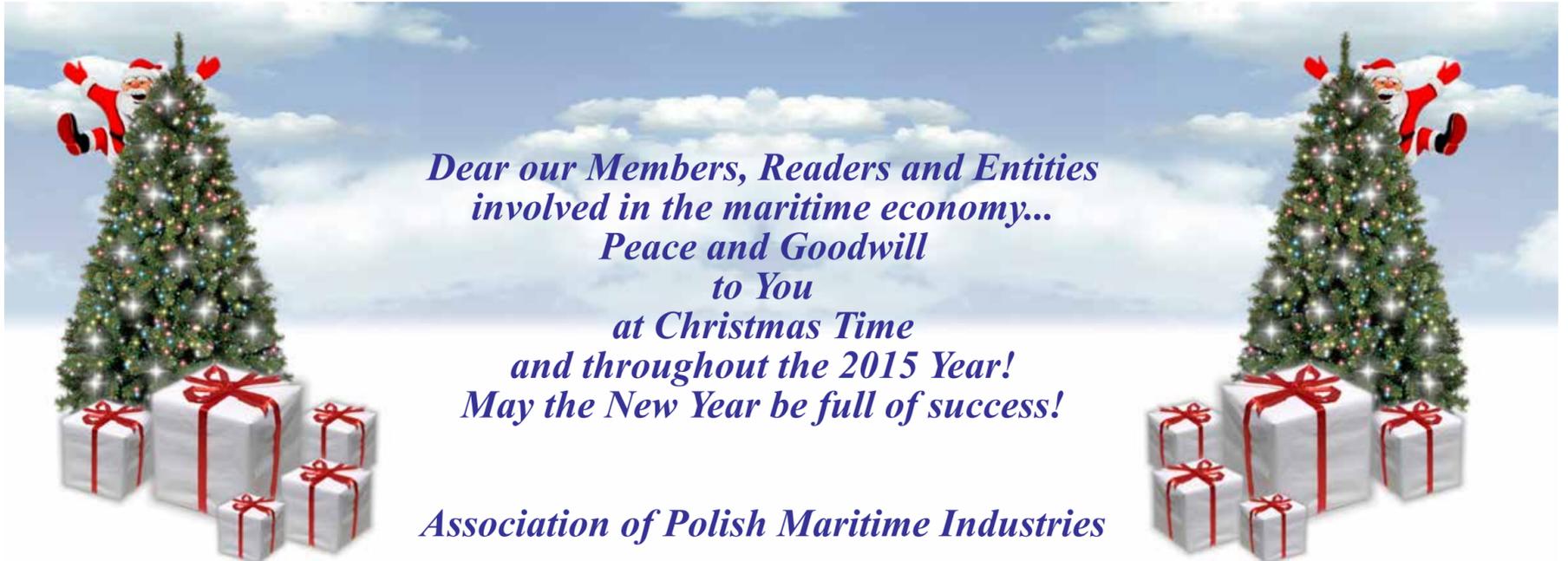




ZWIĄZEK PRACODAWCÓW
FORUM OKRĘTOWE
ASSOCIATION OF POLISH MARITIME INDUSTRIES



NEWSLETTER DECEMBER 2014



*Dear our Members, Readers and Entities
involved in the maritime economy...
Peace and Goodwill
to You
at Christmas Time
and throughout the 2015 Year!
May the New Year be full of success!*

Association of Polish Maritime Industries

NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

New Polish “Ślązak” type patrol vessel technical launching at Naval Shipyard Gdynia



Technical launching of the “Ślązak” type patrol vessel.
Photo: SMW

On 15 and 16 December, 2014, Naval Shipyard Gdynia saw the hull of the “Ślązak” class patrol vessel test-launched. The vessel is the successor of the abandoned “Gawron” multipurpose corvette programme.

According to the official press release - one of the aims of the launching operation, through the yard’s syncrolift docking system, was to verify the current weight of the vessel via a deadweight test, and to prepare the ship for installation of the propellers. The ship was also turned to be moved back into production hall another end first.

Launching was carried out by getting the vessel out of the dock and mooring it at the adjacent quay. Later the dock-support has been changed into so-called “second variant of docking”, and the hull was inserted into the syncrolift again.

