. The voyage is going well according to the ship's crew.

*Salish Orca*, BC Ferries' first natural gas-powered vessel, is scheduled to arrive in B.C. in January for crew training and familiarization. After public open houses in Powell River and Comox, the ship is scheduled to start service on that route in the spring of 2017.

- This is an exciting day for BC Ferries as our newest ship, *Salish Orca*, is one step closer to joining our fleet - said Mike Corrigan, BC Ferries' President and CEO. - We look forward to introducing a new ship into service for our passengers on the Northern Sunshine Coast, which will improve reliability and customer service for years to come.

BC Ferries will take final acceptance and ownership of Salish Orca upon final inspection once the vessel arrives in B.C. Remontowa Shipbuilding SA is responsible to deliver the ship to B.C. and has contracted with a professional international ship delivery specialist - Redwise.

It's worth mentioning, that part of the ferry's equipment has been supplied by Polish manufacturers, members of Remontowa Holding. Remontowa Hydraulic Systems (formerly known as Hydroster and current owner of this trade mark) have supplied watertight bulkhead doors, including remote control system. Remontowa Lighting Technologies has provided, among others, modern LED lamps / luminaires, replacing traditional fluorescent tubes, while Remontowa Electrical Solutions has contributed switchboards and control and monitoring consoles. Remontowa LNG Systems (also known as FOU Rumia) fabricated (in co-operation with Wartsila) an LNG fuel tank. Famos has supplied all internal spaces outfitting material, including furniture for passenger and crew spaces.

Among suppliers of equipment for Salish Orca there have also been some Polish companies not belonging to Remontowa Holding, such as Bohamet, the manufacturer of ship's windows.

### **Minik Arctica welcomed in Greenland**



Welcoming *Minik Arctica* in the port of Nuuk, Greenland.  
Photo: Royal Arctic Line

*Minik Arctica*, multipurpose cargo and supply vessel, built at Remontowa Shipbuilding for Greenland-based Royal Arctic Line reached Greenland mid November.

After delivery from the yard on September 1, 2016, in Denmark, preparation works and crew training was in course until November 2, when the ship departed for Northern Atlantic.

The owners organised official name giving and "open day" festivities in Qaqortoq, southern Greenland, on November 30. Royal Arctic Line has chosen CEO of Kalaallit Nunaanni Brugseni, Susanne Christensen, as godmother to local vessel *Minik Arctica* with Kalaallit Nunaanni Brugseni being a major customer of Royal Arctic Line.

*Minik Arctica* is a cargo vessel, however a very special and complex one, with numerous items of not typical equipment. Among the challenges to designers and builders there was conceiving a ship suitable for continuous operation in very low temperatures, as well arranging all the systems and items of equipment, not all of which are usually to be found on a cargo ship of this size, to fit in a small hull.

The purpose of this ship, being a crossover between icebreaker, supply vessel and mini-container vessel is maintaining connection between small settlements along the coast of the world's largest island - Greenland. The ship even has a few passenger seats in a "airline style" reclining chairs in dedicated passenger lounge. *Ivalo Arctica* - the first of B202 type vessels, represented also by *Minik Arctica*, has been working on the Greenland waters since October, when it was christened in Aasiaat.

### **Tender for new Polish Navy tugs concluded**

On November 16, 2016, the Armament Inspectorate of Polish Ministry of Defence, concluded the tender procedure and published information, related to conclusion of a tender aiming at acquisition of six newbuilding tugs for the Polish Navy.

It was revealed that the winning offer has come from Gdansk-based Remontowa Shipbuilding. It turned out Remontowa Shipbuilding, as the sole entity, fully complied with all of the requirements defined by the terms of reference, and achieved 100 points by meeting the criteria with points distribution as follows: price - 70 points, guarantee period duration - 15 points and after sales service - 15 points.

The tender (No. IU/243/XI-81/ZO/NZO/DOS/Z/2014) was launched on December, 22, 2014. Reportedly, besides the winning party, Damen Shipyards Gdynia SA and Shiprepair Yard Nauta SA also submitted their



Visualisation of the tug offered by Remontowa Shipbuilding in tender for Polish Navy.

Fig.: Remontowa / NED

offers which, within the tendering procedure, were subsequently rejected.

