NEWSLETTER DECEMBER 2016

Extending our gratitude for the good cooperation in the passing year we are hoping for even more in the one to come. We wish our Readers, Members and Clients both old and new, a most happy and prosperous New Year!

Association of Polish Maritime Industries

NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

Remontowa Shipbuilding will build hybrid ferries for London

Computer rendering of the hybrid ferry on order from Remontowa Shipbuilding and destined for operation on the River Thames in London.
Fig.: LMG Marin

On 30th September 2016 Remontowa Shipbuilding signed a contract for the construction of two diesel electric hybrid propulsion car passenger ferries for British owner - Transport for London.

Transport for London (TfL) was established in 2000 and is the integrated body responsible for London's transport system. The new vessels will be operating the Thames crossing in the district of Woolwich carrying over a million vehicles and 2.6 million passengers a year. They will be built according to LMG 60-DEH design developed by LMG Marin and will comply with rules and regulations of Lloyds Register of Shipping and the Maritime & Coastguard Agency. Briggs Marine Contractors, who operate the Woolwich Ferry service under a long term contract with TfL, will be providing the owner's plan approval and build supervision for TfL, supported by Keel Marine.

The new ferries have been specifically designed to match the refurbished linkspans at Woolwich and will replace the current three vessels built in 1963. The new ferries will be equipped with 210 lane metres of vehicle deck space with dedicated cyclist accommodation separated from foot passengers. The vessels will be licensed to carry 150 passengers.
The vessels' propulsion system has been designed around the principles of maximum efficiency, inbuilt redundancy, high reliability and low operating costs. Therefore, each vessel will be equipped with four azimuth thrusters powered by vertically mounted permanent magnet motors.
Two diesel generating sets are installed and in normal operation only one will be running at a near constant load with the battery installation providing the peak power demand for the crossings. When the propulsion power demand is low the excess generated power will be used to recharge the batteries. This novel hybrid system provides numerous advantages and in particular by reducing the number of engine running hours and also by ensuring that the diesel generator is constantly running at optimum load it enables emissions to be minimized. To further reduce emissions the generating sets will be fitted with an Exhaust After Treatment system comprising of both an SCR (Selective Catalytic Reduction) and DPF (Diesel Particulate Filter) making these vessels the most environmentally friendly ones to be operated on the River Thames.
Both ferries will be delivered to London in the Fourth Quarter of 2018.
This contract was awarded following a public EU tender announced by Transport for London in 2015 in which Remontowa Shipbuilding finished ahead of reputable shipyards from (among others) Spain, Germany, Finland and the Netherlands.

Remontowa Shipbuilding has delivered *Siem Thiima* PSV

Siem Thiima on its way to Australia.
Photo: Siem Offshore

On November 28, 2016 r. the offshore supply vessel *Siem Thiima* left Remontowa Shipbuilding SA yard and departed for a long trip to Port Dampier in Western Australia. It will be the first LNG fuelled offshore vessel in Australia.
Siem Thiima (ex *Siem Harmony*) is the second PSV (following the *Siem Pride*), with natural gas fuelled propulsion, to be built at Remontowa Shipbuilding (newbuilding no. 856/2) for the Norwegian owners Siem Offshore.
The ship was delivered to the client on November 24, however due to severe weather conditions it departed the port of Gdansk four days later.
During Q1 2017 *Siem Thiima* will commence the work offshore Australia, in a five year charter at Woodside Energy, the leading LNG operator. As the Australian company reveals, the ship will be fulfilling its tasks in the area of Exmouth and Pilbara.
Siem Offshore, in its official information release, provided the following statement: "This five years charter contract is a significant milestone for both parties in their commitment in Australia and the Far East, as well as a milestone in development of sustainable transport, owing to Woodside initiative, to use environmentally friendly LNG fuel as a main power source for ships".
- We are first to introduce one of such ships (*Siem Thiima*) on the Southern Hemisphere. Australia is on its way to become the world's largest producer of LNG, therefore adding dual-fuel vessels to our fleet is highly sensible - said Mike Utsler, operations manager, Woodside.

See the conversation with the master of *Siem Thiima*, Theo van der Merwe:
http://www.portalmorski.pl/tv/flmy/siem-thiima-jest-sexy/

Masts installed on *El-Mellah*

December 2016 saw three masts of the sailing training vessel *El-Mellah* erected at Remontowa Shipbuilding. The ship is being built for Algerian Navy. Because of adverse weather condition, the process was interrupted, and took several days.
Three mast frigate will serve as a training platform for cadets learning seafaring and navigation.