According to the information released by the Naval Shipyard Gdynia, on the occasion of launch, the machinery in the “Ślązak’s” engine room was 90 % complete at the time of test-launch (including the engines, gearbox, turbine, electric energy generating devices, pumps, compressors, shafts, artillery equipment supports),

structural mounts for the systems have achieved the 80 % level of readiness, while the hull completion status is claimed to be at the level of 98 %. It is estimated that the vessel weighs ca. 1700 tonnes.

“Ślązak” is to be a patrol vessel based on the unfinished “Gawron” corvette hull platform. The difference is, that “Ślązak” will not be equipped with the ASW systems and weaponry, neither it will be equipped with anti-ship missiles. Standard displacement of the vessel is to be 1800 tonnes, total length - 95,2 m, width - 13,5 m, depth - 9,35 m and draft of 3,6 m. The ship is to be able to operate autonomously for a period of 30 days. Mixed propulsion system consists of two main engines (power output: 2 x 3240 kW) and a turbine, maximum power of which is to be as much as 25 000 kW. All that is to allow the ship to reach speeds of up to 30 knots. Additional equipment includes bow azimuth thruster, which improves manoeuvrability, and active stabilizers, which improve comfort for the crew. The vessel command system is to be supplied by the Thales company.

rel, SeaMedia, Defence24.pl

SHIPREPAIRS AND CONVERSIONS

Hybrid ferry *Deutschland* got its scrubber installation at Remontowa



The *Deutschland* ferry entering Remontowa S.A. for scrubbers installation.
Photo: J. Uklejewski



The *Deutschland* ferry departing from Remontowa S.A. with scrubbers installed.
Photo: A. Graczyk

Given the number of projects completed already and early market entry, with leading or even pioneering position, the installation of scrubber systems may be regarded as one of the specialties of Remontowa Shiprepair Yard, member of Remontowa Holding.

The yard has retrofitted numerous ships with scrubbers so far, not only ferries / passenger ships, but also cargo ro-ro's, an LPG tanker and multipurpose cargo vessels. Further orders in hand will see Remontowa completing scrubber retrofitting projects on at least 12 ships until January 2015.

Recently the scrubber system has been installed onboard large German double-ended ferry *Deutschland*. The 1997, Van der Giessen de Noord built ferry, along with its sistership *Schleswig-Holstein* (and two other, similar ferries) serves the busy Puttgarden-Rødby service. It accommodates more than 360 cars and over 1000 passengers. The ferry makes a crossing of 18 km in roughly 45 minutes. Let us recall that *Schleswig-Holstein* has had its scrubber system installed at Remontowa as well (the same season, a year before).

The two mentioned sister ferries, along with similar large double-ended ferries *Prinsesse Benedikte* and *Prins Richard* feature hybrid propulsion system. For unrivalled environmentally friendly performance, these ferries combine hybrid technology (featuring large scale batteries) with diesel-electric propulsion with exhaust fumes cleaned with scrubber technology.

The battery power supply system on a ship like *Prinsesse Benedikte* or *Deutschland* equals approximately 600 hybrid cars and can propel the 6,600 ton lightweight ferry for about 30 minutes without diesel fuel and at a speed of 14 knots. To ensure environmentally friendly operation of these ferries outside mentioned “battery operation” time windows, when the ferries operate on diesel engines, the scrubber technology has been chosen.

The scrubber systems on *Schleswig-Holstein* (in 2013) and on *Deutschland* (in 2014) were installed at Remontowa. The key parts of *Deutschland's* scrubber system have been installed in funnel stack starboard side and adjacent deckhouse fabricated at Remontowa during the ship's visit to Gdansk, late fall 2014. To facilitate shortening of shipyard stay period for the ferry (similarly to earlier case of scrubber system installation on *Schleswig-Holstein*), prefabrication and preassembly of a new funnel and part of engine casing to house new exhaust gas cleaning system had begun prior to the *Deutschland's* arrival to Remontowa S.A.

