



ZWIĄZEK PRACODAWCÓW
FORUM OKRĘTOWE
 ASSOCIATION OF POLISH MARITIME INDUSTRIES



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NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

A keel of a modern navy tug boat was laid at Remontowa Shipbuilding SA



Photos: Piotr B. Stareńczak

On January 23, at Remontowa Shipbuilding SA, the member of the Remontowa Holding capital group, the keel was officially laid for the construction of the first in a series of six tug boats for the Polish Navy (yard no. B 860/1).

- Remontowa Shipbuilding yard, also in this project, was posed a difficult task. Tugs, besides rendering services typically related to securing harbor maneuvering of other vessels, are to ensure the implementation of tasks resulting from the activities of naval forces, including transport and logistics functions, neutralization of petroleum and oil spills in difficult weather conditions - said Commander Krzysztof Stępniewski, representative of the ordering party - the Armament Inspectorate of the Ministry of National Defense. He added that the recent years have strengthened the position and image of Remontowa Shipbuilding as the shipyard capable to build floating units at the highest level and able to meet all requirements.

After welding the commemorative medal into the structure of keel within the bottom section of the tugboat, the keel laying protocol was signed by the CEO of Remontowa Shipbuilding SA Piotr Dowżenko, dep-

uty of the Head of the Maritime Technology Lead Team of the Armament Inspectorate, Krzysztof Łomnicki and Grzegorz Pettke, ship department director of Polish Register of Shipping.

The contract for the delivery of six tugs for the Polish Navy was signed by representatives of the Armament Inspectorate of MoD and Remontowa Shipbuilding SA in June, while the first steel cutting for the construction of the B 860/1 unit took place on November 16 last year. The conceptual and technical design of the units (with technical design being consulted with RMDC) was conceived by NED Project ship design office, while Remontowa Marine Design & Consulting Ltd. (RMDC), belonging to the Remontowa Holding capital group, assumes responsibility for all workshop documentation and construction supervision.

The contract is the result of winning the tender titled "Technical support and execution of rescue operations at sea, codename: Tugboat". Specialized technical supervision in the field of classification, construction and testing of units was entrusted to Polish Register of Shipping.

The first of six tugs is to be handed over in 2019, and further units - by 2020, in several-month intervals, alternately to two flotillas, based in Eastern and Western parts of the Polish coastline.

Video coverage (Polish language) of the keel laying ceremony for the first of six tugs for the Polish Navy is available at:

<http://www.portalmorski.pl/tv/filmy/stepka-pod-holownik-dla-mw-rp>

SHIPREPAIRS AND CONVERSIONS

Ferry parade at Remontowa SA



Six ferries docked and berthed at Remontowa SA in January.
Photo: TOSEM

Within just one day - on Thursday, January 11 this year, three ferries entered Remontowa Shiprepair Yard. Two of which are operating quite far away on a daily basis. One, *Pride of Rotterdam*, sails across the North Sea - on the route linking Rotterdam (Eu-roport) and Hull in the UK. It belongs to the British ferry operator P&O Ferries. It is a third-line representative in the world of the largest ferries currently in operation in terms of gross tonnage (59 925 units), and the 10th in terms of the length of the ro-ro cargo lane.

Another one - *Mont St. Michel*, in the colors of the French operator Brittany Ferries - came to Remontowa from its place of work on the English Channel (La Manche), from the Caen Ouistreham - Portsmouth route. The third one, *Baltic Princess* undergoing repairs in Gdańsk, had to leave the route connecting

Turku (Finland), Stockholm (Sweden) and Mariehamn (Åland Islands, Finland).

The three newly arrived ferries saw other vessels of this type, already berthed or docked at Remontowa SA. It was, among others, the ro-pax *Stena Scandinavica*, the sixth largest ferry in the world in terms of gross tonnage (54,958 units), and the fourth - taking into consideration the designs or types (series of sister ships) - due to the total length of the ro-ro cargo lane (4100 m).