El-Mellah with the masts newly installed.
Photo: Ireneusz Gradkowski

Furthermore, as most of the tall ships, *El-Mellah* will serve as the nation's "representative" worldwide, in addition to taking part in tall ship races and international rallies.
The overall length of the ship (including the bowsprite) is 110 m. The tallest mast, the main mast is 54 m tall. One of the masts, the aft one (or the mizzen mast) serves also as an exhaust piping housing. Thanks to this solution, the exhaust gases will not be conveyed through the ship's side exhausts.
The frigate's speed will be approx. 18 knots, making *El-Mellah* one of the fastest existing training tall ships. The conceptual design and technical design project comes from famous Polish naval architect Zygmunt Choreń. Mr Choren himself was present at the yard during part of the masts erection process. Also the employees of Choren Design & Consulting were taking part on masts installation, caring especially for tackle and rigging set-up.
The sailing ship is scheduled for mid-2017 delivery.

A video, showing the installation of masts on *El-Mellah* is available at:
http://www.portalmorski.pl/tv/filmy/maszty-stanely-na-el-mellah

SHIPREPAIRS AND CONVERSIONS

Newest technological investments in Remontowa SA

The modernized hall of the Marine Power Plant Department.
Photo: Remontowa SA

In 2016 Remontowa Shiprepair Yard in Gdansk completed some important investments that increase its technical and manufacturing capacities.
One of the investments is a new room with workstations for the prefabrication of pipeline segments made of Stainless and Duplex steels. The room was fitted with specialized types of equipment such as a gantry crane, prototyping tables, and exhaust ventilation. Now the room can accommodate both larger projects and smaller tasks without the need to outsource.
The investments also consist of training the shipyard's welders. Now they have all necessary authorizations and certifications required to be allowed weld Stainless and Duplex steels.
Another new investment was building a room with workstations designed for the prefabrication of pipeline segments of composite materials with the use of glass fiber, epoxy and vinyl ester resins (GRE). Shipowners are willing to use GRE pipes in the case of various modifications, since they do not require frequent maintenance and they are light weight and hence, do not add any significant weight. The installations of GRE pipes is a crucial part of exhaust fumes desulfurization systems (scrubbers).
Remontowa SA conducted intensive courses for the shipyard's specialists in the field of splicing and laminating pipe installations made with the use of glass fiber and resins. The training has enabled them to obtain appropriate authorizations and certifications relevant to processing and joining those materials. The shipyard is closely collaborating with one of the global leaders in manufacturing GRE pipes.
In 2016 Remontowa SA also built a specialist workstation to handle major repair of PV valves and safety valves fitted on boilers and also perform the hydraulic tests of those valves.

Another spectacular investment, being implemented was the modernisation and upgrading of the Marine Power Plant Department's hall. In the result, the shipyard has significantly increased its capacity in the field of repairs of hydraulic motors and actuators, tunnel thrusters, azimuthing thrusters, main propulsion thrusters as well as of shaft lines overhauls.
New investments have been designed with conforming to requirements related to ergonomics, health and safety at work, as well as environmental protection in mind, while ensuring the most possible wide universality of solutions.