However, installing the scrubber system was not the only task Remontowa was entrusted with. Among jobs worth mentioning, there was a replacement of the generating set with a new, bigger one. This called for de-installation, complex transport through deck no. 3, temporary transport hatch on deck, reinstallation, connection of systems, placing on foundation vibration dampers, regulation, aligning of generator shaft, etc.

The range of works specified also included some steelwork, including replacement of 10 fragments of steel fendering of varied length on starboard side and one 15 m long section port side. Besides temporary hatch in deck for transport of generating set, temporary 3 × 3 m side port was cut starboard side for transport of a tank.

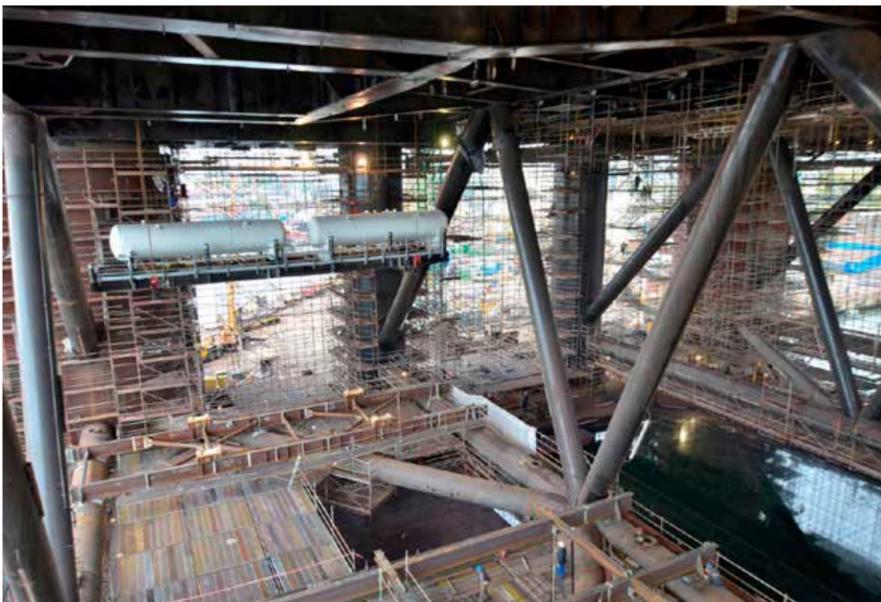
Repairs have been carried out on azimuthing main propulsion thrusters, seawater pumps, tanks have been cleaned, engine room fans have been dismantled and taken away for overhaul in workshop, sea chest valves and fittings have been overhauled as well, along with potable water system. Hydraulic system piping has been replaced with new one as well. Meanwhile, the owners, have been carrying out refurbishment works in passenger public spaces (shop, restaurant) with own contractors.

The hybrid propulsion system on the route Puttgarden-Rødby, combined with scrubber technology for diesel operation periods of ferries, is a key element of the Scandlines strategy for more sustainable ferry traffic and is a part of a series of large investments in environmental technologies. By the end of the period 2013-2015, Scandlines will have invested more than EUR 25 million in sustainable technologies on the route Puttgarden-Rødby.

Grzegorz Landowski

OFFSHORE

Challenging tasks handled by Remontowa's Production Technology Office in *FPF-1* conversion project



Transporting of modules on the *FPF-1* project.
Photo: C. Gierszewski/5xMedia

The work of of Remontowa Shiprepair Yard's Production Technology Office on the project of *FPF-1* platform conversion is obviously just a fraction in execution of this prestigious contract. Just a fraction, but the key, essential part as well. This may be judged from an example of complex operation of transport of the suspended process modules, several dozen tons each, that have been installed just under the deck of semi-submersible platform.

Precise planning and safe execution of these operations are the result of solutions and procedures conceived by employees of the Production Technology Office.

After signing of the contract, the development of production technology documentation phase commences. What is production technology? For example for

hull construction, it means deciding on block division of the hull, conceiving the process of prefabrication, and then of assembly, with special consideration of transport operations - as Andrzej Stryjewski, explains to make things short.

