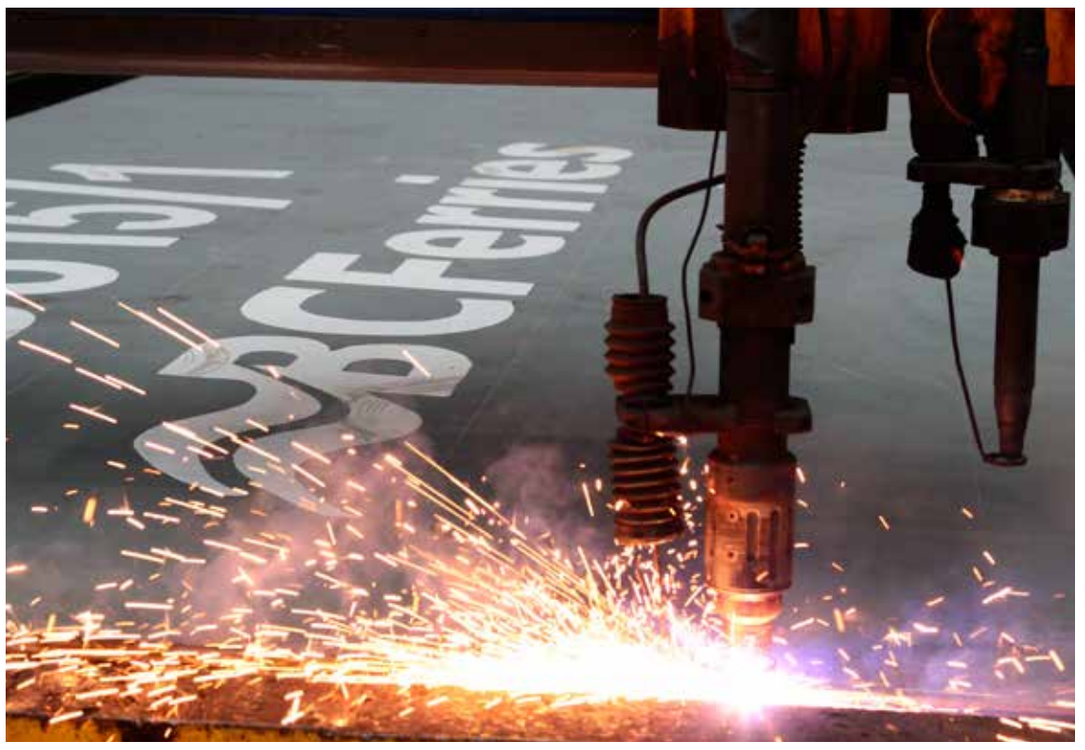
NEWSLETTER JANUARY 2015

NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

Steel cutting for the first Canadian ferry

Rob Clarke, chairman of BC Ferries started the first steel cutting operation. **Photo: Media4Sea**



The construction has been officially begun! **Photo: Media4Sea**

First steel cutting for the construction of modern, car-passenger ferry ordered by Canadian Owner - the largest ferry operator in North America and the second largest in the world - was started at Remontowa Shipbuilding on 16th of January 2015. The event marks the construction start of the next new vessel in BC Ferries' fleet and was recognized at a small ceremony with representatives in attendance from BC Ferries, Transport Canada, classification society and Remontowa.

- *Today is an exciting day for BC Ferries as we officially commence the physical construction of the first ICF, which will replace the 50-year old Queen of Burnaby on the Comox - Powell River route* - said Mark Wilson, Vice President, Engineering. - *We look forward to welcoming these new LNG ferries to our fleet, to help reduce both upward pressure on fares and our impact on the environment*.

