NEWSLETTER MARCH 2017

NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS AND SHIPBUILDING SUBCONTRACTING

Malik Arctica arctic supply vessel delivered to RAL

Malik Arctica departing Gdańsk on 16 March 2017.
Photo: Piotr B. Stareńczak

On 16 March 2017, the *Malik Arctica* arctic ice-classed supply vessel built at Remontowa Shipbuilding SA for Greenland's Royal Arctic Line (RAL) left the Polish, Gdańsk based yard, heading Denmark. The vessel was officially delivered to the Owners on 16 February, but remained in the yard for a month prior to its departure according to Owners' wish.

Malik Arctica is one in a series of ice-going supply vessels destined for RAL. The 606 TEU and DNV GL classed ship is a modified sister to *Mary Arctica*, previously delivered by Remontowa Shipbuilding in 2005. The new vessel is expected to replace the 1984-built *Arina Arctica*.

The ship will be deployed in Atlantic route, as a feeder ship for Greenland (connecting mainly Aalborg and the Greenland capital of Nuuk, the company's hub port). As an important and long-mooted part of the development of the country's transport infrastructure, a new container terminal is under construction at Nuuk that is expected to open by 2017.

It's worth recalling, that in 2016 RAL took delivery of two 36 TEU vessels, *Ivalo Arctica* and *Minik Arctica*, to be included in the daily operations. The two smallest ships, built to PC6 polar ice class criteria and featuring some passenger capacity are destined to replace the old "village vessels" and will be busy in the settlements supply year round.

In fact all five ships from the series designed at Remontowa Marine Design & Consulting marry a geared container-carrying configuration and resupply or feeder role with an icebreaking capability and hardening for regular duties in harsh conditions with temperatures as low as minus 35°C.

Malik Arctica, which is the last ship from the shipyard in Poland, delivered in February 2017 will be in operation from mid-May 2017.

A video showing the *Malik Arctica* vessel departing the Port of Gdańsk is available at:
http://www.portalmorski.pl/tv/filmy/malik-arctica-opuscil-Gdansk

LNG powered *Salish Eagle* arrived in British Columbia

Salish Eagle in Gdańsk.
Photo: Piotr B. Stareńczak

BC Ferries' second of the three new liquefied natural gas powered Salish Class vessels, the *Salish Eagle*, arrived at its British Columbia home on March 20. The vessel took 38 days to travel 10,440 nautical miles from Remontowa Shipbuilding SA in Gdańsk, Poland, where it had been built.
During its journey to British Columbia, the *Salish Eagle*, stopped in Santa Cruz, Canary Islands on February 19 for bunkering and provisioning. Afterwards the ferry transited Panama Canal overnight on March 5.
On March 20, this ship reached Ogden Point in Victoria. Once the new ferry clears Canadian Customs and final inspections are complete, she will be officially handed over to BC Ferries. Remontowa Shipbuilding SA is responsible for delivering the ship to British Columbia.
On Tuesday, March 21, the ship proceeded to BC Ferries' refit facility in Richmond to prepare for operational service. The vessel will move to Tsawwassen terminal in mid-April for crew training and familiarization, and to continue to ready the ship for regular operation.
The artwork created to adorn *Salish Eagle*, designed by Stz'uminus First Nation's John Marston, will be applied on the ship in B.C. since the winter weather in Poland has temperatures below ideal for the application.
The *Salish Eagle* will enter service on the Tsawwassen - Southern Gulf Islands route at the end of June. The ferry will replace the *Queen of Nanaimo*. *Eagle's* sister ship, the *Salish Orca*, will start service on the Comox - Powell River route late next month. The *Salish Raven*, the third Salish Class vessel, that in March was still undergoing sea trials in the waters of Gdańsk Bay and final touches at the Remontowa Shipbuilding yard, will depart Poland for B.C. in April.
The 107-metre Salish Class ships are each able to 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.

Meyer Werft floated out its newest cruise vessel with hull blocks from Poland

Norwegian Joy.
Photo: Meyer Werft

On March 4, 2017, Meyer Werft in Papenburg, Germany, performed undocking (floating out) the Norwegian Cruise Line owned *Norwegian Joy*. According to Owners - it is the first such cruise vessel designed especially for the Chinese market.
The keel laying ceremony took place on April 5, 2016. The ship is 324 m long and 41,4 m wide. It hosts 4200 passengers. While combining the advantages of *Norwegian Breakaway*, *Norwegian Getaway*, the new ship will also offer additional attractions and amenities for passengers, including go-cart race track on the upper deck.
As with most of the cruise vessels delivered over the recent several years from Meyer, also *Norwegian Joy* contains hull sections built in Poland, including a bow section with pre-installed tunnel thrusters from the Wisła Shipyard, based in Gdańsk and aft section, incorporating skeg, from Marine Projects, also from Gdańsk.

