



## NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

### NEWBUILDINGS

#### ORP *Kormoran* minehunter delivered and commissioned by the Polish Navy



Flag hoisting ceremony for ORP *Kormoran*.  
Photo: Piotr B. Stareńczak

On November 17, 2017, the first new MCMV (mine countermeasure vessel or mine-hunter) to be delivered (of planned three) departed Remontowa Shipbuilding yard and the port of Gdansk for its permanent base in Gdynia, marking delivery to Polish Navy, namely to 8 Flotylli Obrony Wybrzeża (Coastal Defence 8th Fleet).

The new minehunter is created in line with a completely Polish design, in a Polish, private facility, financed by 100% of the Polish capital. The ship, designed at Remontowa Marine Design & Consulting (RMDC) was built by a consortium, led by Remontowa Shipbuilding, member of the Remontowa Holding capital group and including Ośrodek Badawczo-Rozwojowy Centrum Techniki Morskiej (CTM) and Naval Shipyard Gdynia.

CTM designed and supplied Integrated Combat System, including command support sub-system, passive defense system, underwater monitoring / surveillance system with hydrolocation stations, as well as charges for destroying mines.

On November 28, 2017, the ship was commissioned, under the name ORP *Kormoran*, and had its flag hoisted for the first time.

The ceremony, held in Gdynia, with ORP *Kormoran* assisted by other navy ships, including mine-sweeper ORP *Mewa*, to be replaced by the new ship and ORP *Kontradmiral Xawery Czernicki* - one of the Polish Navy's most modern and newest ships, which was also built at Remontowa Shipbuilding) was attended by the minister of defense Antoni Macierewicz and the Godmother Maria Karweta. The first commander of ORP *Kormoran* is commodore Michał Dziugan.

The "Kormoran II" type ship is designed to search and countermeasure mines in the waters of the Polish exclusive economic zone (EEZ) and while taking part in tactical task forces in the Baltic Sea and the North Sea and other auxiliary tasks defined by Polish Ministry of Defence. The ship with a length of 58 meters should be manned by a 45-person crew.

A video showing *Kormoran* minehunter departing the yard on the day of delivery:

<http://www.portalmorski.pl/tv/flmy/orp-kormoran-przekazany-marynarce-wojennej/>

Commissioning and flag hoisting ceremony video report (in Polish):

<http://www.portalmorski.pl/tv/flmy/orp-kormoran-wchodzi-do-sluzby/>

## Modern multi-role Polish Navy tugs construction commenced



Steel plate cutting machine in action, marking the start of the tug construction.

Photo: Agnieszka Latarska

Remontowa Shipbuilding has begun construction of the first tug in a series of six on order from Ministry of Defence. On Thursday, November 16, 2017, a ceremony of first steel cutting for the said newbuilding took place at Remontowa Shipbuilding SA, member of Remontowa Holding.

The event was attended by i.a.: deputy chief of Armament Inspectorate for aviation and marine technology, colonel Waldemar Bogusławski, chief of staff for the Squadron of support ships, commander Albert Figat, commander Robert Lisowski, CEO of Remontowa Shipbuilding SA Piotr Dowżenko and CEO of Polish Register of Shipping Andrzej Madejski.

"It is utmostly important project our yard, as it confirms its specialization and coming back to supplying various kinds of vessels to Polish Navy" - said Piotr Dowżenko, CEO of Remontowa Shipbuilding. "It is

already a second project in recent times, besides minehunter ORP *Kormoran*, which we execute along with Armament Inspectorate of the Ministry of Defense and Polish Navy" - he added.

The multi-role tugs will be used for military and logistics operations support at sea and in ports, technical evacuation operations, search and rescue operations support as well as oil spills recovery. The ice class will enable operation of the tugs in tough winter conditions. The vessels will feature bollard pull up to 35 T and excellent maneuverability due to outfitting with twin azimuthing stern drives. The open deck will enable carrying of cargoes up to 4 t.

The ceremony was concluded with signing of the document marking the actual construction of the vessel, performed by col. W. Bogusławski (Inspectorate of Armament), Ł. Brzozowski (project manager) and G. Pettke (Ship Division of PRS SA).

The keel laying is expected mid January 2018 and the ship delivery scheduled for February 2019. Further units form the series will be delivered to Polish Navy in four month intervals with completion of the contract execution expected in November 2020. The new tugs will replace existing ones, based in Gdynia and Świnoujście.

