



## NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

### NEWBUILDINGS

#### The second ferry for Estonia launched at Remontowa Shipbuilding



The hull of *Piret* shortly after launching and tow-out.  
Photo: Praamid

Gdynia saw the launching of the ferry *Piret* (new-building no. B 616/2) on January 28. This is the second of two ferries being built at Remontowa Shipbuilding SA to the order of Finnish owner TS Laevad OU, a subsidiary of the Port of Tallinn (the ferries, will be operated under the trading name of Praamid). The hull was built in Gdynia, on the premises of the former Gdynia Shipyard, by the subcontractor - Irko Ltd. The assembly of the hull and its launching took place in the SD II, the larger of the two graving docks of the former Gdynia Shipyard. Several days after the launching, the hull was towed to Gdansk, where it was berthed at the 400 m long quay with craneage and workshop as well as social facilities, additionally hired by Remontowa Shipbuilding SA. Remontowa Shipbuilding, along with its subcontractors, carries

out completion and outfitting of the four ships - two ferries for Estonia (newbuilding nos. B 616 / 1 and 2) as well as two PSV for Norwegian owners (B 856 / 2 i 3).

- As we have as many as 17 ships under construction simultaneously, it was necessary to expand our shipyard infrastructure base - said Andrzej Wojtkiewicz, CEO of Remontowa Shipbuilding SA. - This was also the reason behind outsourcing the construction of the hull of one of the Estonian ferries. By doing this, we apply the similar solution, as our European competitors do, subcontracting partially outfitted hulls to shipyards in Poland.

The first ferry, the 114 m long *Töll* (B 616/1) was launched at Remontowa Shipbuilding late December 2015. The ferries being built at Remontowa Shipbuilding for Estonian interests, feature 150 car units capacity, maximum number of 700 passengers accommodated (including over 500 seated), service speed of 10 knots and maximum speed of 15 knots.

The ferries are named after four Estonian mythical heroes. Orange *Piret* and blue livery *Töll* will travel between mainland Estonia and Saaremaa Island.

## SHIPREPAIRS AND CONVERSIONS

### **Seven Osprey rejuvenated at Remontowa**



*Seven Osprey* docked at Remontowa SA.  
Photo: Piotr B. Stareńczak

In February last year, Remontowa SA extensively serviced modern, large ROV, diving support and construction vessel *Seven Atlantic* (144,70 m LOA), in December - *Seven Falcon* (120,21 m long), while on January 22, 2016, Gdansk welcomed *Seven Osprey* (101,71 m in length over all) arriving at Remontowa. These three complex vessels serviced within a year at Remontowa SA belong to leading, Luxemburg registered, UK based offshore & subsea operator - Subsea 7. The company is active in subsea engineering and services, mainly in energy sector. It was established in January 2011 through merger of Acergy SA and Subsea 7 Inc. It operates more than 40 ships in its fleet, featuring impressive equipment onboard and consisting of vessels ranging from high-performing global pipe-lay and heavy construction enablers to versatile support vessels for flex-lay, light construction and

diving and remote intervention activities. The company also continues to invest in one of the world's largest and most advanced fleets of Remotely Operated Vehicles (ROVs), ranging from compact observation-class units to purpose-built drill support vehicles and heavy-duty construction-class systems.

*Seven Osprey* - diving and light construction support vessel is the oldest ship in versatile and modern fleet of Subsea 7.

It was built in 1984, while the ships serviced at Remontowa last year (*Seven Falcon*, *Seven Atlantic*) are just around five years old. Even though it is not new, the ship is tough and capable, performing very well.

The DNV GL classed and Liberia flagged vessel features deadweight capacity of 3104 ton, 101.71 m LOA, 21.6 m beam and 5.4 m draught. It was the first ship on the North Sea with DP3 system.

*Seven Osprey* has undergone an extensive range of works at Remontowa recently, including six drives with dismantling and overhaul at workshop, full overhaul of two electric motors, three generators, wide program of works on two offshore deck cranes (150- i 40-ton SWL units), overhaul of the diving bell handling system and maintenance of the two diving bells, hull maintenance, full overhaul of the safety systems (navigation, fire fighting), modification of electrical diving support related systems, inspection of coolers, repairs to Cort propeller nozzle, some steel replacement in tanks, galley sewage piping replacement, sanitary piping cleaning and other minor works.

