



NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

Remontowa Shipbuilding new delivery: *Tõll* double-ended ferry arrived in Estonia



The *Tõll* ferry departing the port of Gdansk, Poland.
Photo: Piotr B. Stareńczak

Virtsu-Kuivastu line connecting the Estonian mainland to Saaremaa, the country's largest island, via the smaller island of Muhu. The *Tõll* was expected to enter into service in the second half of January 2017.

It is worth recalling, that the *Tõll* is the first ferry in the series of two newbuildings for TS Laevad. Its hull was launched on December 29, 2015.

The ferry *Tõll* has received its name after the Saaremaa hero Suur Tõll (the so-called Large Tõll). According to the legend, he was so large that when walking through a stormy sea the waves only hit him up to the waist. *Tõll* lived in Tõlluste, Saaremaa. In case of stormy weather Tõll kept an eye on the sea and if some ship was in trouble there, the hero ran straight through the breakers to help the sailors.

***Tõll* (B 616 type) principal characteristics:**

On the 9th of January, the *Tõll* double-ended ferry arrived in Tallinn. The vessel (yard no. 616/1) entirely built at Remontowa Shipbuilding for TS Laevad, the Port of Tallinn's subsidiary, was officially delivered on the 5th of January. However, due to harsh weather conditions, the vessel departed the port of Gdansk with 12 crew members on board three days later, on Sunday the 8th of January, at 2 p.m. Estonian time. The ferry's first stop had been Virtsu Harbor on the country's west coast, after which she continued on to Tallinn. Upon arrival, the *Tõll* was further outfitted with a kitchen moveable equipment, onboard store, children's playroom, wi-fi and other amenities and infographics.

Training for the ferry's crew and service personnel was also planned before it enters into service on the

IMO no. 9762651; length over all - ok. 114.0 m; length b.p. - 103.50 m; moulded breadth - 19.20 m; max breadth - 19.70 m; max draught - 4.0 m; frame spacing - 0.6 m; length of car deck - 107.0 m; car capacity (4.65 m × 1.85 m) - 150; trailer capacity (19.00 m × 2.85 m) - 12; passengers - 700 (640 seated); disabled chairs - 7; max number of people onboard - 718; crew cabins - 11; service speed - 10 knots; max speed - 15 knots; class - DNV GL; class notation - DNV + 1A1 R3 ICE-1A CAR FERRY B E0.

Salish Orca built at Remontowa Shipbuilding reached its home waters



Salish Orca - departing the port of Gdańsk.
Photo: Bogdan Pięta

Salish Orca, the first of three new Salish Class vessels built for BC Ferries at Gdańsk based Remontowa Shipbuilding reached British Columbia waters in the morning on January 11, 2017, after a 50-day 10,440 nautical mile journey from Gdansk, Poland, and was met with much excitement. The vessel departed Poland on November 22, 2016, and stopped for fuel in the Canary Islands, Panama and Mexico.

After *Salish Orca* clears Canadian Customs and final inspections are complete, the vessel will be officially handed over to BC Ferries. Over the next couple of months, crews will be trained and familiarized in the operation of this new state-of-the-art ship. After public open houses in Powell River and Comox, *Salish Orca* will start service on that route in the spring of 2017.

The Salish Class vessels are BC Ferries' first natural gas-fuelled vessels. Using natural gas as the primary fuel source is expected to reduce greenhouse gas emissions by approximately 15 to 25 per cent, reduce sulphur oxides (SOx) by over 85 per cent, reduce nitrogen oxides (NOx) by over 50 per cent, and nearly eliminate particulate matter.

The 107-metre Salish Class ships will carry 145 vehicles and up to 600 passengers and crew. The vessels feature two car decks and have a service speed of 15.5 knots. Each ship is powered by three Wartsila 8L20DF engines. Gross tonnage of each ship is 8,728 tonnes.