The contract, awarded to Remontowa in July of 2014, is executed as a result of completion of an extensive competitive bidding process to build three new vessels - intermediate class in Owners' nomenclature. In the race to obtain the contract the Gdansk based yard of REMONTOWA Holding has beaten renowned rivals from Norway, Germany, Canada and Turkey. Beyond doubt, a vital factor was Remontowa Shipbuilding's vast experience in building car-passenger ferries. So far the shipyard has built more than 30 vessels of this type, half of which is powered by LNG. Thanks to next order placed by BC Ferries this amount will increase by another three state of the art units soon.
Contract includes not only design, construction, outfitting and carrying out of complete trial program but also delivery of the vessels to the home port as well.
These new vessels will be the first in BC Ferries' fleet to operate as dual-fuel, capable of using Liquefied Natural Gas (LNG) or diesel fuel for propulsion and power generation.
First of them will be passed to the Owner mid 2016. Each of the vessels will be capable of taking on board 150 personal cars and 600 passengers. The second ICF is scheduled to arrive in October 2016 and will replace the 51-year old *Queen of Nanaimo*, sailing on the Tsawwassen - Southern Gulf Islands route. The third ICF will arrive in February 2017 and will be used to augment peak and shoulder season service on the Southern Gulf Islands route, and provide refit relief around the fleet.
The vessels were designed from scratch by the Design Office Remontowa Marine Design & Consulting - a member of Remontowa Holding. They will comply with rules and regulations of both the classification society i.e. Lloyd's Register, who will supervise the building process, and the government agenda i.e. Transport Canada.
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.

RMDC 2990 Double Ended Ferry 145 AEQ - principal particulars
length overall .....abt. 107.40 m
length b.p.....abt. 103.20 m
breadth moulded.....23.50 m
depth to main deck (Garage Deck) .....6.60 m
design draught.....abt. 4.65 m
speed, max. service .....15.5 kts
dual Fuel LNG and MDO diesel electric propulsion:
main Engines - 3 x 1480 kW
generators - 3 x 1420 kW, 600 V, 60 Hz
propulsion el. motors - 3 x abt. 1500 kW
twin propeller variable speed azimuth thrusters - 2 x abt. 1400 kW
emergency gen. set - 1 x 300kW, 600 V, 60 Hz
passengers incl. crew 600
internal seats.....480
personal cars.....145 AEQ
alternative capacity .....650 t (4 trailers + 10 commercial vehicles +100 cars (AEQ))
LNG tank .....abt. 130 m^3
DO storage tank .....abt. 37 m^3
potable FW tanks .....abt. 15 m^3
non-potable FW tanks .....abt. 15 m^3
hydraulically operated bow visors 8.5 wide - 2
hydraulically operated internal ramps - 4
hydraulically operated fore/aft stoppers - 2
MES designed for 600 persons + 20%
Class: LR +100 A1 Passanger and Vehicle Ferry, „Strait of Georgia Service" +LMC, GF, CCS, Environmental Protection: ECO, A, GW, NOx2, P, R, DIST, Sox, Descriptive note: IHM/Green Passport, PCAC (33)
The Vessel to comply with Transport Canada (TC MS) requirements for Near Coastal Voyages, Class 2 (NC2).
See our video coverage:
http://www.portalmorski.pl/tv/filmy/palenie-blach-na-budowe-promu-dla-kanady/

SeaMedia, rel (Remontowa Shipbuilding, BC Ferries, RMDC)

Hull sections for large Meyer Werft cruise vessel shipped from Wisla Shipyard

The *Papenburg* heavy lift vessel with ship sections made at Wisla Shipyard.
Photo: Press Release

January 2015 saw just another of numerous shipments of ship sections from Polish to Western European or Nordic shipyard. This time, onboard heavy-lift module carrier *Papenburg*, two large ring sections or blocks built at Gdansk based Wisla Shipyard were shipped to Meyer Werft. These were blocks 9+75 and 10 for the construction of the Meyer Werft newbuilding no. 693, which is to become cruise vessel *Norwegian Escape*, when delivered to Norwegian Cruise Line late 2015. One of the two mentioned blocks has been supplied from Polish yard with three tunnel thrusters installed.

Meyer Werft newbuilding 693 is the first of „Breakaway Plus" class vessels, featuring gross tonnage of 163 000 and berths for 4200 passengers.