## OFFSHORE

### **The official start for Johan Sverdrup drilling platform module fabrication at Vistal**

The official opening of principal phase of a contract execution relating to manufacturing and fabrication of Statoil drilling platform structure on the Johan Sverdrup oil field was held on February 15 in Vistal, Gdynia. The ceremony organized in the factory floor in Gdynia was attended by leadership of Johan Sverdrup project: Norwegian Aibel (the leading provider of oil platform structures in the area of oil&gas and renewable energy), Statoil (the owner of an oil platform) and representatives of the Vistal Group.

The structures from Vistal will feature total weight of over 5000 ton and will be supplied in several parts, up to approx. 400 ton each.



During summer 2015 Vistal Group won a major contract in the offshore oil & gas mining segment to build elements of a drilling platform in the Johan Sverdrup oil field on the Norwegian shelf of the North Sea. The contract, worth PLN 75.5 million, was signed with the Norwegian company Aibel, a leading supplier in the field of oil & gas and renewable energy. Preliminary work will begin this year, and completion of the contract is planned for the end of 2016. The work to be performed by Vistal Group includes construction of the drilling support module, which is the second-largest of three modules making up the drilling platform.

Rendering of the drilling platform in Johan Sverdrup complex, for which some part of the structure is to be supplied by Vistal.

Fig.: Statoil

## MARINE EQUIPMENT

### New zinc coating plant in the Tri-City area to start operations in 2017



Visualisation of the new zinc coating plant in the Tri-City area.

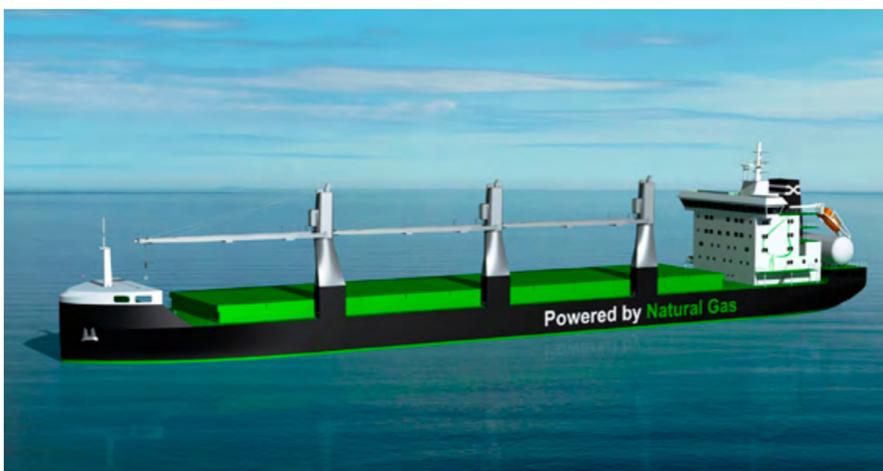
Fig.: Gillmet

Gillmet commenced the process of development and construction of a new plant for anti-corrosions coatings - Ocynkowania Północ. Localization on the outskirts of the Tri-City agglomeration is to enhance the access of the industry, including shipbuilding sector, to zinc coating services. The opening of the plant is expected in the third quarter of 2017.

The new flame zinc coating furnace will enable to apply zinc coatings to structures up to 12 m long and 3 m wide, weighing up to 7 ton.

## SHIP DESIGN

### Deltamarin designs the world's first LNG fuelled handysize bulk carriers



Computer rendering of the B.Delta26LNG type bulk carrier.

Fig.: Deltamarin

Finland's Deltamarin Ltd has signed a contract to design the world's first LNG handysize bulk carriers. The two B.Delta26LNG vessels will be constructed for the Finnish shipowner ESL Shipping Ltd by the Chinese Qingshan Shipyard of Sinotrans & CSC SBICO.

Deltamarin's contract with the Qingshan Shipyard covers basic and detail design, procurement handling and site assistance for the two vessels based on Deltamarin's B.Delta26LNG design. Prior to signing the contract, Deltamarin had performed the full concept and contract design of the ship for ESL Shipping.

“Deltamarin and ESL Shipping experts have worked together for two years to develop a ship concept, which takes a significant step by bringing commodity transportation into a new era of greener shipping. The trend-setting design is proof of the Finnish blue cleantech know-how and cooperation”, said ESL Shipping’s managing director Mikki Koskinen.

Upon delivery, the ships will be the world’s first LNG dual-fuelled handysize bulk carriers, which can be bunkered with gas fuel in various LNG terminals around the Baltic region, Deltamarine said. The LNG-fuelled B.Delta26LNG bulk carrier is equipped with both dual-fuel main and auxiliary machinery. The ship has a type C LNG tank with a capacity of approximately 400m<sup>3</sup>. The B.Delta26LNG has a shallow draught of maximal 10m, length overall of 160m, breadth of 26 m and maximum capacity of 25,600dwt. Extensive model tests have been performed for both open water and ice class 1A operations, in testing basins such as SSPA in Sweden and Aker Arctic Technology in Finland. The vessel will be classified according to the new DNV GL rules.