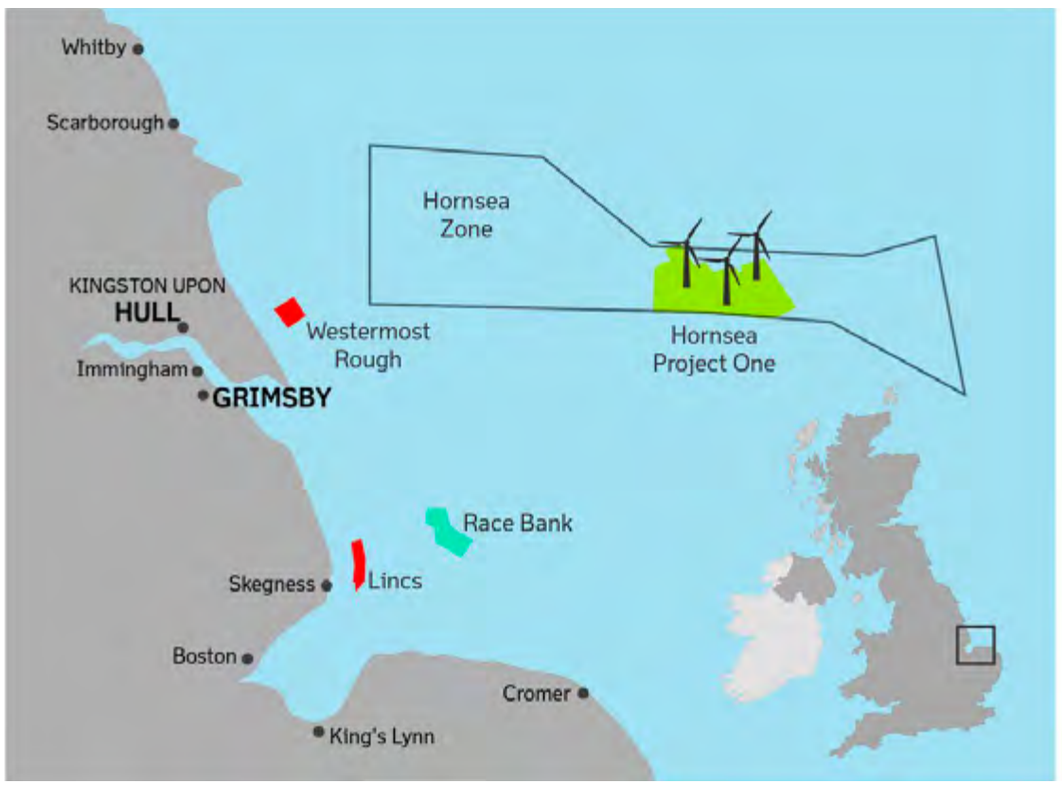
OFFSHORE

Remontowa Shiprepair Yard involved in *Petrobaltic* jack-up conversion

Gdańsk-based Remontowa SA, according to order received from offshore oil & gas exploration and production company Lotos Petrobaltic SA, will carry out the docking operation of the self-elevating platform *Petrobaltic*, and will subsequently refloat the platform during undocking from its own heavy-lift submersible barge. *Petrobaltic* jack-up is undergoing conversion from a drilling rig to oil production platform.
The docking operation is expected to take place on January 5, 2017 using the specially prepared Remontowa's proprietary submersible heavy-lift barge *Rem Lift 25 000*.
Major works, related to conversion of the *Petrobaltic* rig to production facility for the B8 offshore oil field, operated since September 2015, are carried out by Nauta shiprepair yard.
It is worth recalling, the first contract for the conversion of the platform was signed late 2014, however shipyard works commenced during Spring 2016. One of the reasons quoted for delays was low oil price.

OFFSHORE WIND

GSG Towers to build parts of three transformer stations for Hornsea offshore wind farm



Hornsea offshore wind farm location.

The GSG Towers company, part of the Gdansk Shipyard Group, has signed a contract with Bladt Industries for the construction of three parts of transformer stations for the "Hornsea" - reportedly to become the largest offshore wind farm in the world. The parts to be produced in Gdańsk will weigh 536 tons each. The end client is Dong Energy, a Danish energy concern holding a 100 % stake in the unique wind farm located off the Great Britain coast.
Transformer stations of this type are, to put it simply, very large transformers that collect energy from a wind farm and after increasing the voltage, they transmit current onshore. As part of the 30-million contract, GSG Towers will manufacture two lower decks of the transformer station, namely the main deck and the cable deck. Each of the three structures will also be painted and fitted with steel furnishings in Gdańsk, and once ready, shipped in one piece to its destination by sea. The works, commenced early December 2016, will last until February 2017 at least and will allow for an optimum usage of the GSG staff.
"The offshore energy market demonstrates enormous demand and great growth potential. This latest contract marks yet another step toward achieving our strategic goal of becoming the supplier of choice on the market of steel structures for the offshore wind energy industry. GSG is currently one of the largest manufacturers of wind towers in Europe and we want to persistently establish ourselves as such on the market of steel structure manufacturing for the onshore and offshore industries", says Jarosław Łasiński, CEO of GSG

Towers and Stocznia Gdańsk S.A. “The foundation and the greatest merit of GSG is its team of experienced professionals who warrant the professional execution of even the most technologically advanced projects”, he added.
Completion of the “Hornsea Project” wind farm is scheduled for 2020. It will comprise over 150 wind turbines with a unit power capacity of 7 MW. The energy generated by the Hornsea wind farm will meet the energy demand of over one million British households. The farm will span an area of approx. 407 km². The subsequent stages of the Hornsea project, namely Hornsea Project Two and Hornsea Project Three, entail the manufacturing of an enormous wind park of a target capacity of 3 GW.

