



NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

Contract for the construction of new Polish Navy tugs signed



Rendering of the tug for Polish Navy.
Fig.: NED

On June 19, 2017, Remontowa Shipbuilding SA, member of the Remontowa Holding SA and the Armaments Inspectorate signed a contract for the construction of six tugs for the Polish Navy, which are to be designed and built by Remontowa Shipbuilding. The contract was concluded as a result of the award of tender to: Technical Security and the conduct of rescue operations at the Sea - Code Name Tug.

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.

The first of the tugs will be handed over to the contracting authority in 2019, next will follow in a monthly sequences ending the 2020 contract.

BC Ferries' *Salish Eagle* officially in service

BC Ferries welcomed its second (of three) Salish Class vessel, *Salish Eagle*, built at Remontowa Shipbuilding SA, Gdansk, Poland, into service on June 21, 2017, with a small public event on board the 9:10 and 10:50 a.m. inaugural sailings from Tsawwassen - Southern Gulf Islands.

President & CEO Mark Collins cut a ceremonial ribbon to mark the first official car on board the new vessel. *Salish Eagle* is the second of three new Salish Class vessels that are dual-fuel and capable of operating on either natural gas or ultra-low sulphur marine diesel. BC Ferries' use of natural gas for these vessels will re-



Salish Eagle in British Columbia, Canada waters.
Photo: Scott Arkell

sult in the reduction of an estimated 9,000 metric tonnes of carbon dioxide equivalent per year, the same as taking approximately 1,900 passenger vehicles off the road annually.

Passenger amenities on board *Salish Eagle* include: a Coastal Café; Passages Gift Shop; comfortable lounge seating with panoramic views; children's play area; spacious outdoor seating on an open sundeck; pet area and elevators.

Under contract to the Province of British Columbia, BC Ferries is the service provider responsible for the delivery of safe, efficient and dependable ferry service along coastal British Columbia.

Salish Eagle departed Remontowa Shipbuilding SA and the Port of Gdańsk last February. During the 38-day journey across Atlantic and along West Coast of Northern America, the ship sailed the distance of approximately 10 440 miles. The new vessel replaced the 51 years old *Queen of Nanaimo*.

SHIPREPAIRS AND CONVERSIONS

American vehicle carrier *Integrity* after repairs



Integrity docked at Remontowa SA.
Photo: Jerzy Uklejewski

Remontowa SA has already repaired several vehicle carriers, mainly medium sized feeder and regional distribution KESS operated vessels, belonging to the Japanese owner K-Line.

These were not the biggest vessels of this type, serviced so far by Remontowa. Previously the yard hosted, for many times, very large vehicle carriers (VLVC), mainly the ones operated by Swedish-Norwegian joint-venture Wallenius Wilhelmsen, one of the leading European owners, bringing to Remontowa vessels of 199 up to 236 m in length.

Recently, similarly large vehicle carrier has been serviced at Remontowa, i.e. *Integrity*, which once also belonged to Wallenius.

Featuring lots of decks (up to 12) the ship has exceptionally high depth. The pure car / truck carrier

(PCTC, 199 m long, 32.3 m wide, with 29,152 dwt capacity, up to 8000 standard vehicles capacity) was lifted on dock no. 5, with its depth (height at sides) exceeding by far (approximately 18 m) that of the dock sides.

The 1992, Hitachi yard built vessel, sailing under the US flag, belongs to American operator ARC, which, executing government freight fixtures, often serves as a military transport vessel for US Army.

It is not possible to mention all the works performed on the ship, while it was staying at Remontowa SA yard, but to name just a few most important ones, the servicing in Gdansk included: steelwork in tanks and on hull shell, replacement of wire-ropes on ro-ro ramps, repairs of valves on stern ramp, installing of 46 new fire dampers and repairs of 46 disassembled "mashroom" ventilation heads, adding to hull maintenance and painting, including four layers epoxy coating application, overhauls of shaft line and shaft seals, cleaning of chain lockers and fuel tanks, repairs to ballast pumps, maintenance of stern ro-ro ramp, modification of propeller shaft oil system.

