



NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS AND SHIPBUILDING SUBCONTRACTING

"Orca" reached its home, while "Eagle" is on its way to Canada



Salish Eagle, the second Salish Class LNG powered ferry departing Remontowa Shipbuilding yard and the port of Gdańsk on February 11, 2017.

Photo: Piotr B. Stareńczak

Salish Orca, the first of three new LNG powered Salish Class vessels built for BC Ferries at Gdansk 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. The vessel departed Poland on November 22, 2016, and stopped for fuel in the Canary Islands, Panama and Mexico.

Upon arrival the *Salish Orca* docked at a BC Ferries facility in Richmond. The ferry was met with much excitement. After clearing Canadian Customs and completing final inspections, she was expected to 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, the *Salish Orca* will start its service on that route in the Spring of 2017.

The Salish Class ferries are BC Ferries' first natural gas-fuelled vessels. Using natural gas as the primary fuel source the new ferries are 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 8728 tonnes.

The *Salish Orca* will replace the aging *Queen of Burnaby* that serves the route between Powell River on the Sunshine Coast and Comox on Vancouver Island.

The other two Salish Class ferries are being built in Poland. The second one, *Salish Eagle* has already set sail from Remontowa Shipbuilding on 11 February, 2017 heading Canada, while the third one, the *Salish Raven* was in outfitting works prior to sea trials.

Siem Aimery contributed to completion of cable laying ahead of schedule



Siem Aimery in action.
Photo: Siem Offshore Contractors GmbH

Siem Offshore Contractors (SOC) announced, that all 73 inner array grid cables of the Veja Mate Offshore Wind Farm have been installed and trenched 10 weeks ahead of schedule. One of the vessels involved in the operation was the *Siem Aimery* cable layer, entirely built and delivered by the Polish yard Remontowa Shipbuilding SA in Gdansk.

According to the company's press release, the submarine composite cables were successfully installed since 1 October 2016 using the "Siem Duo" consisting of the Cable Lay Vessel *Siem Aimery* and the Installation Support Vessel *Siem Moxie*.

The "Siem Duo" demonstrated its advanced weather operability during the harsh winter season, whereby both the operations of the gangway on the *Siem Moxie* as well as post-lay trenching by the *Siem Aimery*

were undertaken in significant wave heights of up to 3 m.

The *Siem Aimery* loaded in excess of 95 km of copper core submarine composite cables directly into its two turntables in addition to the cable protection systems, which were loaded into a dedicated under-deck storage compartment.

Siem Offshore Contractors was awarded the engineering, procurement, installation and commissioning (EPIC) contract for the IAG cable system of the Veja Mate OWF in April 2015. The 67 wind turbine generators of the project are located 115 km north of the German coastline within the German Bight sector of the North Sea in water depths of up to 40 metres.

It's worth recalling, that the CLV *Siem Aimery* from Remontowa Shipbuilding SA has been the first vessel ever built from scratch as a cable layer at a Polish yard. She is also considered as the most innovative and technologically advanced vessel built in Poland over the last few years.

Polish built PSV *Siem Thiima* bunkered with LNG in Australia



The *Siem Thiima* bunkering LNG at the King Bay Supply Base in Dampier, WA, January 23, 2017.
Photo: EVOL LNG

On 20 February 2017, EVOL LNG revealed that the first Australian commercial LNG bunkering had been completed in WA's north-west on 23 January 2017. That day, under an agreement with Woodside, EVOL LNG successfully refuelled the platform supply vessel, *Siem Thiima*, at King Bay Supply Base near Dampier.

The PSV built at Remontowa Shipbuilding in Gdansk, Poland for Norwegian company Siem Offshore Australia Pty Ltd is the first LNG-fuelled platform supply vessel in Australia and sometimes dubbed "the first LNG fuelled vessel on the Southern Hemisphere" as well.

– Our decision to enter the LNG bunkering market is part of a long-term strategy that recognises environmental and economic sustainability of LNG as a transport fuel - said Nick Rea, Business Manager at EVOL LNG, an industry leader in the safe handling of LNG in the Australian power generation, industrial and transportation markets.