This year, the most important task for Remontowa on this ferry is the installation of scrubbers (systems radically reducing the emission of sulfur to the atmosphere in the exhaust gases generated by the ship's engines). *Spirit of British Columbia*, in turn, is a ferry undergoing a marketwise significant and technically demanding conversion from a traditional diesel based propulsion system into much cleaner fuel - LNG.

In the following days, two more ferries were berthed at Remontowa Shiprepair Yard - *Stena Spirit* and *Princess Anastasia*. Thus, the previous record was beaten, because for several days (until the day of departing the shipyard, straight from the dock, on January 25, of the *Pride of Rotterdam* ferry), as many as seven ferries

of renowned Western European, Scandinavian and Baltic operators were being serviced at a time at the yard. During the current winter season, one will see yet another ferries coming to Remontowa SA to undergo a rejuvenating treatment.

Docs and quays full of ships...



January saw departure of the second (of four) ro-ro cargo vessel, to be lengthened at Remontowa SA for Finnlines.

Photo: Sławomir Lewandowski

tanker (ex *Hanne Knutsen*) into a complex, advanced floating storage and offloading (FSO) for the Martin Linge oil field.

In one of the floating docks a brand new vessel (put into operation in October 2017) *Ronia Diamond* (live fish carrier) has recently been serviced. The ship, as partially equipped, was built in the Montex shipyard, which delivered it to the Norwegian yard in April 2017. In December, *Ronia Diamond* entered the rocky shallows and subsequently went to Remontowa SA for emergency bottom repairs with steel replacement. Remontowa SA is currently servicing, among others, several Russian fishing vessels, and by January 23 - another (except ferries) ro-ro ship, namely the vehicle carrier *City of Sunderland*, while in the Gdansk's largest floating dock a large self-unloading bulkcarrier *Yeoman Bridge* has been serviced.

Along with repairs and modernizations of the ferries there have been also other projects being executed at Remontowa SA. On January 23, the *Finnwave* ro-ro vessel lengthened at the yard left Gdansk. This is one of the four ships whose lengthening was ordered by Finnlines. On January 11, a midship section built at the Remontowa Shipbuilding yard for the next Finnlines' vessel planned to be extended, was towed on-board a heavy-lift barge *Rem Lift 25000*.

In mid-January, it were not only ferries that filled up the wharfs and docks. Another large and time-consuming work, in addition to the reconstruction of the BC Ferries' ferry to be powered by LNG fueled propulsion system, is the conversion of the self-elevating platform commissioned by the Lotos group.

Yet another large and complex work carried out by Remontowa currently is the conversion of a shuttle

OFFSHORE WIND

Gdańsk Shipyard and GSG Towers - not only wind towers with possible new owners?

GSG Towers received an order from an unnamed client, described as one of the largest operators of the global renewable energy market, for the construction of 15 onshore wind towers, the production of which is to start in the first half of 2018.

GSG Towers entered the wind energy market just five years ago due to restructuring of Gdansk Shipyard and diversification of its production. Today, the company is one of the five largest wind tower manufacturers in the world on the onshore market, while it also actively conquers the dynamically growing offshore wind energy market due to the unique location with direct access to sea port quay and the ability to build large towers and other structures needed for the offshore segment.

The management of the company also links its future with the development of Polish offshore renewable energy. Still on September 11, 2017, a letter of intent was signed in Gdańsk, which began work on the creation of a consortium, interested in the establishment of a Polish supply chain for the design, construction and delivery of a fully equipped transformer substation for offshore wind farms. In addition to GSG Towers, the consortium will include Lotos Serwis, Enamor, Protea, etc.

In the meantime, on January 16, it was revealed that the offer to purchase shares of Gdansk Shipyard SA and shares in GSG Towers Sp. z o.o. was submitted to Ukrainian owners by Poland's Industrial Development Agency (IDA), which currently holds over 18 percent shares in Gdansk Shipyard, and 50 percent stake in GSG Towers - manufacturer of wind farm towers.