According to the tender requirements specification, the tugs are to be utilized for pulling (towage) purposes, salvage, SAR operations, transporting the supplies and personnel, recovering the personnel from the water and transporting the torpedoes. The tugs, as specified in tender requirements, will also be capable of oil spills recovery.

It is understood, the tender winner will have 60 months to deliver the boats, from the moment of placing an order at the yard, with delivery destination being formally the Command of the Gdynia Naval Port, however sources suggest the tugs would be deployed in naval bases in Gdynia and Świnoujście.

## SHIPBUILDING SUBCONTRACTING

### Partially outfitted seiner to be built at Wisła Shipyard for Larsnes



Profile of Gunnar K seine fishing vessel.

Fig.: Naval Consult



Nordhavet - computer rendering.

Fig.: Naval Consult

Polish yards are about to build another two partially outfitted hulls for Norwegian buyers. The ships in question are the two fishing vessels contracted by Larsnes Mekaniske Verksted AS.

In July, Larsnes yard revealed it had received orders for two new fishing vessels, designed by Naval Consult or Måløy and destined for northern Norway owners. As announced by the yard, the subcontractors would be, in majority, companies from the Sunnmøre region.

The ships on order are *Sander Andre*, newbuilding no. 58 for Mirsel AS of Lofoten islands, with delivery scheduled for 2017 Q III and *Nordhavet*, newbuilding no. 59, for Arvesen AS from Ibestad in Troms region, with delivery expected in 2018, Q II.

Both vessels are to be built to virtually the same design (NC 126) and are to feature gross tonnage of just under 500. Each of the ships is to be equipped with 420 m<sup>3</sup> capacity refrigerated sea water live fish tank. Partially outfitted hull of *Nordhavet*, for Larsnes yard, is about to be built at Stocznia Wisła (Wisła Shipyard) based in Gdansk. It has not been revealed, whether the hull of the second of sister vessels, *Sander Andre*, would be built in Poland as well.

Somewhat later, Larsnes Mek. Verksted AS, informed about acquiring another order - for the construction

and delivery of *Gunnar K* fishing vessel for Kristoffersen Fiskebåt AS, the hull of which is to be built in Gdansk as well, similarly to *Nordhavet*. According to some Norwegian sources, the builder of the partially outfitted hull would be Safe Sp. z o.o. shipyard in Gdansk.

The vessel will be built to design of Naval Consult AS, basically the same as for *Nordhavet* and *Sander Andre* mentioned earlier. The seine fishing vessel, newbuilding no. 60, to be named *Gunnar K*, features overall length of 38.65 m and 9.25 m beam. It will be fitted with six RSW tanks (with refrigerated seawater for carrying live fish). Total capacity is 420 m<sup>3</sup>. Accommodation is foreseen for 10 persons in four single and three double cabins. The ship is to be delivered in 2017 Q IV (in December according to some sources).

**Two vessels operated by P&O Ferries to be upgraded at Remontowa SA**



Car and passenger ferry *Pride of Bruges*.  
Photo: P&O Ferries

Pan-European ferry operator P&O Ferries announced it planned to spend GBP 8.5 million (USD 10.6 million) on upgrading its two ships on the North Sea's Hull-Zeebrugge route.

Two 32,000 ton sister vessels the *Pride of York* and the *Pride of Bruges*, which can carry up to 880 passengers on their overnight sailings to and from the continent, will benefit from the major investment in their infrastructure and passenger areas.

The upgrades will be conducted at the Remontowa Shiprepair Yard SA in Poland and, according to Jannette Bell, Chief Commercial Officer at P&O Ferries, „will take both vessels up to the next level.”

– This year we have introduced weekend mini-cruises to the historic Belgian city of Bruges for customers on our Hull to Zeebrugge route. In my opinion,

there is no more enjoyable or relaxing way of travelling between Britain and Europe than on our ships - said Jannette Bell, chief commercial officer at P&O Ferries.

Among the upgrades planned under the investment, the ferries' cabins will be upgraded, as well as the vessels' kitchen dining area. In the cabins, the lighting, bedding and en-suite bathrooms will be upgraded, in addition to installing better temperature control and ventilation. The Premium Club class cabins will benefit from a complete refurbishment, including new carpets, curtains and furniture.