SHIPREPAIRS AND CONVERSIONS

Finnlady - the biggest ferry at Remontowa SA



Finnlady at Remontowa SA.
Photo: Jerzy Uklejewski

Over the current Winter season (from December 2016 through March 2017), Remontowa SA will service as many as 19 car and passenger ferries and cargo ro-ro. Some of them have already left the yard.

The vessels in question, already after their repairs at Remontowa, are, among others, *Finnpulp*, *Finnmill* and *Finnlady*, owned by Finnlines Oy - Finnish shipping company, member of Grimaldi group. The latter ferry was the largest, also in terms of overall length, of the ferries under repairs in 2017 in Gdansk. With 218.8 m overall length and 30.5 m beam it belongs to the world's largest ro-pax ferries and represents the "Star" class, featuring ro-ro lane length of slightly over 4200 m and 500 passengers capacity. The ferries of this series, represented also by *Finnstar*, *Finnlady*, *Finmaid* and *Nordlink*, which also happened

to be serviced at Remontowa in the past, have been delivered during 2006-7 by Italian yards Castellammare di Stabia and Ancona of Fincantieri group.

Finnlady entered Remontowa SA for a large scope dock and maintenance repairs. Repair works included: repairs of two main propulsion system reduction gears, replacement of outlets in scrubbers as well as maintenance and steel works on rudder plates.

On March 2017, the fourth ferry from the same owners within current Winter season will come to Remontowa SA for wide ranging repair works.

At the very end of January 2017 the following ferries were berthed or docked at Remontowa SA: *Pride of Canterbury*, *Pride of York*, *Stena Vision*, *Sassnitz* and *King Seaways*. Another ferry - *Bretagne* - left the yard on January 28.

Finnlady: deadweight - 9653 t, length over all - 218.8 m, beam - 30.5 m, draft - 7.0 m, speed - up to 22 knots, ro-ro lane length - 4216 m, passengers - 554, ice class - 1ASuper.

OFFSHORE

Petrobaltic offshore rig docked onboard a heavy lift barge



The *Petrobaltic* jack-up rig docked on board the *REM Lift 25 000* submersible heavy lift unit at Remontowa SA.

Photo: Jerzy Uklejewski

On 7 January, 2017, at Remontowa Shiprepair Yard in Gdańsk, a special docking operation was conducted. The shipyard with the assistance of six tugs, docked the *Petrobaltic* jack-up rig, using a semi-submersible heavy lift unit *REM Lift 25 000*.

This has been the 15th offshore platform serviced at Remontowa and the 5th rig docked on board the heavy lift unit so far.

The Lotos Petrobaltic SA is a company that implements the strategic objectives of the Lotos Capital Group in the area of exploration and production of hydrocarbons. The company operates in the Polish economic zone of the Baltic Sea, and through its subsidiaries, conducts exploration and prospecting of hydrocarbons deposits and extraction of crude oil and natural gas in Norway and Lithuania.

The *Petrobaltic* will be converted from a drilling rig into a production unit. Upon completion, the rig will become the central production facility in the B8 field. The launch of commercial production from the field was held in September 2015.

The *Petrobaltic* is scheduled to remain docked on board the *REM Lift 25 000* for three months.

See docking operation of the *Petrobaltic* platform with the *REM Lift 25 000* heavy lift barge on a video available at:

<http://www.portalmorski.pl/stocznie/rynek-firmy/46212>

OFFSHORE WIND

DMC serves offshore wind industry

Damen Marine Components does not only supply parts for the shipbuilding industry. In a contract serving the offshore wind industry, the company has recently delivered a cable basket from its Polish facilities in Gdańsk. This was an order secured in cooperation with a sister company of Gdansk based DMC.

Cable baskets are used by offshore wind park operators to keep large amounts of cable in stock. In the event of an emergency or failure, therefore, new cable can be supplied within time scales as short as 48 hours.



Measuring 3 metres high and with a diameter of 10.3 metres, the cable basket has a storage capacity of 205 tonnes of cable.