**The B 860 type tugs - principal particulars:** overall length - 29.20 m, breadth - 10.47 m, gross tonnage - 387; max power - 2 × 1193 kW, max speed - not less than 12.0 kn; bollard pull - not less than 35 T; complement - 10 persons; classification - PRS \*KM TUG/FIRE FIGHTING SHIP1 II L1 AUT NAV1 \*PRM

Official ceremony for commencing the construction of the B 860 / 1 tug - video report (in Polish):

<http://www.portalmorski.pl/tv/flmy/holownik-dla-mw-w-budowie>

## Farewell to *El-Mellah*

On Friday, 17 November *El-Mellah* sailing ship began his journey to Algeria (following official delivery and flag hoisting on October 21 - see the previous edition of the FO newsletter). The tall ship was expected in Algiers on 2nd or 3rd December.

The ship was built by Remontowa Shipbuilding SA shipyard of Remontowa Holding capital group, under a contract arranged by Cenizin, member of the PGZ group. The design of the ship was provided by consulting naval architects Choren Design & Consulting, headed by Zygmunt Choreń, one of the best designers of sailing ships in the world. *El-Mellah* became, in November 2015, a thousandth unit launched at Remontowa Shipbuilding SA, and at the same time the first sailing ship to be built there.

A three-masted frigate (fully rigged vessel) is characterized by a total length of 110 m, a width of 14.5 m and depth of 8.6 m. The total area of the vessel's sails is approx. 3,000 m<sup>2</sup>, providing speed under sails of up to 17 knots (with 6°B wind). The highest mast reaches 54 m in height, counting from the water level. The crew of the ship is 222 people (including 120 cadets, 40 of whom are to be women). Of the three steel masts, the tallest, middle mast has a height of 54 m and the third one serves as the engine exhaust gas funnel.

*El-Mellah* can be operated on all available reservoirs of the world excluding the polar zone during the polar winter.

## Another fish feed barge from Stal Complex



Photo: Stal Complex

On November 24, 2017, another fish farm feeding barge has been delivered to a client and towed out of the port of Gdynia, heading for Norway. This time the unit in question was the *Fram 56* of the Nova series. It is a fish feed barge of new architectural design, with ability of remote control of production. The barge has a silo capacity of 300 t and is destined for work on salmon fish farm near Tromsø in Norway.

The unit is outfitted with telescopic jib deck crane and, obviously, with all units of equipment and systems related to its core function, i.e. feeding systems, supplied by Steinsvik, who commissioned Stal Complex of Gdynia, Poland, to build the barge.

The ultimate owner of the *Fram 56* barge will be Sal-Mar.

Currently Stal Complex has three fish feed barges construction projects underway, with capacities of 450 t and 600 t for clients in Spain, Norway and Canada.

## SHIPREPAIRS AND CONVERSIONS

### First of the four Finnlines' ro-ro cargo vessels lengthened at Remontowa SA

Finnlines' Energy Efficiency and Emission Reduction Investment Programme is progressing well - first lengthened vessel has been redelivered from shipyard - Remontowa SA in Gdansk, Poland.

*Finntide*, delivered in 2012 from the Chinese Jinling shipyard, arrived in Gdansk on 25 September 2017. As planned, the vessel was cut in two and a 30-metre section, weighing some 1500 t, was inserted between the fore and aft parts. The sections were welded together again, and around 1,000 additional lane metres were added to the vessel capacity.

The close to 30% capacity increase will considerably reduce the energy consumption per transported unit compared to the original vessel. In other words, it will improve energy efficiency further and thus contribute more to reducing emissions.

After the modification, executed under supervision from Italian classification society RINA, *Finntide* is 217.77 metres long and has a capacity of 4,213 lane metres. In practice, around 1 km of trucks more per ship can be hosted on board.



A 30-metre section was inserted between the parts and welded together.  
Photo: Sławomir Lewandowski

Polish classification society PRS is involved in the project executed at Remontowa SA as well. PRS is responsible for conceiving and performing adequate strength analysis for modified ro-ro vessel. These calculations form important part of project preparations, which are essential for the safety of the crew and cargoes carried by modified vessels.

Through Finlines' investment programme, the Company will lengthen four of its "Breeze" series ro-ro vessels (*Finnsky*, *Finnsun*, *Finntide* and *Finnwave*) at Remontowa SA with options for two more ships. The whole lengthening program will be completed by May 2018.

*Finntide* returned to the normal operation on Uusikau-punki/Turku - Travemünde route late November 2017. The next vessel to be converted left for the same shipyard on 28 November 2017.

## MARINE EQUIPMENT

### New Roxtec seals simplify ship digitalization

The ongoing modernization onboard ships, vessels and offshore units require smart solutions for retrofit and upgrades. In order to help marine and offshore players handle the demands of the fast development in an efficient way, Roxtec, represented in Poland by Roxtec Poland Sp. z o.o., has developed a new non-weld solution.

The Roxtec SLA sealing solution, which includes well-proven Roxtec R transits or RS seals with newly developed adaption sleeves, simplifies the addition of cables late in a project and enables upgrades and repair work without welding. The sealing solution is certified for use in A-Class fire rated divisions and ensures water-tightness up to 2.5 bar. It reduces the need for hole-cutting and fixation.