Blocks for this ship are being built in Gdańsk, Poland, not only at Wisla Shipyard alone. Two sections - large ring section and a fore section with bulbous bow, built at Marine Projects, are to be delivered in February 2015.

SeaMedia

SHIPREPAIRS AND CONVERSIONS

Busy winter at Remontowa Shiprepair Yard SA

In January 2015 there were as many as 21 vessels being serviced at Remontowa SA.
Photo: Remontowa S.A.

Remontowa Shiprepair Yard S.A., member of Remontowa Holding generally enjoying a steady and good repairs and conversions workload throughout the year, has had record ship numbers filling the shipyard's quays and floating docks this winter.

For several days around mid January 2015 there were as many as 21 vessels and a large offshore unit (semi-sub platform reconstructed as a floating production facility) and two of some of the world's largest self-discharging bulk carriers (*Yeoman Bridge* and *Yeoman Bontrup*) being serviced at the yard. There were also advanced specialised ships present, such as a large diving support and subsea construction vessel *Seven Atlantic*. Furthermore, over a third of the total number of nearly two dozen ships staying at Remontowa at the same time were ferries.

It does not happen very often to see as many as eight ferries at one time at one repair yard. This was the case for several days around mid January at Remontowa S.A. after *Skania* had arrived on January 12 and before *Baltivia* left on January 16. For some more time there have been seven ferries present at Remontowa simultaneously.

So, for some time in January the following ferries were berthed or docked at Remontowa simultaneously: *Baltivia* (PŻB), *Skania* (Unity Line), *SuperSpeed 1* (Color Line), *Crown Seaways* (DFDS Seaways), *Sirena Seaways* (DFDS Seaways), *Bretagne* (Brittany Ferries), *Finnstar* (Finnlines), *Prins Richard* (Scandlines).

Most of the above mentioned eight ferries came to Remontowa for general repairs, docking and maintenance, but some have also been undergoing scrubber systems retrofitting. Scrubbers were being retrofitted on *SuperSpeed 1*, *Prins Richard*, *Crown Seaways*, *Sirena Seaways* and *Finnstar* during their recent stay at Remontowa.

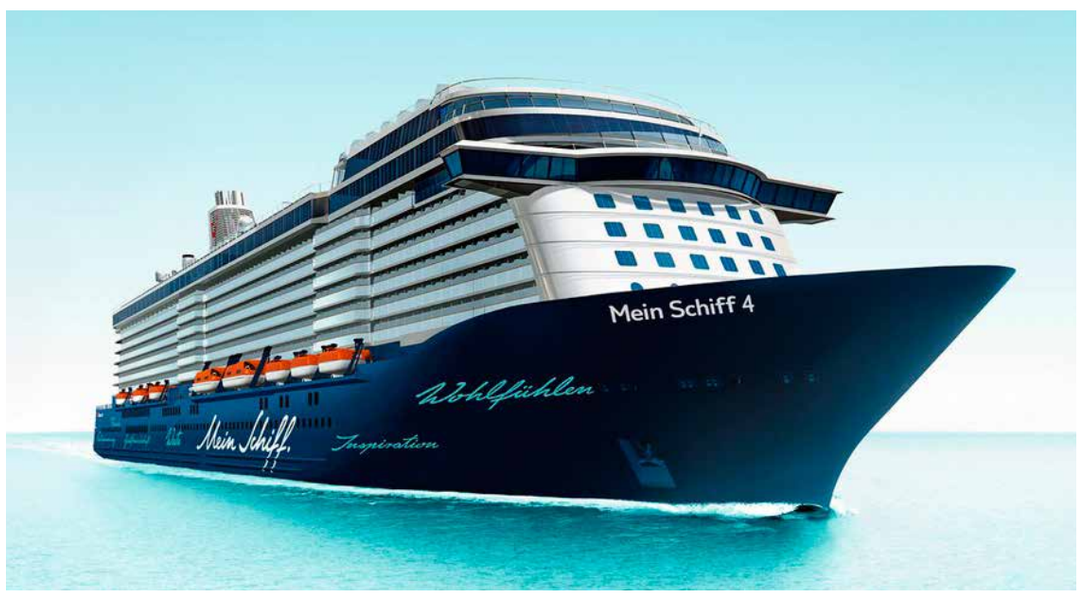
Recently, along with seven other ferries, *Prins Richard* was staying at Remontowa. The vessel is one of the four double-ended passenger and freight ferries operated by the German-Danish ferry company, Scandlines with scrubber system installed at our yard. The four ships being retrofitted are the *Deutschland* (at Remon-