The “open gates” day marked the start of the 65th anniversary celebration of Remontowa SA



The ships under repairs or in conversion could also be viewed from decks of two “galleon” ships...

Photo: Agnieszka Latarska

It was possible to visit shipyard halls and quays and see ships in docks. In the Hall of Fame, there was an exhibition of ship models arranged. The models reflected the most interesting ships repaired, converted or built at the yard for owners from all over the world.

Boat cruises on two hired tourist ships - galleons replicas *Dragon* and *Regina* - have been provided and attracting crowds willing to see the yard from water. The yard could be seen not only by walking along the waterfront, but also by riding one of the two-floor “London-style” buses.

Interested persons could also participate in the specially organized on the occasion of the yard’s 65th anniversary photographic competition “Shipyard in the lens” with valuable monetary and material awards.

Szkuner yard meets challenges



Tonijn is the largest vessel, in terms of length, to be serviced at Szkuner yard so far.

Photo: Szkuner

Dutch and Belgian clients, the yard does not forget the Polish market and fishing fleet. Currently it is also executing an order from the Port of Gdynia Authority, to be followed by a ship repair project for Maritime Authority in Gdynia.

Worth mentioning is the project involving a Dutch owned vessel - an offshore wind farm guard vessel *Tonijn*, which has been the largest ship, by length, to be repaired at Szkuner yard so far.

More than five thousand people visited, on Saturday, June 24, the premises of Remontowa Shiprepair Yard in Gdansk during the “open gates” day. This way the celebration of the 65th anniversary of the shipyard was inaugurated.

As early as 10 a.m., residents of Gdansk, shipyard workers with families, students and tourists visited Remontowa SA. The youngest ones were given colorful balloons and sweets. A lot of playground attractions have been also prepared for the youngsters, including pneumatic slides and the “firefighting foam bath”.

There were competitions, fun, cotton candies, popcorn and ice creams. Adults, however, visited the so-called “health booth”, where they could conduct free health checks and get advice on healthy living. Field kitchens with tasty pea soup and other delicacies were among attractions.

A shiprepair yard in Władysławowo is an important part in activities of the Szkuner company, which is mainly occupied with Baltic fishing and fish processing. Recently significant ship repair workload is attracting attention, even with a view to possible newbuilding order on the horizon.

- Recently we have been occupied with repairs and conversions of as many as 10 ships for Polish, Danish and Dutch owners - says Marcin Ryngwelski, shipyard manager. All these works will last until October, this year. We are also trying to acquire newbuilding orders.

Szkuner is also getting ready for an interesting project of lengthening a shrimp catcher by 4 meter. This poses a significant logistics and production challenge for the yard.

Despite acquiring orders from Danish, German, Dutch and Belgian clients, the yard does not forget the Polish market and fishing fleet. Currently it is also executing an order from the Port of Gdynia Authority, to be followed by a ship repair project for Maritime Authority in Gdynia.

- We usually service vessels up to 30 m in length and 200 t of displacement, while *Tonijn* was quite a challenge for our engineers and the ship slip operating team, as it is 37 m long and displaces some 300 ton. This is definitely a record braking ship for us - Ryngwelski emphasizes.

Szkuner Sp. z o.o. was established in 1955 and is headquartered in Władysławowo, the Poland's largest fishing port.

The company owns five fishing vessels, spacious production halls, modern production fish processing plant, cold stores for 1200 and 800 ton each, zero degree temperature chambers with capacity of 200 ton as well as freezing cases and tunnel with freezing capacity of up to 80 ton per day.

Szkuner also manages the port of Władysławowo and renders marine and port services, including cargo handling.

MISCELLANEOUS

Remontowa Holding ranks second among Polish exports leaders



Piotr Soyka (center) with exports vice-leader award statuette during the ceremony at Warsaw Stock Exchange.

Photo: Grzegorz Landowski

On May 29, 2017, in the hall of market indices at Warsaw Stock Exchange (GPW) the winners in the prestigious economy ranking of the "Wprost" weekly were announced. Second place on the "Ambassadors of Poland" listing, with top 100 of the Poland's largest exporters in 2016, was taken by the Remontowa Holding capital group. Its president, Piotr Soyka, received the award, handed by "Wprost" weekly editor in chief, Jacek Pochłopień.