The total contract value of Deltamarin’s design work is about EUR 2 million. The work will be carried out at Deltamarin’s offices in Finland over an estimated period of 12 months. Most of detailed engineering of the hull part of the project (including most of FEM calculations) and most of the engine room basic engineering design was performed by Poland based office of Deltamarin.

The vessels are planned to enter the market at the beginning of 2018.

## MISCELLANEOUS

### **Electronic transfer of technical documentation for approval in PRS**

In response to Clients expectations, Polski Rejestr Statków SA informs that effective from 1 February 2016 it is possible to transfer technical documentation for approval by electronic media. The instructions for electronic transfer of technical documentation are available on the company’s website:

[https://www.prs.pl/\\_files/parent49/manual.pdf](https://www.prs.pl/_files/parent49/manual.pdf)

Electronic transfer of technical documentation shall aid transparency, and increase the rate of information circulation, improve and accelerate the documentation approval process as well as it will reduce the costs of printing and transmitting documentation by ordinary mail.

PRS invites its Clients to use this arrangement and informs that it is still possible to transfer documentation in paper form.

### **NATCON - naval technology conference**

NATCON - the international science and technology conference on “Naval technologies for defence and security” is an result of the co-operation between OBR CTM SA (Ośrodek Badawczo-Rozwojowy Centrum Techniki Morskiej SA), the Polish Naval Academy and MTG SA, the Gdansk International Fair Co.

The Conference derives from an organized since 1987 by OBR CTM Military Maritime Technology Symposium, which was changed into the NATCON Conference organized by OBR CTM and the Naval Weapons Institute of the Polish Naval Academy. Furthermore, thanks to the co-operation between OBR CTM SA, the Polish Naval Academy and MTG SA, the Gdańsk International Fair Co, the NATCON Conference is organized as an accompanying event to the Baltic Military Fair (Balt Military Expo).

The forthcoming seventh edition of the conference will be held on June 20th - 22nd, 2016 at the exhibition and convention centre of the Gdańsk International Fair Co. - Amberexpo, Gdańsk, Żaglowa Street 11.

The conference sessions comprehensively cover maritime systems and technology on military domain, maritime security (incl. critical infrastructure protection) and safety at sea (incl. sea rescue). The above mentioned theme is a part of the strategy of the Ministry of Defence in range of priority research directions in the Ministry of Defense Department for the years 2013-2022.

The aim of the conference is to spread international, regional platform for knowledge exchange between science, industry and prospective users, and industry and R&D institutions from Baltic region.

The scientific part of the conference is under OBR CTM SA and Polish Naval Academy’s responsibility, and the commercial part, connected with the widely understood industry and the end-user - is under the Gdańsk International Fair Co. responsibility.

From 2012, according to the agreement signed on Nov, 3rd 2011, this conference is an integral element of coming editions of the Balt Military Expo fairs, fully integrated with its basic goals. The sessions will be held in Polish and English language (with simultaneous translation).

## Calendar of maritime events

Extensive listing of forthcoming ship and maritime technology and business related events, such as trade fairs, conferences, etc., is available at: [http://bit.ly/\\_pm\\_cal](http://bit.ly/_pm_cal) (or: [www.portalmorski.pl/info/google-calendar-maritime-events](http://www.portalmorski.pl/info/google-calendar-maritime-events))

Users of Google Calendar application may easily copy events from this maritime events listing to their own calendars on computers and mobile devices.

## New chapter in Gdansk Shipyard and GUT cooperation



Gdansk University of Technology (GUT) signed a frame agreement on co-operation with Gdansk Shipyard SA and its subsidiary - GSG Towers. The parties will now exchange experience, knowledge and potential within areas of mutual interest. The facilities of GUT will be utilized for innovative services provided to the shipyard. Both parties will strive to implement research and development programs, aiming at developing new products and technologies. The co-operation will also cover research consultancy, consulting and technical surveys. Gdansk Shipyard will provide apprenticeship positions.

On behalf of the University, the agreement was signed by rector, prof. Henryk Krawczyk, while Stocznia Gdańsk SA and GSG Towers were represented by members of the board Jarosław Łasiński and Adam Kowalski.