towa a few months ago), *Prins Richard* (recently serviced at Remontowa), *Prinsesse Benedikte* (to visit Remontowa soon) and *Schleswig-Holstein*, which all operate the short-distance route between Puttgarden, Germany, and Rødby, Denmark.
Such a significant number of ferries flocking to Remontowa came as no surprise for the yard, obviously, and the yard was prepared in advance, for example in the scope of scrubbers system related prefabrication with construction of structures required to be installed in connection with scrubber systems installation ready before the ship comes to yard.
Before extremely busy January, among others, also *Finnmaid* was seen at the turn of November and December.
At the period of time, when eight ferries were being serviced at the yard, Remontowa was still awaiting further ones to accommodate, with the most prominent job being *Stena Germanica* expected at the end of January for installation of methanol fuel system, already widely publicized.
It is understood, that among the most imminent arrivals will be the *Finnlady*, coming also for scrubber installation, but this will obviously not be the only ferry to be serviced at Remontowa in a few months to come.

SeaMedia, rel

MARINE EQUIPMENT

ZinkPower supplies piping for cruise vessels under construction at Meyer Werft Turku



Szczecin based ZinkPower will contribute to the construction of the vessel above...
Photo: Meyer Werft

Szczecin based ZinkPower Szczecin, specializing in piping prefabrication, has won a contract to supply piping systems, made of black steel and stainless steel for Meyer Werft Turku in Finland, building mainly cruise vessels. The contracted supply will be used in construction of cruise vessel *Mein Schiff 4*.
This will be already third vessel to be built at this yard, featuring piping supplied by ZinkPower.
The agreement covers prefabrication, hot-dip galvanizing and painting of pipes. Interestingly, also stainless steel parts receive protective coating according to Meyer Werft Turku standards.
The contract will be executed in the period of January till May 2015. The contract option covers supplies of piping system for another ship.
This is certainly a success for ZinkPower Szczecin, able to conform to most stringent quality requirements from demanding Customer, like the shipyard of Meter Werft Group.
The awarding of the contract was preceded by a series of audits, carried out by the yard's representatives, which confirmed ZinkPower meeting high expectations of the customer, as well as timely supplies in 2013 and 2014. Getting on the suppliers list of Meyer Werft Turku alone provides outstanding references for ZinkPower.
The company's orderbook also includes sets of piping for special and offshore vessels, such as ferries, PSV, AHTS, OCV and other OSV being built in Norway, Germany and Poland.
The year 2014 saw large deliveries of ready pipe parts of black steel and CuNiFe alloy, as well as stainless steels.
ZinkPower is one of the few companies with implemented and certified systems not only according to ISO 3834 - 2, ISO 9001, but also ISO OHAS 18001 standards.
The company is winning the market mainly with high quality of its products, short delivery periods and ability to take full responsibility from the order handling from material purchases to protection of finished products.
The company also renders a range of technical consultancy, regarding technology applied, drawings and documentation preparation, etc.
It is worth mentioning that ZinkPower supplies not only piping, but also other products requiring special protective coatings or galvanizing, such as gratings, tanks, manholes and a wide range of steel equipment, appendices, etc.

rel (ZinkPower Szczecin)