### Export of services from Poland to a shipyard in Croatia...

Split based Brodosplit yard employed 34 employees from Polish company Activ. Poles are supporting Croatian yard in construction of the world's largest sailing vessel - *Flying Clipper*.

Activ employees perform works related to internal spaces outfitting: carpentry in passenger and crew public spaces as well as cutting and installing steel linings.

It results from Activ winning the tender for outfitting of public spaces and restaurants. Furniture installed onboard the cruise sailing vessel are sourced from Activ's own factory. Furthermore, the Polish company performed works related to installation of metal sheet lining and insulation of walls and ceilings.

Poles will be involved till the end of construction of the vessel - i.e. until July 2018.

*Flying Clipper*, five-masted fully rigged vessel is 162.22 m long and has total sail area of 6347 m<sup>2</sup>. The vessel, being built for Star Clippers, will be the largest unit of this kind worldwide. The vessel will accommodate 139 crew and 300 passengers.

### ...and to a shipyard in Germany

In Rostock, at Neptun Werft GmbH, member of the Meyer Werft group, construction of the *Coral Energice* LNG carrier (newbuilding no. 575) nears completion.

The vessel, launched last July and scheduled for delivery this year, has had some of shipboard electrical works done by An-Elec Sp. z o.o. from Poland. The works included installation of cable trays and connecting the electrical switchboards.

The vessel, 163.86 m long, 24.50 m wide and featuring deadweight of 14,000 t at gross tonnage of 22,125, has cargo capacity of 18,000 cu. m and is destined for delivery to Dutch owner Anthony Veder.

**65th Anniversary of Remontowa: The future is born today, in our eyes!**



Piotr Soyka accepted congratulations from deputy prime minister Mateusz Morawiecki, forwarded by deputy finance minister Paweł Cybulski.  
**Photo: Sławomir Lewandowski**



Piotr Soyka with the Metropolitan Archbishop of Gdansk Sławoj Leszek Głódź and captain Zbigniew Sulatycki.  
**Photo: Sławomir Lewandowski**

On Thursday, November 16, 2017, Remontowa Shiprepair Yard SA celebrated its 65th anniversary. In the noble premises of the Baltic Opera there was a gala hosted by Remontowa with the participation of the MP's of the Gdansk Land, representatives of state authorities, local government, clergy and institutions and companies of maritime economy as well as shipyard workers.

- Remontowa is our life. I have been with this yard for over fifty years, and through my father - for sixty-five years now - said the chairman of the Remontowa Holding group Piotr Soyka during the gala.

Remontowa Shiprepair Yard was established on November 7, 1952 as separate, independent entity outsourced from a ship repair department of the Gdansk Shipyard. The relevant document was signed by the - then chief engineer of the Gdańsk Shipyard, dir. Henryk Soyka.

Over the 37 years until late eighties, the yard had been repairing mainly the vessels coming from the so-called Eastern Bloc. In 1989, when his son, Piotr Soyka after winning the competition, became a general director, the shipyard started to transform into a modern company able to compete in the free market.

Since 2001, when the yard was privatized, the buildup of the capital group has begun, now consisting of more than 20 companies engaged in the design, construction, repair, conversions, upgrades and outfitting of vessels and offshore structures. Over 8,000 people work for the Remontowa Holding group both in its companies and in cooperating companies.

“Currently, Remontowa is mentioned as the third shipyard in Europe and the fifth in the world” - wrote deputy prime minister Mateusz Morawiecki in a message read during the gala by Undersecretary of State in the Ministry of Finance Paweł Cybulski. “This is a place that is aware of its value, potential and history. It is a Polish ownership, enthusiasm and skills built through a strategy for responsible development” - emphasized the deputy prime minister.

“I congratulate the president of Remontowa Holding, the person without whom talent, managerial skills and determination in pursuing the goal the present jubilee of the shipyard would not be occurring, nor the entire shipyard group nurturing the best Polish shipbuilding traditions” - wrote the minister of maritime economy and inland navigation Marek Gróbarczyk in the letter read out during the gala.

Congratulations on the stage were also submitted by Dorota Arciszewska-Mielewczyk, chairwoman of the Parliamentary Committee for Maritime Economy and Inland Navigation, as well as Pomeranian Marshal Mieczysław Struk.

- Repairs include thousands of employees, cooperators and their families” - said Struk. - I would like to ask you to accept my congratulations with the conviction that not only shipyard workers, but also inhabitants of Pomerania are proud that Remontowa operates in our economy, that it is a great brand, a great showcase and ambassador of Pomerania, Gdansk and the Republic of Poland.