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– Interest in LNG as a marine fuel is growing, especially since the IMO announced that it would introduce a global marine fuel sulphur limit of 0.5 per cent from 2020 - Chris Rea emphasizes and adds, that as emission reduction efforts continue to become more important globally, including in Australia, the adoption of LNG as a low emission marine fuel is expected to increase accordingly.

EVOL LNG designed and fabricated a bunkering system for Woodside that is fully compliant with the comprehensive international LNG bunkering standard, ISO 18683:2015.

Another hull sections from Wisla yard for German yard



Earlier shipment (from Summer 2016) of ship sections for Norwegian Joy under construction at Meyer Werft.

Photo: Piotr B. Stareńczak

During the first week of February, Wisla Shipyard (Stocznia Wisła) delivered another two large hull sections for a cruise vessel to be built at Papenburg, Germany based Meyer Werft. The hull blocks have been loaded onto a pontoon-barge *Roadrunner*, towed to another part of the port of Gdansk and, still aboard the barge, floated above the cargo chamber of the submersible heavy lift vessel (ship-dock) *Papenburg*. The latter is not a rare sight in Gdansk as it comes quire regularly to pick up hull sections from various ship structures and steel fabricators and yards transport them to Meyer Werft.

The shipment mentioned before, from early February, was the third shipment from Wisla Shipyard since the beginning of the year 2017. The two first ones left the yard during January.

Aluship's superstructure for the largest yacht built in The Netherlands so far



Jubilee built at Oceanco with aluminum superstructure supplied by Aluship Technology.

Photo: Francisco Martinez Photography / Oceanco

Oceanco's outstanding 110 m long motor yacht *Jubilee*, with 16,4 m beam and 4,500 gross tonnage, with striking exterior styling by Lobanov Design, grand interior by Sorgiovanni Designs and owner;s representation by Burgess, is the largest yacht ever built in The Netherlands.

After Sea trial in the North Sea, she is heading to the Med with delivery scheduled for Summer 2017. Aluship provided the production and installation of the superstructure including detailed structural as well as coordination and outfitting engineering.

Suecia Seaways with clean ballast water

Suecia Seaways at Remontowa SA.
Photo: Jerzy Uklejewski

Cargo ro-ro *Suecia Seaways*, owned by DFDS Seaways, one of the Europe's largest ferry and ro-ro operators, has been fitted with ballast water management system. The installation took place during class-renewal and docking/maintenance repairs, the ship was undergoing at Remontowa Shiprepair Yard SA in Gdansk.

Suecia Seaways is the first of the ships to be fitted with ballast water management system during 2017. *Suecia* was soon followed by another ship of the same owners - *Britannia Seaways*, that arrived in the shipyard on January 30, to get similar Alfa Laval supplied ballast water cleaning system.

Suecia Seaways, built in 1999 at Fincantieri-Cantieri Navali Italiani SpA yard has been deployed so far by DFDS Tor Line, Norfolkline, ARK and DFDS Seaways. It features 198 m length, 26 m beam and dead-weight capacity of 11 089 t.

Besides *Suecia Seaways*, Remontowa SA have recently been also repairing and/or upgrading *King Seaways* and *Britannia Seaways*. Another ship from DFDS fleet is expected at Gdansk based yard in March 2017.

MISCELLANEOUS**Wärtsilä and Remontowa Holding SA technical seminar**

Almost 100 participants attended the seminar at Remontowa SA.
Photo: Wärtsilä

Remontowa Holding SA, as a leader of Polish shipbuilding and shiprepair sector, emphasizes the innovative technology implementation. No wonder then, that it was just Remontowa Holding, along with Wärtsilä, one of the world leaders in marine equipment and systems, as well as ship design, organized technical seminar "Innovative Solutions for Marine Applications".

Several hours long seminar took place on February 2 at Remontowa Shiprepair Yard SA in Gdansk.

Newest solutions in dual-fuel technology, LNG systems, electric power and automation systems, as well as environment protection (such as ballast water management systems) have been presented, some with

examples of practical applications in ships built or converted and upgraded at Remontowa Holding yards. The seminar attracted numerous representatives from a wide spectrum of Polish maritime sector, including top management of Polish Baltic Shipping Co. (Polferries) of Kołobrzeg, Maritime Authority in Szczecin, managers and specialists from other Polish shipping companies, marine equipment manufacturers, educational as well as research & development establishments, classification societies (such as DNV GL and PRS), etc.