P&O Ferries deploys vessels on eight major routes between Britain, France, Northern Ireland, the Republic of Ireland, Holland and Belgium. The company operates 20 vessels which carry more than 10 million passengers, 1.6 million cars and 2.2 million freight units every year.

Remontowa Shiprepair Yard SA in Gdansk is the largest privately owned repair yard in Poland and one of the largest in Europe. The company repairs and upgrades 200 ships of various kinds yearly.

– Within a few months to come, from December 2015 to March 2016, as many as 19 ferries in total will enter the shipyard for repairs and upgrades - said Janusz Woźniak, spokesman of Remontowa SA.

**Tideway Rollingstone - comeback after five years**



Fall pipe vessel *Tideway Rollingstone* at Remontowa SA.  
Photo: Piotr B. Stareńczak

Besides typical cargo and passenger ships, Remontowa SA also repairs special ships of various kinds, including the ones used in port and offshore construction and sea engineering. However rock dumping and fall pipe vessels are not a very frequent visitors to the yard, perhaps as the world fleet of such kind of highly specialised vessels is not numerous either.

*Tideway Rollingstone* is one of such complex vessels belonging to Belgian DEME (Dredging, Environmental & Marine Engineering) specializing in dredging, port construction and offshore engineering works.

Former *Super Servant 1* (until 1994) was built as a semi-submersible heavy-lift ship, at Japanese yard Oshima Shipbuilding Co., Ltd. in 1979, converted in

2012 to fall pipe vessel, features deadweight of 14 310 t, 140 m overall length, 32 m beam, 4.8 up to 6.8 m draught and cruising speed up to 12 knots.

Currently, the ABS classed vessel flies the Dutch flag, with Flushing as its home port. Recently the ship has been busy in Russian ports of Baltiysk and Kaliningrad.

This kind of ship is often described as pipe burying vessel, fall pipe vessel or either rock or stone dumping vessel. It works at installation of offshore wind farms foundations, prepares seabed for pipe laying. Among its tasks there is also stabilising subsea pipes and burying cables on the seabed, by precise dumping of aggregates, gravel or rock onto predefined subsea locations.

Fall pipe vessel, such as *Tideway Rollingstone*, features a moon-pool, amidships, through which a fall pipe is slid out, transferring the dumped rock precisely to cover various pipeline or cable connections or other subsea installations.

This is not the first ship of this kind to be serviced at Remontowa SA. In 2004 and 2013 the yard repaired fall pipe vessel *Seahorse*. *Tideway Rollingstone* has also previously been at Remontowa SA - various works were carried out, while the ship was docked in November 2011.

This time, the main task was to install the compacting machine. However, as the works progressed, the Client has specified further tasks, such as modifications of feeding hoppers, repairs to cargo hold hatch coamings or installation of additional cabling.

## MARINE EQUIPMENT

### Consortium of Marine Deck Equipment Manufacturers supports “Batory” program



Logotypes of the Consortium of Marine Deck Equipment Manufacturers member companies.

On November 10, 2016 r., the following companies: Remontowa Hydraulics Systems Sp. z o.o., Meblomor SA, Towimor SA, AMEK Offshore Sp. z o.o. and Hydromega Sp. z o.o. formed a Consortium of Marine Deck Equipment Manufacturers supporting investments of the project “Batory” (governmental development and innovation supporting initiative, aiming at development of shipping and shipbuilding). The leader of the consortium is Remontowa Hydraulics Systems Sp. z o.o. (formerly known as Hydroster). The undertaking is a sign of consolidation of Polish companies within a framework of Polish shipbuilding industry revival.

As announced by the member companies of the consortium, the representatives of which signed a letter of intent in this respect, the main objective of the consortium activity is presentation of a complex, wide ranging

“one stop shop” offer for equipment supplies for the ro-pax ferry to be built in “Batory” investment program, as well as for other prospective ferry newbuildings. The partners will supply the highest class equipment, developed on the basis of vast experience in the shipbuilding sector.