"Wprost" weekly, once more announced the list of 200 largest Polish entrepreneurs, containing the companies with Polish capital (interests), where they have been ranked by sales value in 2016.

Among the hundred of largest exporters, Remontowa Holding ranking the second, had 81% share of exports in consolidated sales value. The first rank belongs to large Polish, state owned, mining and metals

trading company KGHM Polska Miedź SA, so Remontowa Holding appeared as number one among the largest privately owned exporters, with Grupa Azoty SA (on 4th place) and oil and energy company Grupa Lotos SA (9th) among others in top 10.

Remontowa Holding is the only company representing the maritime sector in the "Wprost" ranking (design, construction, repairs and conversions of ships and offshore units, marine equipment). On the general ranking of the Poland's top 200 companies it ranked 68th.

Greeting the president of Remontowa Holding in GPW hall, the editor in chief of "Wprost" weekly named him "the legend of Polish shipbuilding industry". Piotr Soyka, accepting the award made some remarks on current very difficult situation on the shipping market including support sectors, such as yards. Nevertheless, as he emphasized, many companies manage to offer innovative products, successfully finding customers worldwide.

"Academy of Competence" by Forum Okrętowe

Forum Okrętowe, in co-operation with its associate members, commenced a new kind of activity, named "Akademia Umiejętności" ("Academy of Competence"). It is just another initiative enabling our members to take advantage of a wide range of expert knowledge offered by associate members, actively supporting the shipbuilding industry with their know-how and experience within the scope of finances, economics, market and law.

So far we have had the opportunity to listen to several presentations given by specialists of mBanku, chief analyst dept., during open meetings of the Forum Okrętowe Council.



It has already become a regular offering that invitations to “virtual breakfasts”, organized by K&L Gates Jamka, are forwarded to our members.

Recently we have started meetings under the banner of “Academy of Competence”, held on the premises of Forum Okrętowe, conducted by PwC and Deloitte representatives.

Any initiative, allowing to widen the knowledge and skills of Forum Okrętowe members enables operating on the market more effectively.

One of the presentations given during “Academy of Competence”.
Fot.: Forum Okrętowe

StoGda - 20 years of activity



StoGda Ship Design & Engineering

Jubileusz 20-lecia
1997-2017

StoGda, celebrating the 20th anniversary of activity this year, was established in 1997 after closure of Stocznia Gdańska (Gdańsk Shipyard). Then, four of the major employees of the yard’s ship design office, decided to continue with their passion by forming a new organization - StoGda ship design and consulting office. The name StoGda is not accidental, as it is derived from the name of the shipyard Stocznia Gdańska.

StoGda is a design company whose activity concentrates both on sea market, where ship and offshore structures are designed, as well as onshore market, where industrial structures, installations and natural gas compression stations are designed. A combination of experience of long-standing employees with the potential and energy of young graduates of the Gdansk University of Technology made it possible for the company to offer sophisticated structures both for home and foreign clients. Thanks to this strategy, employment at StoGda gives young employees opportunity for professional development whereas the long standing ones can use their expertise at their everyday work. The company is proud of its skilled staff at every level of the organization.

So far StoGda has completed contracts with partners from all continents and ships and other objects designed by StoGda can be met all over the world. StoGda’s outstanding values are quality, on time delivery, innovation and fair business practices. The company attaches great importance to the friendly atmosphere at the office and mutual trust in contact with the clients.

The projects completed or underway include:

- modern hybrid electric drive double-ended ferry Elektra, built at Crist yard, delivered mid June;
- floating dock, nearing completion at Crist yard, for concrete caisson fabrication, to be used in Monaco land expansion and urban development project;
- live fish carrying wellboat and car and passenger ferry for Iceland, currently under construction at Crist yard;
- environmentally friendly chemical tankers, with LNG ready propulsion (with the second unit under construction in China);
- series of reefers and a ship for the carriage of chilled orange juice concentrate under construction in China with hold thermal insulation designed by StoGda;
- offshore wind farm installation and service vessels / HLJV’s (*Thor, Innovation, Vidar* with the latter awarded with a prize in “Innovative Project” category from Forum Okrętowe in 2014);
- HLJV for coastal highway construction for La Reunion island (*Zourite*).