Polish companies on “Poland & Greece - connected by shipping” seminar



The meeting.
Photo: PRS

On Thursday, 9th February 2017, a meeting took place in Athens to promote the opportunities for the Polish and Greek businesses in the maritime sector. The event was held by the Polish Embassy in Athens in liaison with the specialised event company Mare Forum International.

In her opening address, Her Excellency the Ambassador of Poland in Greece, Anna Barbarzak declared: “I’m deeply convinced that Polish and Greek partners have an enormous creative potential for the collaboration and a lot of mutually beneficial ventures can be found. The sea have determined the direction for development for generations. Provided jobs, development prospects for the ambitious and gifted,

stimulated science, triggered technologies and inventions. The sea also paves the road to the future to new generations”.

Among the Polish businesses presenting their potential and offer to prospective Greek partners were Polish Register of Shipping, Forum Okrętowe, Nauta Shiprepair Yard, Remontowa SA Shiprepair Yard, MSR Gryfia yard, Centrum Techniki Okrętowej, JPP Marine of Szczecin, Enamor and Wartsila Poland.

The key conclusions brought after the meeting are, that the Polish shipyards, manufacturers and service companies in the maritime sector are prepared to provide Greek partners with the respective products and services sought. The Polish businesses are highly specialised and characterised by wide experience, modern technologies, timeliness and competitive prices. It was emphasized that in the niche sectors, the shipbuilding industry may also be interesting to some Greek businesses.

In the seminar summary, the chairman expressed hope that similar meetings are to be held in the future, such as the Mare Forum scheduled for May 2017, Poland, will assist the synergy of Polish and Greek maritime clusters to provide the framework for closer economic collaboration between these countries.

The meeting was chaired by the Managing Director of Aegean Shipping Management, Mr Apostolos Poulouvassilis, who also moderated a series of participants’ presentations.

Letter of intent on scientific and educational cooperation

On February 10, 2017, a letter of intent was signed by prof. dr. Maciej Taczała, dean of the Marine Technology and Transport Faculty at West Pomeranian University of Technology and Michał Pokorski, president of Technologie Tworzyw Sztucznych Sp. z o.o. (TTS).

The letter includes declaration of cooperation in the areas of training / education and science in the area of design and construction of yachts, aiming at improving the quality of education at the Faculty. In result of the cooperation ties initiated by the letter of intent, also joint efforts towards promotion of both parties and improvement of the flow of information between the TTS as a potential employer and the graduates of the “Yacht Construction” specialty will be implemented.

Maritime Industries Academy continuously active

On February 22, at the Faculty of Ship Technology and Offshore Engineering of Gdansk University of Technology another meeting in a series of Maritime Industries Academy was held. This time presentation on “Modern computer simulation methods” was given by manager of marine and offshore department at Des Art Sp. z o. o.

Maritime Industries Academy is a series of monthly meetings of entrepreneurs, managers and industry specialists with higher level students and university employees interested in activities in / for maritime industries. The scheme was initiated in October 2013. The project is executed by Forum Okrętowe and the Faculty. Another such meeting, scheduled for March 16, will coincide with the final of the RINA-Korab competition for the best master degree theses completed last year.

“Szkuner” - the “Employer of the Year”



The statuette for the “Szkuner” company.
Photo: rel

During Evening Gala 2017 of the Pomeranian Employer organization, president Michał Hernik, on behalf of “Szkuner” Sp. z o.o., accepted the “Pomeranian Employer of 2016” award in medium sized companies category.

“Szkuner” Sp. z o.o. [Ltd.] was established in January 1955 and its headquarters is located in port Władysławowo. The latter is the largest fishing port in Poland. The company’s main activities are connected with fishing in the Baltic waters and fish processing.

The main products of “Szkuner” are fresh and frozen fillets of cod and herring, also fresh and frozen sprats. The company is able to produce fish products from charged fish as well.

In addition an important part of company’s actions are related to ship repair, carrying out annual and capital repairs of Polish and foreign ships. “Szkuner” also manages the port in Władysławowo and provides port services, including transshipment.

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