Because of this substantial size, the only possible means of transport was by boat. This posed no problem as the loading and offload quay at Damen Marine Components Gdańsk means that it can handle constructions of all sizes.

Cable basket supplied by DMC Gdańsk.
Photo: DMC

MARINE EQUIPMENT

Cegielski to invest over PLN 70 m with support from government

The Ministry of Treasury in Poland has granted the company H. Cegielski-Poznan SA support in shape of “non-public funds aid” for the implementation of the Investment Plan for the years 2016-2021. The plan provides for activities with investment value amounting to 72.5 million PLN, of which 21.75 million PLN is the company’s own contribution and 50.75 million PLN is a support to be received from the Enterprise Restructuring Fund.

H. Cegielski-Poznań is a company with 170 years of tradition. It has long been recognized worldwide as a quality leader in manufacturing and supplies of diesel engines for marine main and auxiliary propulsion as well as land based power plants (ranging from 3,5 MW to 200,0 MW). Until recently, the HCP was famous for the production of diesel and electric locomotives and marine engines. The collapse of the shipbuilding market also rebounded on the company, forcing changes in the company and introduction of new products, as well as production lines.

Before closure, caused by collapse of lion’s share of Polish shipbuilding in 2009, resulting from EC decisions, the Poznan based engine manufacturer used to build and deliver up to 50 marine and land based power plant diesel engines yearly.

As part of the Investment Program, the Company intends to invest in new production technologies, modernization of machinery, expansion of sales combined with entering new markets (including foreign) and strengthen its position on existing markets.

The program also envisages the protection of jobs and employment in H. Cegielski-Poznan SA In addition, the Company will be implementing a number of organizational innovation measures, translating into a systematic development of the company in many areas.

The solutions adopted in the Investment Programme has been prepared on the basis of a realistic assessment of the market and proposed solutions to ensure its stable development. The potential of the Company’s accumulated experience and capacities, combined with modern management - will enable the implementation of the goals of Investment Program.

By providing support (in shape of a non-public aid funds), Ministry of Treasury has expressed approval of the H. Cegielski-Poznan SA improvement plans.

The representatives of the Company management have also expressed (in statements for the media) the willingness and readiness to build marine engines for revitalised Szczecin Shipyard ferry newbuilding program for Polferries.

MISCELLANEOUS

National Maritime Security Forum 2017

The second edition of National Maritime Security Forum 2017 was held on Thursday 19 January 2017 in Warsaw.



II National Maritime Security Forum 2017.
Photo: Piotr B. Stareńczak

National Maritime Security Forum is a one-day event in the form of a conference and an accompanying exhibition, the aim being to promote the role and importance of the Polish Navy, not only in strictly combat operations, but also in the diverse tasks that the Polish Navy is given in times of peace, asymmetric conflict and, finally, in what is referred to as hybrid warfare.

National Maritime Security Forum is a unique event in Poland. It is organised by two entities with a long-term involvement in maritime matters - Polish Naval Academy in Gdynia, which educates Polish Navy staff, and Warsaw Exhibition Board (Zarząd Targów Warszawskich S.A.), the organiser of the biggest maritime sector event in Poland - the Baltexpo International Maritime Exhibition. The axis of the Forum's

programme has been set up after consultations with all the institutions which influence the direction and the dynamics of the development of Polish Navy and support the potential of maritime industries. Traditionally the Forum takes place in Warsaw, which promotes inclusion of those among the decision makers who haven't had many opportunities in their work so far to participate in this dialogue.