The scenario preferred by the IDA is to take over all shares of Gdansk Shipyard and of GSG Towers, to make it possible to resume production for the shipbuilding industry in Gdańsk on the basis of these companies' assets. "It is possible, however, that due to some serious legal risks, it will be possible to purchase only selected shipbuilding assets" - the IDA spokesman explains.

MARINE EQUIPMENT

An-Elec on the ferry for Iceland

Among the vessels, on which An-Elec have been recently working is a car and passenger ferry, yard no. NB70, under construction since 2017 r. at Crist yard in Gdynia, to the order of Icelandic owners.

Deliverery of the vessel is scheduled for June 2018. The ferry is intended to be deployed on the route linking Iceland with Westmana archipelago. It will provide berths for crew of 10 and places for 390 / 540 passengers (winter / summer). The vessel is 69,4 m long and 15 m wide.

The following works have been commissioned to An-Elec within a scope of NB70 outfitting at Crist yard:

- manufacturing and installation of cable routes, trays / ladders and penetrations / access, including material supplies
- installation of single cable routes, including material supply
- manufacture and installation of local cable routes and fittings for electrical appliances up to 50 kg, including material supplies
- installation of local cable routes and fittings for electrical appliances up to 1200 kg, including material supplies
- laying and fastening of cables and optical fibre cables
- connecting of cables and optical fibre cables, including production technology material and required measurements
- cable penetrations filling / plugging
- start up, testing and delivery (to owner and class society) of electrical systems, within a scope relevant to works / installations commissioned to An-Elec.

MISCELLANEOUS

Lotos joined Remontowa LNG Systems in an innovative project

On January 22, 2018 Remontowa LNG Systems Sp. z o.o. signed a letter of intent with Grupa Lotos concerning cooperation within the pilot project of developing a LNG docking station. Signing of the letter of intent is the culmination of searching for a strategic partner, who has necessary competences and is interested in implementing projects for the use and distribution of LNG to land and sea markets.

On December 1, 2017, Remontowa LNG Systems Sp. z o.o. has launched a new project under the name: "The construction of a pilot docking station, as part of an LNG distribution system based on cryogenic tank containers".

The project (Action no 2016-PL-TM-0268-S) is co-financed by the European Union, with EU managing Agency being Innovation & Networks Executive Agency (INEA), within a framework of Connecting Europe Facility (2014-2020) program.

The objective of the project is designing, construction and testing of the pilot LNG docking station. The main task of the station will be sustaining crucial safety technical parameters of intermodal, cryogenic LNG tank

containers, enabling long-term storage. This will allow further LNG distribution via all possible transport means (rail, road and sea). The station will have an additional functionality enabling L-CNG refuelling. The pilot station will be located in the logistic terminal in Sławków (Śląsk region), which is a core rail/road terminal located on the Baltic-Adriatic TEN-T Core Network Corridor

Within the project the following Activities will be undertaken: coordination and management, designing of the pilot installation, construction of the pilot installation, pilot deployment and studies, information and promotion activities.

Solutions worked out within the project will be implemented on the markets of the Republic of Poland and the European Union.

The project value is 1.890.582,00 EUR, including subsidies from the Connecting Europe Facility of 945.291,00 EUR. The project implementation period is December 1, 2017 - December 3, 2020.

Modern technology showcased at Academy of Marine Industries



Paweł Klim - head of design and production technology office at Remontowa Shipbuilding SA, was presenting the case of an advanced cable laying vessel *Siem Aimery* among other topics.

Photo: Agnieszka Latarska

On January 24, at the Faculty of Ocean Engineering and Ship Technology at the Gdańsk University of Technology, this year's first meeting of the Academy of Marine Industries was held. Presentation "Modern technologies on the example of applications in Remontowa Shipbuilding SA" was given and moderated by Piotr Dowżenko, CEO of Remontowa Shipbuilding SA.