In case of *FPF-1* semi-sub platform, the complexity of the project is exceptional, similarly to the size of the object itself. One of the good examples for that is the transport of suspended process or other modules, as it

is also a spectacular production event. It was a huge responsibility to ensure the swift execution of the operation. Not least because of the multi-million dollar cost of moved items of equipment.

As it has come out for the Owners and their designers that not all of production system would fit on the main deck, it was decided to plan and design four process modules, weighing 230 tons in total, as suspended ones, installed underneath the semi-sub's deck. Altogether six modules had to be transported and installed below the semi-sub's deck structure, ranging from 20 to some 40 ton in weight. They were fully outfitted themselves and partially accompanied by piping installations.

Remontowa's Production Technology Office was therefore expected to conceive and present the concept for transport of the heavy and expensive modules to their place of installation or suspension. The core of resulting idea was that the process modules would be fully equipped when being installed.

How the operation looked like in detail?... In initial phase, prefabricated transport bed structures, on which the sections had to be skidded, were placed inside (between semi-sub columns, on bracings) with use of heavy caterpillar track crane operated on deck of *Rem Lift 25 000*. Then the outfitted modules have been transported onto a support structure on deck of *Rem Lift 25 000* with use of Remontow'a own sheerleg floating crane *Rem 220*. The support structure on the barge was then connected with semi-sub's bracings supported transport bed rails and the modules were skidded "inside", a distance of some 25 m, with use of trolleys. When "inside" (under the deck of the semi-sub), the heavy modules had the system of wire ropes and Strand Jacks attached. The actual lifting operation took some five hours, of which the vertical transport, some 23 m high, consumed two and a half hours and the remainder was devoted to fixing and fastening the modules in their final position, suspended under the semi-sub deck.

Uniqueness and extend of complexity of the module lifting operation is well depicted by the fact, that six month of work of several engineers, directly engaged in preparing the production technology documentation, carrying out consultations, simulations and strength calculations, preceded just 5 hours of actual operation. Additional challenge was the necessity to ensure safe work environment in these uncommon circumstances of work in height.

It was crucial to lift each module evenly to reduce any additional structural tensions resulting from torsional strain.

Coordination was the key. Not only pure technical operations during lifting, but also the proper sequence of production and outfitting of modules have been the key factors in successful completion of the task.

After installing the suspended modules, transport and installation of helideck and its foundations follows, totalling 100 ton, and a telecommunication antennas mast, 27.5 high, just to mention some of the larger structures. For these operations, the production technology procedures have also been developed by the office led by Grzegorz Oracz. At some stages as much as 80 percent of the Production Technology Office's man-hour output had been dedicated to *FPF-1* project. Recently it has been around 50 percent share. Large shipyard needs production technology conceived also for other projects on stream.

Remontowa Repair & Conversion quarterly

MARINE EQUIPMENT

Special tunnel thruster project completed at Damen Marine Components



Super Silent Tunnel made by DMC Poland.
Photo: Damen Marine Components

As announced just before Christmas, Damen Marine Components recently completed the manufacturing of two pieces Super Silent Tunnels for their client Rolls-Royce. The Super Silent Tunnel is a double wall tunnel thruster (with inner and outer tunnel), separated from each other by means of rubber vibration seals and dampers. This system guarantees the absence of vibrations to the ship's hull, leads to low noise level, making it an attractive option for use in every ship type.

The completion of this tailor made project shows the versatility of DMC. Not only the steel and stainless steel constructions were produced but also the pods

and propellers were mounted at DMC in a new hall in Elblag. This resulted in a complete finished end-product ready for mounting into the ship at the shipyard.

Damen Marine Components is a known specialist as manufacturer of super silent, double wall tunnels with a great deal experience and expertise in this sector. *rel (DMC)*

MISCELLANEOUS

The Council of Forum Okrętowe gathers at Rolls-Royce Poland



Attendees of the Forum Okrętowe Council meeting in the area of the Rolls-Royce Poland's facilities in Gniez.

Photo: FO

On 28th November 2014, at premises of Rolls-Royce Poland in Gniez, another meeting of the Council of The Association of Polish Maritime Industries Forum Okrętowe took place. During the meeting further member company was affiliated, namely MPL Techma Sp. z o.o. based in Gdynia. The presentation of the company was given by Ewa Lewandowska, president of the board.