Among participants of the Forum were Mr. Tomasz Szatkowski, Undersecretary of State in the Ministry of National Defence; Mr. Grzegorz Witkowski, Undersecretary of State in the Ministry of Maritime Economy and Inland Shipping; Mr. Dariusz Gwizdała, Deputy Head of the National Security Bureau; Mr. Michał Jach, Chairman of the Sejm Committee of National Defence; Vice Admiral Stanisław Zarychta, PhD, Commander, Maritime Operations Centre - Maritime Component Command (COM-DKM), Operational Command of the Polish Armed Forces; Rear Admiral Mirosław Mordel, Inspector of the Navy General Headquarters of the Armed Forces; Rear Admiral Odd Werin, Director of Naval Programmes of the Swedish Defence Material Administration FMV; Gen. Brig. Colonel Dariusz Pluta, Head of the Inspectorate of Armament and others. The Maritime Security Forum is also an exhibition which presents advanced technologies for the Navy, a potential for cooperation of Polish and foreign shipyards, naval armament producers as well as the heritage of the Polish Navy. The exhibition will provide an opportunity to get acquainted with solutions and technologies of leading Polish and foreign companies such as: Polska Grupa Zbrojeniowa S.A., DCNS, SAAB, BAE Systems, ThyssenKrupp Marine Systems, Kongsberg Defence & Aerospace, Remontowa Shipbuilding SA, Siltec Sp. z o.o., Kenbit Sp.J., Mavernic, Gdańsk University of Technology, Ośrodek Badawczo - Rozwojowy Centrum Techniki Morskiej, PIT-Radwar, Ibcol and Zakłady Mechaniczne Tarnów.

CTM management update

On December 15, 2016, according to decision of supervisory board, Joanna Sztyler was nominated vice-president of the R&D Marine Technology Centre JSC (CTM).

Students of Gdańsk University of Technology visiting CTM

On January 13, 2017, The R&D Marine Technology Centre JSC (CTM) hosted a visit from several students of the Faculty of Ship Technology and Ocean Engineering (Wydział Oceanotechniki i Okrętownictwa) at Gdańsk University of Technology.

The aim of just another of a series of regularly organized visits, was to get students - prospective subsea technology specialists - acquainted with modern underwater warfare systems and crucial maritime infrastructure security systems under development at CTM.

In the course of meeting, the CTM engineers presented systems utilised in fighting the maritime security threats, especially the systems of asymmetric and mine threats.

PRS conveys new regulations and recommendations related to ship design, construction and operation

The IMO's Maritime Safety Committee held its 97th Session (MSC 97) from Monday 21 through Friday 25 November 2016 in London, chaired by Mr Brad Groves (Australia) and his vice-chair, Mr Juan Cubisino (Argentina), both of whom were re-elected for 2017.

Poland was represented by members of maritime authorities - Wojciech Zdanowicz - delegation leader, Waclaw Bielawski - permanent representative of Republic of Poland at IMO, Tadeusz Wojtasik - chair of the MSC Section, Przemyslaw Lenard and Aleksandra Karbownik - members of delegation.

The outcome from the IMO's Maritime Safety Committee 97th Session are presented on PRS website in Polish. **English language discussion of the MSC 97 outcome is available (among other sources) in these documents:**

- www.intermanager.org/2016/11/imo-maritime-safety-committee-msc-97th-session-21-25-november-2016

- www.imo.org/en/MediaCentre/SecretaryGeneral/Secretary-GeneralsSpeechesToMeetings/Pages/MSc-97-closing-.aspx

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Centre for IMO affairs at Polski Rejestr Statków SA (Polish Register of Shipping) presented information and advice to companies and institutions in Polish maritime sector on requirements passed by IMO to go into force during 2017.

The listing of new IMO requirements, in force during 2017 (in Polish) is available from PRS website, at:

<https://www.prs.pl/informacje-o-statkach/nowe-wymagania-techniczne/wykaz-wymagan-imo-wchodzacych-w-zycie-w-2017-r.html>

PRS also organizes meetings of specialist sections, providing opportunity to discuss and consult on newest IMO decisions and regulations, with representatives of shipowners, scientific and research establishments, shipyards, naval architecture and marine engineering consultancies and other entities involved in maritime industry and technology.

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Uphagena 23, 80-237 Gdańsk
phone: (+48) 58 345 82 89
www.forumokretowe.org.pl
e-mail: forum@forumokretowe.org.pl

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