MISCELLANEOUS

New President of Forum Okrętowe

On December 8, 2016, during the extraordinary general assembly of the Association of Polish Maritime Industries Forum Okrętowe, Jerzy Czuczman was elected the new President, retaining also its previous position of the Director of the Forum Okrętowe office.

The receiver asking over PLN 224 m for Naval Shipyard Gdynia assets

As revealed by Regional Court in Gdansk, the asking price for the Naval Shipyard Gdynia, in liquidation bankruptcy since 2011, is PLN 224.909 m. Bids may be sent in until 18th January 2017.
The offering covers land (30 hectares), buildings, production facilities, land and water engineering structures or devices, production machinery and tools, means of transport, shares in companies as well as legal and non-material properties (eg. intellectual properties).
According to the law the proceedings from the liquidation sale will be utilized for paying debts. Over 99 percent of shares of the shipyard are in possession of Agencja Rozwoju Przemysłu (Industrial Development Agency), with the remainder belonging to the Ministry of Defense.

Scientists from Gdansk University of Technology designed a new ferry for the Motława River

Computer rendering of the Motlawa 2 ferry.
Fig. WOiO PG

Soon on the Motlawa River, between the divisions of the National Maritime Museum located on Ołowianka and Long Riverside, will run a modern ferry: electric, partially powered by solar energy. It will replace the worn-out, operating for almost 30 years, ferry *Motława*. Design of an innovative ferry has been developed by scientists from the Faculty of Ocean Engineering and Ship Technology from Gdańsk University of Technology.
Technical documentation on the prototype craft was officially handed over to the management of NMM during a meeting in the museum on 12th December 2016. Mr. Jaroslaw Sellin, the Deputy Minister of Culture and National Heritage, was present during the official handover.
The currently operated *Motława* belonging to the NMM, will have to be replaced soon. Therefore, the team led by professor Janusz Kozak, the Dean for Faculty of Ocean Engineering and Ship Technology, created plans for a new eco-ferry, which would be not only modern and environmentally friendly, but also visually interesting.
„The drive is electric, that is completely clean, no smoking and making noise. Additionally, the unit is equipped with modern propellers, which also do not lose their oil” - said D. Sc, PhD. Janusz Kozak, the Dean for the Faculty of Ocean Engineering and Ship Technology Gdansk University of Technology. „When designing this unit, we invited the Academy of Fine Arts. I think that the end result satisfies both engineers and artists.” - Kozak concluded.

After almost two years of work, consultation with experts of the Technical Service from the Polish Register of Shipping and introducing some modifications, an expanded, conceptual documentation was created and approved in accordance with the applicable rules of the PRS, as well as of the Polish Administration and selected requirements of the EU directive on the inland passenger ferries. This documentation may be the basis for a tender for the construction of a ferry in the formula design (technical classification and working project) and build.
Motława 2 will be 12 m long, 5 m wide, 1.93 m deep and with 0.93 m draft. The unit will be able to take 35 people in. Onboard, it was designated a special place for the disabled, bicycles and carts. Electrically powered unit will be loaded from the shore, drawing additional power from photovoltaic panels. The safety of manoeuvring will be provided by two functionally independent drive systems.
Technical documentation of the new ferry could be made due to a grant from the National Fund for Environmental Protection and Water Management in Gdansk.

Management system certification ISO

Szczecin based Uni-Mebel ship interior outfitting manufacturer and service provider informed that in September 2016 they received certificates confirming the implementation of the Management Systems for Quality, Environment and Health and Safety, in accordance with ISO 9001:2015, ISO 14001:2015 and OHSAS 18001:2007.
The documents have been issued by the classification society DNV-GL, which is a leading international company engaged in the certification.
Certificates cover the full range of our activities: “Design, insulation services and comprehensive interior outfitting on ships and other vessels and installation of furniture in land-based facilities.”

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