The “Batory” program is a part of the “Plan for responsible development” conceived by the vice-prime minister Mateusz Morawiecki. It assumes the construction of ferries at Polish yards. The ships are expected to be ordered by Polish Steamship Company and Polish Baltic Shipping Co. The financing is to be provided by Polish Development Fund. Thus, the Ministry of Development plans to support Polish companies, so as they are more dedicated to development of Polish shipbuilding industry.

Expected effect of the “Batory” program implementation is development of Polish shipbuilding sector towards production of larger, ocean-going, specialized, complex vessels with higher added value. Market factors backing the program are forecast demand (orders) from Polish shipping companies and strong growth of the LNG fuelled newbuilding market, driven by environmental considerations.

**The letter of intent (in Polish) is available at:**

[http://forumokretowe.org.pl/files/news\\_pl\\_101.pdf?m=1479051414](http://forumokretowe.org.pl/files/news_pl_101.pdf?m=1479051414)

## Polish Register of Shipping SA and Enamor are expanding activities on the Greek market



Meeting in Piraeus.  
Photo: PRS

On 22 November in Piraeus, the Savoy Hotel held a meeting with Greek companies organized by the Polish Register of Shipping and cooperating for many years company Enamor and the Greek NAVICOM. The meeting concerned cooperation of parties, as both Polish companies operate on the Greek market: Enamor two years ago opened its representative office in Greece and the Polish Register of Shipping has its Branch Office in Piraeus.

For closer cooperation with customers, representatives of Enamor presented a number of their products during the meeting. These included, i.a.: diagnostic device for measuring the torque shaft E-Torque Meter hold in the Propulsion Control Assistance System ETNP-10, as well as two other systems: Ship Efficiency Optimisation System ESOS 2.0 Monitoring System for Energy Efficiency and Fuel Consumption of Fuel Consumption Monitoring System EFCM. These systems meet the latest requirements of the International Maritime Organisation (IMO) for the extension and implementation of the Ships Energy Efficiency Management Plan (SEEMP), and the demands of both the European Union and the IMO for monitoring CO2 emissions from shipping and reducing global warming. The company Enamor applied to the PRS for type approval of its new products.

The Polish Register of Shipping was represented by the Manager of PRS Head Office Machinery And Equipment Department - Mr. Krzysztof Kołwzan, who gave a presentation on the requirements of European Union regulations on monitoring, reporting and verification of CO2 emissions from ships (MRV) and the new requirements of the IMO which will come into force in March 2018, as IMO is planning to implement a system for collecting data on fuel consumption by ships (IMO DCS) and to extend the scope of the rules already required by the Annex VI of the MARPOL Convention- Ships Energy Efficiency Management Plan (SEEMP) with a new part, related to the implementation of the mechanism of IMO DCS for vessels of 5000GT and more.

Both the Enamor products presented during this meeting, as well as the subject matter presented at the PRS introduction aroused great interest among the guests.

New requirements in terms of CO2 monitoring in the European and world shipping, force installation of new systems which will assist crews in meeting the new standards. Thus, during the seminar representatives of ship owners asked many questions on the cost of purchasing and installation of such systems, the scope of the requirements of EU and IMO, possible exemptions from the requirements for ships, as well as the comparison of the two systems to monitor CO2 emissions, which are coming in force in the EU from the end of 2015, and in the shipping world from 2018.

## **25th anniversary of the Faculty of Shipbuilding Technology and Maritime Transport at West Pomeranian University of Technology**

On November 8, 2016, at a prof. Eugeniusz Skrzymowski's auditorium, a ceremony was held to celebrate the 25th anniversary of the Faculty of Shipbuilding Technology and Maritime Transport (WTMiT) at the West Pomeranian University of Technology (ZUT), combined with the start of the academic year.

On this occasion, a dean, PhD. Eng. Maciej Taczała, prof. Associate, ZUT, presented a brief history of the department, recalled the key dates and names. He also included remarks on long-term cooperation with the Szczecin Shipyard and problems arising after the closure of the yard, as well as on the new prospects and hopes for the Faculty and the marine environment of innovative technologies in the field of offshore specialized vessels, marine structures and coastal-based logistics and maritime transport and inland waterways. They represent one of the so-called National Smart Specialization areas and fall within the range of research specializations of the department.

**The Newsletter is published monthly**

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