The event was also attended by Paweł Klim - head of the construction and technology office of Remontowa Shipbuilding SA, Dariusz Staliński - chief production technology engineer at Remontowa Shipbuilding SA, Jerzy Czuczman - president of the Association of Polish Maritime Industries, M.H. Ghaemi - vice-dean for education at Ocean Engineering and Ship Technology faculty of Gdańsk University of Technology, as well as students and lecturers.

During the lecture, among others, hybrid drive systems and innovative LNG fuel systems were presented, the systems being installed at Remontowa Shipbuilding since 2009 - for the first time - on the double-ended *Moldefjord* ferry for Norwegian shipowner Fjord1 MRF AS. The construction of LNG powered units began at the shipyard from that project. Since then, Remontowa Shipbuilding SA has completed a total of 15 such projects, which, with slightly over 100 floating ships of this type in the world, makes it one of the most experienced shipyards in the world in this area.

As one of the most interesting projects from the offshore market, advanced *Siem Aimery* cable laying vessel was distinguished. The ship was entirely built in Gdańsk, starting with the development of a working project (workshop documentation), through the construction of a hull with an innovative shape, up to the equipment with state-of-the-art navigation and maneuvering systems, including an extensive DP2 system, a diesel-electric drive and a system for laying subsea cable connections.

A large part of the presentation was also devoted to the units recently delivered by the shipyard, including sailing ship *El-Mellah*, built for the Navy of Algeria and mine-hunter ORP *Kormoran*. The ship is specialized in combating mine threats, and for this purpose uses, among others, remote controlled, autonomous submersibles - Double Eagle by Saab, unmanned vehicle Porpoise and submarine vehicle used to neutralize explosives of various types. These two latter devices for the Navy have been created at the Gdańsk University of Technology.

Finally, the modern solutions implemented at the shipyard were discussed, including robotic welding line for flat sections.

The next meeting will take place in February.

19th conference of the STREFA Ex (Ex Zone)

Automatic Systems Engineering Sp. z o.o. (ASE) invites to attending the 19th Ex Zone conference, to be held in Sopot, on March 07-08, 2018, under the title: "Global experience - local safety. Innovations".

ASE plans to present experiences drawn from case studies from various industry sectors, as well as from implementation of innovative technical solutions conceived and developed basing of the analyses within a scope of process safety, environmental protection, fire-fighting and explosion-proof systems, as well as IT solutions for safety of industrial facilities, objects and infrastructure. An important issue will be also the training programs and competence building systems based of the worldwide IECEx scheme.

The list of main topics to be mentioned during the conference will include: optimizing of safety related capex and opex, fire safety in zones prone to explosions, functional safety - Industry 4.0, assessment of environmental impact, new standards regarding non-electrical Ex devices, cybersecurity of industrial infrastructure. Among the speakers invited, there will be engineers and managers of leading industrial entities, practitioners, representatives of standard regulators.

Further information available from: www.asekonferencje.com.pl

3rd State Maritime Security Forum



Panelists of the 3rd State Maritime Security Forum.
Photo: Sławomir Lewandowski

On January 25, 2018, the Third State Maritime Security Forum was held in Warsaw, organized by the Naval Academy in Gdynia and Warsaw Exhibition Board.

During the event with a large participation of Polish parliamentarians, representatives of the government administration, representatives of the industry and the science, experts, as well as the officers of the Polish Navy, among others, using of the innovation potential in modernization programs of Polish naval forces has been discussed, as well as such topics as how to ensure security in the Baltic, including the security of Polish ports.

Much attention was paid to the ORP *Kormoran* mine-hunter, built at the Remontowa Shipbuilding SA yard. This is the first newly built ship that has entered service since Poland joined NATO, as well as the first, accepted by the Navy in line with new standards in force at the Ministry of National Defense.