SHIPREPAIRS AND CONVERSIONS

P&O Ferries' Zeebrugge-Hull pair back in service after refurbishment at Remontowa

The shop onboard *Pride of York* after refurbishment.
Photo: Jerzy Uklejewski

Zeebrugge-Hull route operating sister vessels *Pride of York* and *Pride of Bruges,* built in 1987, have recently undergone their refit worth GBP 8.5 m. The refurbishment of the 880-passenger ro-pax ferries included major work on their physical infrastructure and passenger areas allowing for future operation into the next decade.

Cabins have been further improved, while freight driver facilities, on-board shops (480 sq m) and The Brasserie - completely transformed. *Pride of York* left the Gdańsk based yard on February 16. Afterwards, *Pride of Bruges* came to Gdańsk for repairs and upgrade.

Besides Remontowa, also some other Polish companies took active part in upgrading of the two North Sea operating ferries - Uni-Mebel was in charge of works on deck no. 5, while deck no. 6 was serviced by Majkbat.

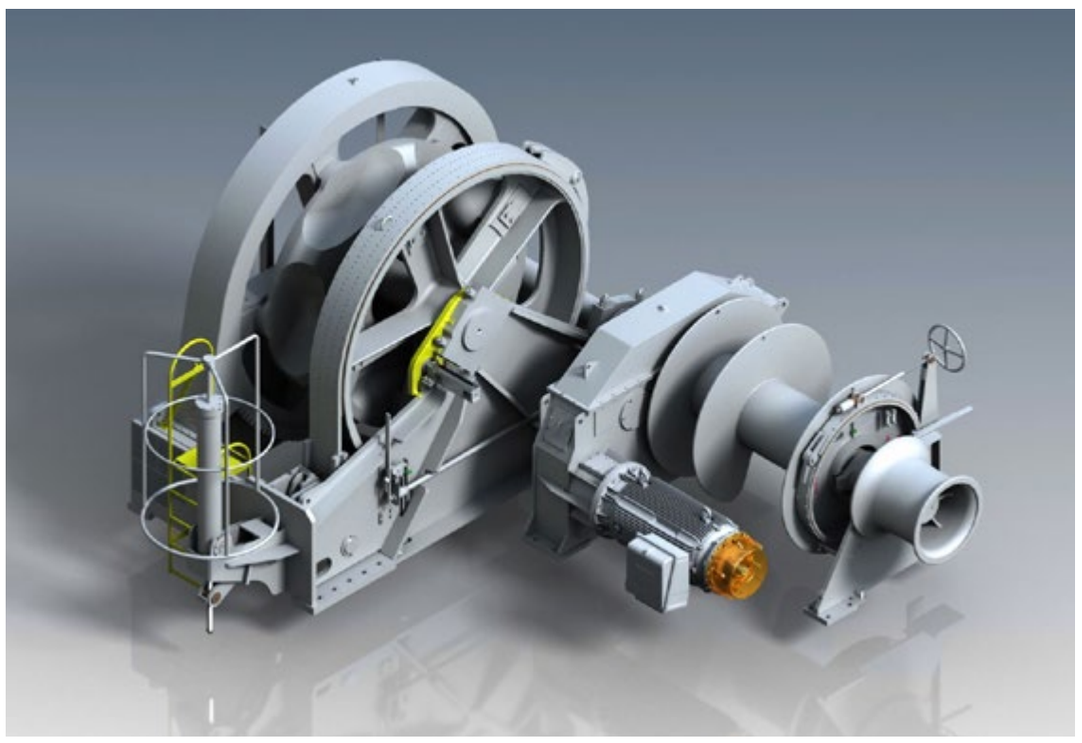
Besides upgrades to passenger spaces and facilities, Remontowa SA has also performed an extensive range of docking and maintenance works.