A new chapter for Gdańsk Shipyard

The Industrial Development Agency (ARP) or Agencia Rozwoju Przemysłu (ARP) has reached an agreement with companies controlled by Ukrainian investors of Gdańsk Shipyard, therefore it will be possible to retain and develop manufacturing of wind turbines and other steel structures at troubled shipyard. The government agency is to acquire shares of GSG Towers, one of the companies in Gdańsk Shipyard Group (controlled by Ukrainian investors), but the details about the value of the deal have not been revealed. Furthermore, it is expected, that Gdansk Shipyard would sell its non-productive ground to cover debts to social security fund (ZUS) and other creditors.
Stocznia Gdansk SA belongs to Gdańsk Shipyard Group (75%) and Agencja Rozwoju Przemysłu SA (25%). Gdańsk Shipyard Group is the company controlled by Ukrainian businessman Siergey Taruta.

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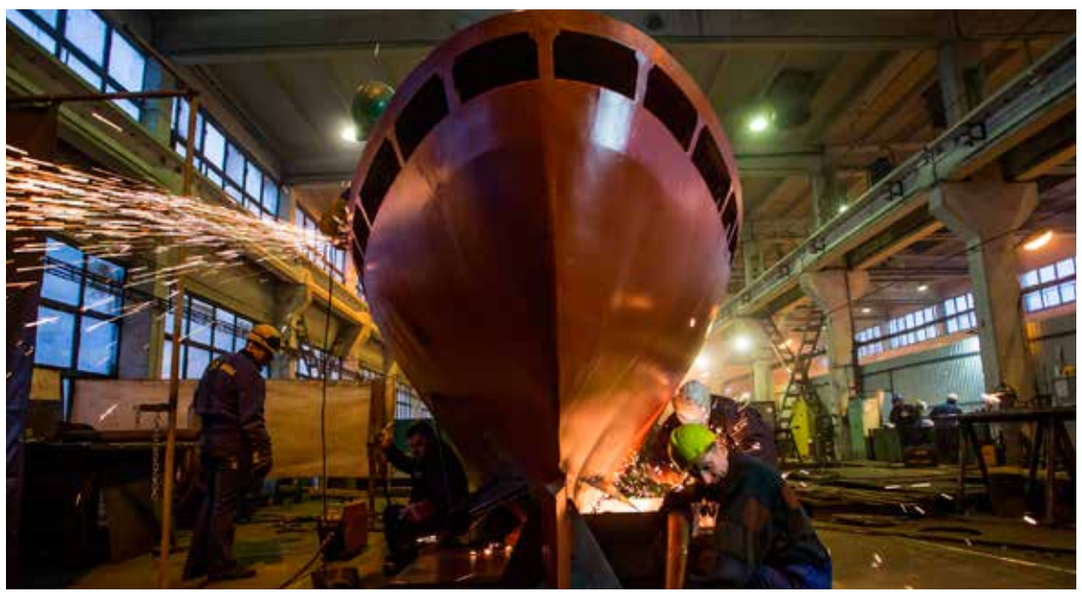
Miniature ship from Vistal? Mock-up model of *Batory* transatlantic liner



The *Batory* transatlantic liner model during preparations.

Photo: Vistal

Vistal Eko Sp.z o.o. has built and just delivered a mock-up model of the *Batory* transatlantic passenger liner. The structure, built in 1:10 scale, weigh over 4 tonnes and measures approx. 16 m in length. On January 17, the structure, in parts, was transferred from Vistal Eko to former passenger terminal „Dworzec Morski" and „Transit Warehouse" in the Port of Gdynia, where the Museum of Emigration is being established. Large passenger liner model will be one of the most important attractions of the new museum. Now, the works will continue on the model, which is being built basing on original photographs and technical documentation, including shipyard blueprints.

The opening of the museum is expected by June 2015.