MPL Techma Sp. z o.o. have been operating since 2003 in the trade and engineering areas. Besides sales of industrial automation components, the company also deals with design, manufacturing and start-up of land based applications and marine automation systems. For the maritime sector, the company renders service of existing systems as well as design and implementation services covering the new systems, in the range of marine automation systems and ship power distribution systems. MPL Techma is the sole distributor for Mitsubishi Electric in the Northern Poland. It also offers distribution / sales, implementation and technical support for Mitsubishi Electric, Pro-Face, Weidmuller and Moeller products.

During the meeting, presentations of the Forum Okrętowe member companies Rolls-Royce Poland and Famor were also given. M+G, the Warsaw based PR agency discussed their proposals regarding the image creation activities and information policy.

Polish market of mergers and take-overs and related M&A transactions were the topics, to which the presentation of Andrzej Mikosz, solicitor and partner in K&L Gates and Hubert Huruk, manager of merger & acquisitions department at PwC Polska, was dedicated.

At the end of the meeting the Forum Okrętowe's director Jerzy Czuczman talked over his presentation "Views on business structure: the example of shipbuilding/repair activities" dedicated to the changes of Polish marine industry, showed at the OECD's panel held on November 24 in Paris. Attendees of the Forum Okrętowe Council meeting also took an opportunity to tour the headquarters and operations centre of the host - Rolls-Royce in Gniez. *GL*

BALTEXPO 2015 approaching

From 7 through 9 September 2015, at the AmberExpo Exhibition and Convention Centre (Gdańsk, Poland) the 18th International Maritime Exhibition BALTEXPO 2015 will be held.

Undoubtedly, this will be one of the best possible events to present products, services and solutions both to Polish and international markets.

It is already known, that Norwegian exhibitors and visitors will be amply represented, which is a natural consequence of the Norwegian-Polish Maritime Industries Forum held during BALTEXPO 2013.

During the year 2015 edition of BALTEXPO, Danish Maritime and Warsaw Exhibition Board S.A. will organize the Danish-Polish Maritime Business Forum.

The dynamic development of the Polish shipbuilding and offshore industry allows for a new quality of cooperation between Danish and Polish maritime economy stakeholders, which already has been appreciated by both sides.

The Danish-Polish Maritime Business Forum at BALTEXPO - a joint initiative of Danish Maritime and BALTEXPO organizer, Warsaw Exhibition Board S.A. - initiated and supported by Forum Okrętowe - aims at facilitating the business relationship development between Danish and Polish maritime business, focusing primarily on sustainable shipbuilding and shipping. The Forum will consist of a seminar, an exhibition and accompanying events supporting Danish-Polish networking.

BALTEXPO is the event organized every two years since 1982. In its current shape it encompasses the great majority of maritime business communities and contributes to cooperation between Polish and foreign companies.

Similarly to every of the previous editions, also BALTEXPO 2015, being the largest and most renowned maritime trade fairs in Poland, attracts strong support from central and local government administration, as well as the business circles, the maritime exhibition is dedicated to.

It covers the shipbuilding industry, newbuildings, conversions as well as ship repair and maintenance, marine equipment, ship design, offshore oil and gas E&P, port and terminal facilities, maritime transport and logistics, safety and security of ports and shipping, environment protection as well as research and development establishments active in maritime sciences, business and technology.

All parties interested in details regarding the BALTEXPO 2015, especially taking part in the event as an exhibitor, are encouraged to visit the website: www.baltexpo.ztw.pl or to contact the organizers directly at: Zarząd Targów Warszawskich SA; phone (+48 22) 849 60 06; baltexpo@ztw.pl

rel (ZTW)

Danish - Polish Maritime Business Forum and Silk Road Maritime Route Business Seminar at BALTEXPO 2015

Danish Maritime and Warsaw Exhibition Board S.A. will organize a Danish-Polish Maritime Business Forum during the BALTEXPO 2015 International Maritime Exhibition. The dynamic development of the Polish shipbuilding and offshore industry allows for a new quality of cooperation between Danish and Polish maritime economy stakeholders, which already has been appreciated by both sides.