More information available at: www.stogda.pl

Naval Shipyard Gdynia to be acquired by Polish Armaments Group

On 26 May this year PGZ Stocznia Wojenna Sp. z o.o. and the Official Receiver of Stocznia Marynarki Wojennej SA (SMW), (in eng.: Naval Shipyard Gdynia) in bankruptcy liquidation signed a preliminary agreement regarding the purchase of SMW in liquidation bankruptcy. It is a further step towards incorporating SMW in the structure of Polska Grupa Zbrojeniowa (PGZ) (eng.: Polish Armaments Group).

The agreement was revealed on May 29, 2017, by the secretary of state in Ministry of Defence Bartosz Kownacki during a visit at SMW. Entering into the agreement will make it possible for the purchaser, i.e. for PGZ Stocznia Wojenna Sp. z o.o., to perform due diligence within the scope of technical, financial and legal matters, which will determine activities connected with performance of the transaction.

Acquired shipyard assets will be of utmost importance for key defence and economic projects of the Republic of Poland, i.e. for the operational program called “Zwalczanie zagrożeń na morzu” (“Combating Threats at Sea”) included in Plan Modernizacji Technicznej Sił Zbrojnych RP (Plan for Technical Modernization of Armed Forces of the Republic of Poland) and for the “Batory” development program included in Plan na Rzecz Odpowiedzialnego Rozwoju (Plan for Sustainable Development).

SMW in bankruptcy liquidation constructs and repairs Polish Navy ships and other civilian vessels. The area owned by Stocznia Marynarki Wojennej SA adapted to produce ships covers the total surface of 325,344 m². The most important elements of industrial infrastructure, being also the key assets of Stocznia Marynarki Wojennej SA, include a floating dock, a ship lift, and specialized shipbuilding stations.

95 years of Naval Academy



Rector (Academy chancellor), commodore professor Tomasz Szubrycht and deputy rector for military affairs - commodore Mariusz Mięsikowski presenting the Piłsudski Association distinction, awarded to Naval Academy during celebrations in Toruń.

Photo: Krzysztof Miłosz

On June 23, 2017, in Toruń, the original site of what now is the Naval Academy, the educational institution, now headquartered in Gdynia, held celebrations of the 95th anniversary of establishing its predecessor, the *Oficerska Szkoła Marynarki Wojennej* (Naval Officers School).

The history of the Polish Naval Academy dates back to 1st October, 1922 when Head of Maritime Department Vice Admiral Kazimierz Porębski ordered to establish Naval Officers' School. It was located in Toruń and was composed just of one faculty. On 19th October, 1922 the name of the school was changed into Navy Cadets' School. It was expression of respect given to the tradition of military school of the Congress Kingdom of Poland.

WWII did not stop the training process. As early as on 25th November, 1939 the Navy Cadets' School was reactivated. It was located in the naval base of Devonport on board the ORP Gdynia, and in 1944 it

was moved to Okehampton. On 18th January, 1946 the Supreme Commander of the Polish Armed Forces Marshal Michał Rola-Żymierski issued an order to establish a new naval school. This way Naval Officers' School was brought into life, which on 11th June, 1955 was changed into Naval College. The school constantly developed scientifically and didactically and on 17th July, 1987 was granted the full status of higher education institution. This led to the creation of the Naval Academy, which still cultivates its message “*Amor Patriae Suprema Lex*”.

Nowadays over 6000 students, trainees and officers study and practise at the Polish Naval Academy. The mission of the Academy is to create conditions necessary to provide security for the Republic of Poland at sea through disseminating comprehensive knowledge, conducting research work, educating and developing midshipmen and civilian students, as well as perfecting professional military, and civilian workers, in the administration and maritime industry.