The m.s. *Batory* was a, then large (14,287 BRT), and luxurious ocean liner of the Polish merchant fleet, named after *Stefan Batory*, the famous sixteenth-century king of Poland.
Batory survived the war years (1939-45) being known as a „Lucky Ship" due to her wartime successes - she took part in many military actions such as the evacuation of the French-Polish-British corps from Narvik (1940), evacuation of allied troops from St. Nazaire and St. Jean de Luz (1940), invasion of Algier and Sicily (1942), military voyages to India (1943), six months services as a troop carrier from Egypt to Italy (1943) and the invasion of southern France.
During many years of service, *Batory* carried out 222 round trips across the oceans, first on the New York run, later the India Line and finally the Canadian Line, carrying over 270,000 passengers altogether. She also performed around 75 cruises, tourist trips, transportation of children to Poland for summer holidays with over 30,000 passengers taking part. During her war time service of over six years, she carried about 120,000 soldiers. She visited about 150 ports in all parts of the globe.

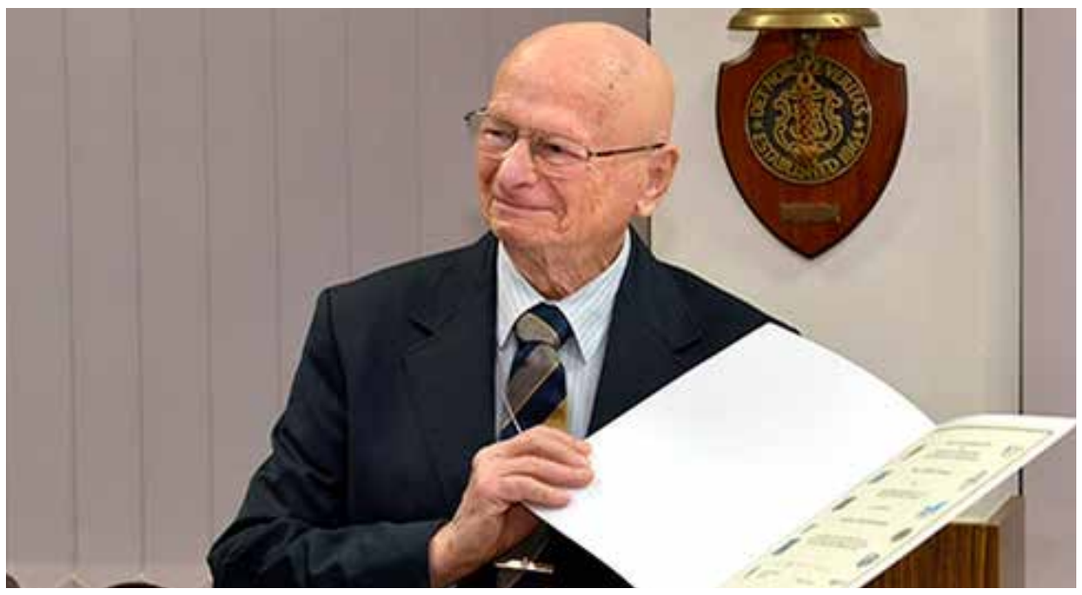
SeaMedia, rel (Vistal, Muzeum Emigracji)

Vistal steel structures at Maritime Industries Academy

On January 28, within the series of Maritme Industries Academy meetings, a presentation was given by Jarosław Sarnaszek, Business Development Manager of Vistal Gdynia. The lecture was devoted to steel ship and offshore structures manufactured by Vistal.
The Maritme Industries Academy is a series of unique meetings of students, interested scientists and lecturters with top managers and specialists active in maritime business and technology, co-organized by Forum Okrętowe and the Faculty of Ship Technology and Offshore Engineering of the Gdansk University of Technology.

rel (FO), SM

Professor Lech Kobyliński awarded by CEMT



Professor Lech Kobyliński.

The Council of CEMT has awarded professor Lech Kobyliński, 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.

The award was presented to professor Kobyliński by Trevor Blakeley, president of the board, CEMT, coming especially on this occasion to Poland, during ceremony held on January 22, during an extraordinary TOP „Korab" Society meeting.

The ceremony was attended, besides Trevor Blakeley, by pro-rector of the Gdansk University of Technology dr Marek Dzida and dean of the Faculty of Shipbuilding Technology and Offshore Engineering, dr Janusz Kozak.

rel (TOP „Korab")

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