The Danish-Polish Maritime Business Forum at BALTEXPO – a joint initiative of Danish Maritime and BALTEXPO organizer, Warsaw Exhibition Board S.A. – aims at facilitating the business relationship development between Danish and Polish maritime business, focusing primarily on sustainable shipbuilding and shipping. The Forum will consist of a seminar, an exhibition and accompanying events supporting Danish-Polish networking.

Polish Information and Foreign Investment Agency (Polska Agencja Informacji i Inwestycji Zagranicznych - PAIiIZ) and Zarząd Targów Warszawskich SA - the organizer of BALTEXPO - will also held the Silk Road Maritime Route Business Seminar during the 2015, 18th edition of International Maritime Exhibition in September.

As the name suggests, it will be Polish-Chinese seminar, covering the wide range topics related mainly to maritime logistics, with particular focus on the so called Silk Road, connecting Poland with Far-Eastern markets. It is worth mentioning, that this route employs some of the world's largest containerships, the Maersk Line's Triple-E's, calling regularly at the DCT Gdansk terminal.

Details will be available at: www.baltexpo.ztw.pl

rel (ZTW)

PCMC and PRS declaration on cooperation signed

Polish Chamber of Maritime Commerce and Polish Register of Shipping signed on 9 December 2014 a declaration of cooperation.

Polish Chamber of Maritime Commerce (PCMC) is a unit of economic self governance representing economic interests of entities associated in the organisation. One of the Chamber's goals is to propagate education, training and upgrading of vocational and professional competencies by providing training. PCMC offers regular courses regarding draft survey, cargo arrangement, lashing and security on board, hazardous cargo storage in ports, ship agent training and others.

Polish Register of Shipping is a classification society with 75 years of experience in supervising, ship designing, building and supervision of ships, and other floating units in service. Experience in updating competencies of PRS surveyors and access to the latest regulations triggered the decision to provide open and targeted training courses addressed to present and potential PRS clients shipowners, maritime administration, design bureaus, shipyards and others. The introduction of EU Directives and international convention provisions resulted in PRS offering such training courses as fuel switch in course of ship operation, MLC 2006 in theory and in practice, energy efficiency on board ships and the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM). PRS also runs bulkcarrier and tanker stability related seminars (Common Structural Rules for Bulk Carriers and Oil Tankers - IACS) as well as regular courses on construction and technical assessment of containers.

The declaration signed expresses the parties' readiness to collaborate by mutually promoting offered training courses in response to clients' needs.

rel (PRS)

Professor Lech Kobylński awarded by CEMT

The Council of CEMT has awarded professor Lech Kobylński, known, among his numerous merits, for his long-lasting and fruitful work for The Faculty of Ship Technology and Offshore Engineering at Gdansk University of Technology with its CEMT Award in 2014 for his life-time achievements.

The CEMT Award is presented annually in recognition of the outstanding contribution to the success of the European maritime industry made by an individual, company or organisations. Such contribution may be technological, political or economic, and may have been made over a period of time or by the introduction of a product or service.

The Confederation of European Maritime Technology Societies (CEMT) is an independent confederation of professional institutions (those involved in education and professional development) and learned societies (those facilitating the exchange of information) in the field of maritime technology. It was founded as the West European Confederation of Marine Technology Societies (WEMT) in 1971, and reformed as CEMT in 2003, to reflect the widening membership of the European Union.

Through its member Societies, including Poland's TOP "Korab" (Society of Polish Naval Architects and Marine Engineers), CEMT is able to call upon the knowledge, skills and experience of over 35,000 professional naval architects, marine engineers and others in the field of maritime technology. It is therefore uniquely placed to contribute to the success of the European maritime industry.

The award will be presented to professor Kobylński by Trevor Blakeley, president of the board, CEMT, coming on this occasion to Poland, during ceremony scheduled for Thursday, January 22, 2015, at 16:30 hrs. The award presentation will take place during an extraordinary TOP "Korab" Society meeting, at "Shipbuilding Faculty" (Politechnika Gdańska, Wydział Oceanotechniki i Okrętownictwa, Room 119).

rel (TOP "Korab")

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