Piotr Soyka handed the jubilee special prizes, established and funded by himself - a glass cuboids with a laser engraved 3D propeller inside, in the “Meritorious for Remontowa” and “Friend of Remontowa” categories. The gala was graced by the performance of Teatr Studio Buffo with Natasza Urbańska and Janusz Józefowicz.

## On BC Ferries’ vessels conversion and “green shipping” at Paris OECD meeting



Slides from the presentation of SEA Europe during the OECD meeting in Paris, with the front cover of “Poland@SEA” magazine, showing the pro-ecological conversion of BC Ferries vessels at Remontowa SA as an example of good practice in the world shipbuilding industry.

**Photo: Jerzy Czuczman**



Jerzy Czuczman, president of Forum Okrętowe (first from left), was among Poland’s representatives at OECD talks.

**Photo: Twitter/SEA Europe**

On 20 and 21 November at the OECD headquarters in Paris a working group on shipbuilding (WP6) was held. Particular attention has been paid to environmental issues in shipping, i.e. the so-called green shipping. The meeting was attended by representatives of almost the entire world of shipbuilding, including the USA. Poland was represented by Agnieszka Kuraszyk from the Ministry of Maritime Economy and Inland Navigation and Jerzy Czuczman, President of the Association of Polish Maritime Industries Forum Okrętowe. Highly anticipated China representation presence was missing, however.

The specialists and government officials discussed the need for introducing rules of equal competition for all participants in the shipbuilding sector. There were also some controversial topics related to environmentally-friendly shipping mentioned.

International Energy Agency representative, Renske Schuitmaker, said that the deployment of LNG-powered vessels on even half of the world fleet would not prevent greenhouse gas emissions in practice. Simon Bennett, director of policy at the International Chamber of Shipping, proposed in turn that, until the eventual successful development of a full industrial scale propulsion eliminating CO2 emissions entirely it would be practical to continue to utilize oil based fuels in shipping, pushing forward the implementation of emission directives.

Contrary to those statements, SEA Europe Secretary-General Christophe Tytgat said that already at this stage, the European shipbuilding industry has ready-made technologies to significantly reduce harmful emissions. As an example of world-class practice in implementing advanced environmental solutions, he pointed out the great project of converting passenger and car ferries to liquefied natural gas, implemented at Remontowa Shiprepair Yard in Gdansk for the Canadian ferry operator BC Ferries.

The meeting was moderated by Olav Myklebust, permanent representative of the Kingdom of Norway to the OECD, who will be the ambassador of the Kingdom of Norway in Poland from the New Year on.

## First court sentence concerning VAT for a new “shipyard act”

Ship outfitting subcontractor has right to use zero percent VAT tariff. Regional Administration Court in Gdansk, ruled, on October 17, regarding the possibility to apply zero percent VAT tariff, that this relates to the subject of supply, not the supplier. Therefore goods supplied to or by intermediary / trading middleman are subject to application of zero percent VAT tariff, providing they are covered by relevant statement in a VAT bill (art. 83 ust. 1 pkt 1 ustawy o VAT).

The court decision was related to a company, the main activity of which is design and construction of equipment for shipbuilding industry, destined for ships and offshore structures, which are sold to intermediaries, installing the purchased parts or sub-assemblies into another items of equipment and supplying the whole items to a shipyard or a ship owner.

The company first asked tax authorities for interpretation, whether in such case zero percent VAT tariff may be applied. After receiving negative answer, the company appealed to the regional administration court, which approved the approach of the complaining party.

As experts of Deloitte consulting company, analyzing this case, emphasize - the conclusion from this court decision are very favorable to corporate taxpayers and may allow to apply the zero percent VAT tariff to a wider extend. However, taking the differing stance of Ministry of Finance into consideration, the issue may cause potential disputes with tax authorities from case to case.

Interested companies are welcome to contact Deloitte, to discuss how the recent court decision affects their particular activities.

## **National Maritime Security Forum 2018**

The third edition of National Maritime Security Forum 2018 will be held on Thursday 25 January 2018 in Novotel Airport Hotel in Warsaw.

National Maritime Security Forum is a unique event in Poland with participation of high rank representatives of governments, armies and navies, R&D and educational establishments and companies. 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, the organizer of the biggest maritime sector event in Poland - the Baltexpo International Maritime Exhibition. The axis of the Forum's program 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.

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 S.A., 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.

Further info: [www.fbm.ztw.pl/en](http://www.fbm.ztw.pl/en)

**The Newsletter is published monthly**

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

ZWIĄZEK PRACODAWCÓW  
**FORUM OKRĘTOWE**  
ASSOCIATION OF POLISH MARITIME INDUSTRIES

**Publisher:**



**Office: TEMAT Sp. z o.o., Na Ostrowiu 1, 80-958 Gdańsk**