A video showing servicing of Pride of York at Remontowa SA is available at:
https://youtu.be/o-PhVURz13U

MARINE EQUIPMENT

World's largest containerships with deck machinery from Polish supplier

Anchoring and mooring winch from Towimor installed onboard *MOL Triumph*.
Photo: Towimor SA



Rendering of the anchoring and mooring winch supplied for *MOL Triumph* by Towimor.
Fig.: Towimor SA

Samsung Heavy Industries, Ltd. (SHI) broke the record for building the largest container ship with delivery of the first one to surpass the 20,000 TEU barrier. *MOL Triumph* and its sister ships feature mooring and anchoring winches supplied by Polish company Towimor SA, based in Torun.

MOL Triumph (yard no. 2167) is the first of a series of four ships ordered from SHI by Mitsui O.S.K. Lines (MOL) in February 2015. According to some sources the contractual value of the ship is USD 155 m.
There are further six, even bigger containerships - at 21 100 TEU capacity, under construction at the same yard, destined for OOCL (Hong Kong). These will be fitted with similar sets of deck machinery from Towimor SA, which also has its factory, opened in 2014, in Busan, South Korea.
It is worth mentioning, that previously Towimor has also supplied another Korean yards - Hyundai and Hyundai Samho - with complete ship-sets of similar deck machinery for a series of ultra large container vessels built for UASC.
Largest container ships (both of the 4 units series for MOL and 6 vessels series on order from OOCL) are each being supplied with a set of Towimor's own design 35 T tension force double drum electrically driven mooring winches (10 per vessel) and combined electrically driven mooring winches / windlasses (2 per vessel) designed for 142 mm caliber anchor chain. The Towimor manufactured winches feature electrical variable frequency drives.
Already at the beginning of the current decade, almost 95 percent of Towimor sales were destined for export, with the biggest buyer being South Korea already at that time after first contracts signed on that market in 2003.
Two years ago Towimor celebrated 110th anniversary, with roots in repair workshops for inland waterway vessels established in 1905 r. by Water Authority of the city of Torun.
August 2011 saw the end of privatisation process in Towimor, when State's Treasury sold its last batch of shares (5,85 %. for PLN 3,4 m) to Rywal-RHC, which currently holds some 95 % of shares.
In 2014 Towimor opened its own production facility in Busan, Korea, while already prior to that date some 250 ship sets of deck machinery had been supplied by Torun, Poland headquartered company, to Korean yards.

Eaton Hazardous Area Communications solution for offshore wind farm installation vessel

Seajacks Scylla in sea trials.
Photo: Seajacks

Seajacks Scylla is the world's largest and most advanced wind farm installation and offshore construction vessel. *Scylla* has been specifically designed to meet the harsh environmental demands of working in offshore environments worldwide
The ABS-classed vessel has more than 8,000 tonnes of available, variable deck load. Equipped with a 1,540-tonne leg-encircling crane and a usable deck space in excess of 5,000 square meters, the unit is outfitted with 105-meter legs which can install components in water depths up to 65 meters.
The vessel needs a wide range of sophisticated voice, data and alarm communications systems. This is for operational efficiency and safety, as well as for the wellbeing and entertainment of those on board. Although these all function as standalone systems, integration is also essential to ensure interoperability when required. Systems on earlier vessels were difficult to maintain and upgrade, while lacking the breadth and depth of interoperability desirable for optimum performance.
Eaton supplies a wide range of related and complementary products and, as manufacturers, can ensure that they are truly compatible down to the most detailed level. As a result, Eaton could offer a packaged, engineered solution that included their unique Gitiesse Integrated Multimedia Communication System (IMCOS), seamless integration of sub-systems, product quality, scalability and customization effort. Currently, IMCOS is the only system of its kind in the world that is type approved by seven different Classification Societies. These factors, backed by Eaton's experience, technical expertise, flexibility and after sales service around the world where this type of vessel operates all contributed to Seajacks' purchasing decision.
As well as its functionality and integration, the solution complied where necessary with the certifications required by *Scylla* for her intended operational area, with suitable ATEX and gas, dust and water ingress protection ratings. Components included high power explosion-proof loudspeakers, weatherproof beacons, a HERNIS CCTV system, voice-powered and IP DECT phones, and an FHF MEDC weatherproof IP tele-

phone system. The supply also incorporated a Public Address and General Alarm (PA&GA) system, and two LAN networks – one for the IP telephones, the other for IP TV - and TVRO and V-SAT antennae. The solution was completed with an Entertainment system handling radio and TV signal distribution, automatic messaging and staff information delivery.