PLN 200 m for Polish innovation

As announced by Instytut Morski (Maritime Institute), September will see the start of the third competition of the project applications within the Smart Development Program. For the scientists and entrepreneurs (Activity 4.1.4), who are going to embark onto conceivng and developing innovative solutions, Narodowe Centrum Badań i Rozwoju (NCBR or National Center for R&D) prepared PLN 200 m.

It is an offer of NCBR aimed at consortia consisting of scientific and business entities. Its objective is to support the best R&D projects, covering industrial related research and experimental development works,

leading to unique, at least on the nationwide scale, technical solutions, with the global scale innovations to be rewarded most.

The period for the applications intake is September 18 - December 18, 2017.

“Leader of Security” award



Zespół Techniki Głębiny (Deepwater Technology Team) in Katedra Projektowania Okrętów i Robotyki Podwodnej Wydziału Oceanotechniki i Okrętownictwa Politechniki Gdańskiej (Department of Ship Design and Subsea Robotics of the Faculty of Ship and Offshore Technology at Gdansk University of Technology, was awarded in “Lider Bezpieczeństwa 2017” (“Leader of Security”) competition, held under honorary patronage of the president of the Republic of Poland, Andrzej Duda.

The organizers of the competition is the Association of Uniformed Forces’ Suppliers.

Two products have been put forward to take part in the competition:

- Subsea System “Morświn”
- Subsea System OPM („Głuptak”)

Both systems, used as anti-mine warfare, have been awarded with diamond prize “Leader of Security of the State 2017”.

Awards and related certificates.

Gdansk University of Technology team won the International Waterbike Regatta



Students during fierce competition, onboard Rektor human powered catamaran.

Photo: PG

International Waterbike Regatta (IWR) attracted nearly competing teams from Poland, Austria, Croatia, the Netherlands, Germany, Russia and Turkey. Students representing the Faculty of Ship and Offshore Technology of the GUT and their floating unit *Rektor* appeared to be performing best.

IWR is the human powered boats regatta. Over 300 persons attended the races, including students and their principals. The competition took place on the Jeziorak lake, near the inland waterway port of Iława, during May 25-27.

The first IWR were held 37 years ago as an initiative of students from Hannover. Since then, the yearly event, organized in various European cities, has been held in Poland for the fourth time.

The competing teams took part in six races (disci-

plines), showing their abilities in sprint runs, slamom, long run or acceleration test.

The main organizer of the recent IWR was the Faculty of Ship and Offshore Technology of the GU, with Excento, the University’s company, taking part in preparations of the event as well.

Keel laid for the construction of a new Polferries ferry designed by Westcon Design

On 23rd June 2017 the ceremony of keel laying for the ro-pax ferry B 145-I/01 was held at “Wulkan Nowy” slipway / building berth in Szczecin Industrial Park (former Szczecin Shipyard). The ferry is being built for Polferries (Polish Baltic Shipping Co.)

The ferry will be 202.4 m long overall and 30.8 m wide. The unit will reach a speed of 18 knots. The new ferry will accommodate 70 crew and 400 passengers on board. The ro-pax ferry will be a modern unit that meets high environmental standards. The ferry will use liquefied natural gas (LNG) as the main fuel. She will be designed to bunker it using the LNG terminal in Świnoujście and the Ystad port.



Keel laid for the construction of the new ro-pax ferry.
Photo: Adrian Aleksiewicz

Currently, the Westcon Design office is responsible for design works. Mr. Piotr Żelazek and Mr. Marek Nowak are main designers. At later stages of the project implementation, participation of a few prestigious Polish ship design offices is predicted.

The works associated with the production of hull section are scheduled to begin at turn 2017 and 2018. In June 2018, the works on the slipway will commence. In 2019 the ferry will be ready to launch, and at the beginning of 2020 for delivering to the shipowner.

Development of shipbuilding industry is one of the key elements of the Polish Government's Plan for Responsible Development, and its purpose is the offset of the Polish shipyards in the direction of the construction of larger, highly specialized units and increasing the competitiveness of domestic ferry operators.

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