The role of this project not only for the Polish Navy, but also for the entire Polish economy was emphasized during the Forum, by Bartłomiej Pomierski, vice-CEO at Remontowa Shipbuilding SA, which - in consortium with the Marine Research and Development Center - Centrum Techniki Morskiej SA - built and outfitted the ship. As Bartłomiej Pomierski emphasized, the shipyard owned by domestic capital was able not only to design, build and deliver the ship to the Polish armed forces, but also to involve in the construction of this specialized unit a whole chain of companies operating on the domestic market.

The Forum was attended inter alia by: Grzegorz Witkowski, deputy minister of Maritime Economy and Inland Navigation; Tomasz Szatkowski, undersecretary of state in the Ministry of National Defense; Dariusz Gwizdała, deputy head of the National Security Bureau (BBN); rear admiral Mirosław Mordel, naval Inspector in the General Command of the Types of the Armed Forces; rear admiral Krzysztof Jaworski, commander of the 3rd Ship Flotilla; commodore Carsten Fjord-Larsen from the Navy of the Kingdom of Denmark; colonel Dariusz Pluta, head of the Armament Inspectorate; commodore Krzysztof Zdonek, commander of the 8th Coastal Defense Flotilla; commodore Krzysztof Olejniczak, head of the Maritime Technology Headquarters at the Armament Inspectorate; brig. general Jarosław Kraszewski, director of the Department Supremacy over the Armed Forces in BBN; dr. Siyana Lutzkanova, Nikola Vaptsarov Naval Academy, Bulgaria and commodore (resident of the Latvian Navy) Juris Roze, representing the Baltic Defense College.

The video report from the event (mostly in Polish, with some statements in English) is available at:

<http://www.portalmorski.pl/tv/flmy/iii-forum-bezpieczenstwa-morskiego-panstwa/>

Polish owned Intermarine UK opens new facility at British port, develops UK activities



Photo: Intermarine UK

Polish owned maritime engineering company Intermarine UK unveiled major growth plans after investing a six-figure sum in a new 2400 sq m fabrication and welding facility at Portland Port in Dorset, creating up to 60 new jobs for local people in the next two years.

The move sees Intermarine UK sign a 20-year lease and move its UK head office from Bridgend to Portland Port, a former naval base, strategically located to serve ships operating on the South Coast and sailing through the English Channel.

Inter Marine Group President Slawomir Kalicki said the Polish owned company will start operations from March offering ship repair services at Portland. In addition, he said the facility is looking to work with shipyards around the UK offering a range of engi-

neering services to the ship repair, refit, conversion and shipbuilding markets.

Mr Kalicki said Intermarine UK has bought a variety of new equipment for the facility including CNC plasma cutter press break, hydraulic pyramid rolls and other steel production machinery.

The Inter Marine Group draws on nearly 30-years' experience in the maritime industry and ten years working in maritime engineering. Intermarine UK has been already working with shipyards across the UK including BAE, Babcock, Cammell Laird, Fergusons and A & P and on big projects like the *Queen Elizabeth* class aircraft carrier programme.

The services at the new facility will include fabrication, welding and electrical services. This includes hull and deck repairs as well as pipe work design, installation and upgrade, mechanical services including pump and valve overhauls and engine room upgrades, as well as electrical upgrades, fabrication of gates, handrailing and staircases. Other prime areas for growth include shipbuilding and the offshore industry, for which the facility can build superstructures and "yellow steel" products.

Another core area where Intermarine UK says it can help ship owners and operators is ballast water treatment installation services, including offering real solutions for ship owners with advice on the best systems to install.

In addition, Intermarine UK we will be providing ship spare parts from Portland including Wartsila, Cegielski, Sulzer, MAN, B&W and Cummins engines, Hydroster IMO pumps, Alfa Laval and Westfalia separators, ABB and Napier and WSK turbochargers as well as marine laundry equipment made by Primus and Lavamac.

The Inter Marine Group's roots trace back to 1990 when its mother company Inter Marine Sp. z o.o. was established.

The Inter Marine Group has grown into an international group of companies (IM Group) that is active in the following business areas: marine Engineering, international trade, employment agency (on land and sea), shipping services, forwarding and logistics.

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