MISCELLANEOUS

New Forum Okrętowe members

During FO members' general assembly in March another two companies have been welcomed as new members of the Association of Polish Maritime Industries Forum Okrętowe: Deloitte, with branches also in Gdańsk and Szczecin and Siemens.
Deloitte is a leader among consulting companies and global trade mark with thousands of experts in independent companies worldwide. For the sake of supporting maritime and shipbuilding sector enterprises, Deloitte has an interdisciplinary group of specialists operating in consultancy for the said sectors.
The Shipping & Ports team, being a part of team for energy and natural resources of Deloitte in Poland, shares its knowledge in dedicated newsletter "Taxes and law in maritime and shipbuilding sector". Within co-operation with FO, Deloitte experts will also publish interesting annual reports and other publications on the FO website.
The international Siemens group has been present in Poland for over 130 years now. Siemens Sp. z o.o., established in 1991, is the group's main representative in Polish market. The range of activity of Siemens Sp. z o.o. includes sales of products, solutions and services of Siemens AG, as well as rendering engineering, consulting and after-sales services, within areas of electrical and electronic equipment and systems for industry, as well as drive and automation systems, energy generation and distribution systems, medical technology, rail transport, buildings management systems, municipal and special infrastructure, etc. Siemens Sp. z o.o.
Currently as many as 69 entities operating in the maritime sector are on the Forum Okrętowe member list.

ASE group strengthened with C&T Elmech Ltd.

On the premises of C&T Elmech; from left: Piotr Bieniasz-Krzywiec - proxy, Wojciech Panfil - sales manager, Dariusz Jachowicz - president of ASE Group and Bogdan Bałkowski - president of C&T Elmech.
Photo: ASE

As of March 16, 2017 ASE Group was joined by manufacturing company C&T Elmech, specializing in design, manufacturing and supply of guaranteed power supply systems (UPS) and devices improving the quality of electrical energy supply for all market sectors.
Firma C&T Elmech, with over 30-years of market experience, perfectly supplements the offer of ASE Group, with implementation of innovative and reliable power electronics solutions, such as guaranteed power supply systems (DC power supply devices, variable frequency drives, own needs switchboards), Xinus electrical power supply quality enhancing devices, frequency converters, Xillar battery management syste, etc.

RINA-Korab Student Award 2017

On March 16, 2015, four final year projects by graduates of the Faculty of Ocean Engineering and Ship Technology at Gdańsk University of Technology, nominated for The 2017 RINA-Korab Student Naval Architect Award were presented.
The Committee comprised of RINA and TOP Korab representatives adjudged „ Numerical model for combined dynamic response analysis of wind turbine" by Katarzyna Pastwa (MSc Eng) to be the best presented thesis. This was the twelfth edition of RINA-Korab Award.

The other nominees have been as follows (in A-Z order):
- Agata Ołdakowska-Gruchała (MSc Eng) for “Analysis of possibility of assesment of technical condition of self-ignition combustion motor fuel system, with emphasis on combustion properties in working compartments”,
- Alicja Sabady (MSc Eng) for “Geotechnical Analysis of a Subsea Structure Foundation - SSIV case study”,
- Andrzej Siedlecki (MSc Eng) for “Design of a hydraulically driven hatch cover for double shell bulk carrier”.

All nominees have been granted one year membership in TOP Korab and The Royal Institution of Naval Architects (RINA) free of charge, while the winner - additional year of free memberships.

“Shipbuilding Industry - a fascinating workplace” seminar in Conradinum college

On March 3, 2017, at the Group of Shipbuilding and General Education Schools “Conradinum”, on the occasion of the “Day of the Professional” a seminar was held, under a theme: “Shipbuilding Industry - a fascinating workplace”, co-organized by Youth Forum Okrętowe and shipbuilding sector companies, also the ones not on the member list of FO.

The sector was presented from an interesting side and attracted the attention of the high school youth.

“Shipbuilding industry - the most interesting projects” presentation by Jadwiga Sztelwander, Deltamarin manager in Poland, contributed much to positive perception of the sector among the young people. Activities and projects underway have been discussed by representatives of Crist yard, Damen Marine Components Gdańsk, GSG Stocznia Gdańsk, Remontowa Holding and Vistal.

During the meeting some small souvenirs were available to be won in a knowledge quizz organized by Youth Forum Okrętowe. There has also been a possibility to visit a hall of tradition at Conradinum and to take a stroll through the school.

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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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