Photo: PG

## Forbes' Diamond also for MPL Techma

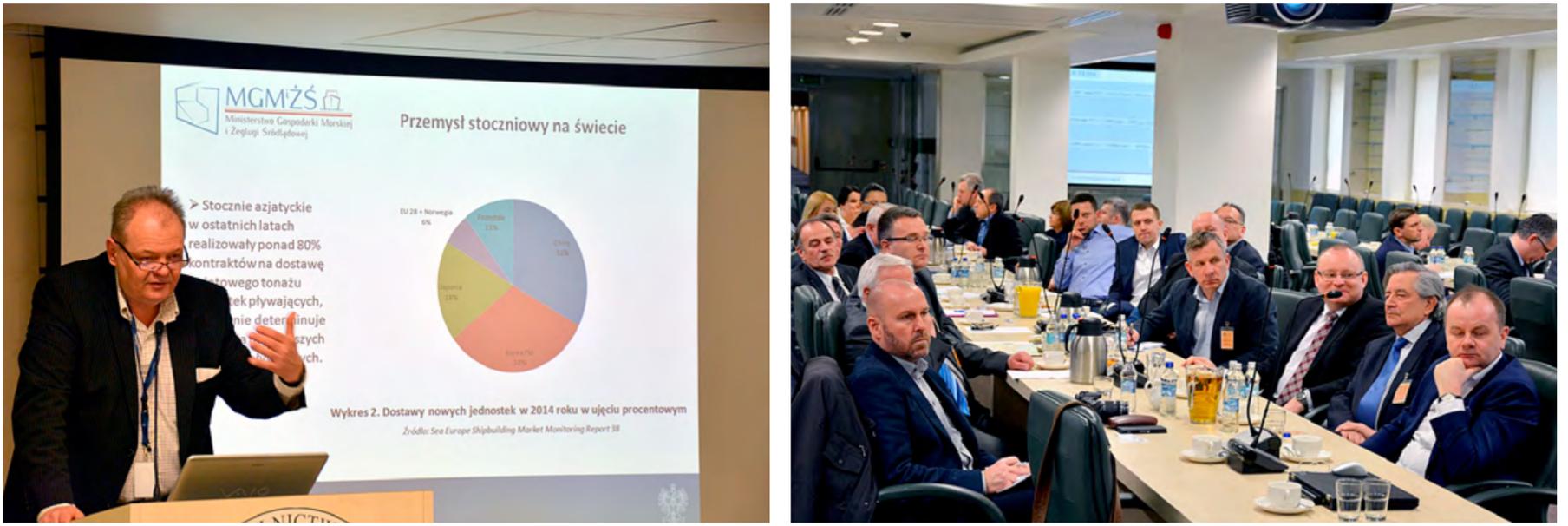
MPL Techma was awarded with "Forbes' Diamond" title as one of the most dynamically developing company. Within the group of small companies (5 - 50 PLN million turnover) MPL Techma took the 8th position in Pomerania region and the 123rd in Poland.

Let us recall, already mentioned in previous issue of this newsletter, that this year's "Forbes' Diamonds" titles have also been awarded to Remontowa Shipbuilding and RMDC, both taking 1st places in their respective groups - large and medium sized companies in the region.

## The Minister of Maritime Economy and Inland Waterways and the Committee of Polish Parliament in NSG

The outreach session of the Sejm (Polish Parliament) Committee of the Maritime Economy and Inland Waterways, was organized on 22nd of the February 2016 in Gdynia Maritime Authority. The Committee under the solemn leadership of the Minister of Maritime Economy and Inland Waterways Marek Gróbarczyk, with the participation of the undersecretary of mentioned Ministry Paweł Brzezicki and the member of Polish Parliament, the chairman of the Sejm Committee of the Maritime Economy and Inland Waterways and Mrs. Dorota Arciszewska - Mielewczyk, visited also Naval Shipyard in Gdynia. The esteemed guests toured the OPV *Ślązak* under construction and the nearby area. After short visitation the members of the Committee headed by the Minister Gróbarczyk were attending a short discussion with the management of the yard in its headquarters.

## The Ministry and entrepreneurs on shipbuilding industry reactivation



Meeting in Warsaw on February 23, 2016.

Photo: Grzegorz Landowski

On February 23 in Warsaw, representatives of the Ministry of Maritime Economy and Inland Waterways (MGMiZS) met the businessmen and specialists from the wide range of shipbuilding industry business entities. Jerzy Czuczman, director of the Association of Polish Maritime Industries (Związek Pracodawców Forum Okrętowe), representing over 60 member companies, presented the current situation in private sector, making for the majority of sales output in shipbuilding, ship repairs and conversions and marine equipment manufacturing in Poland at present. He emphasized the market significance of the (mainly private) companies - members of Forum Okrętowe, their engineering competence level, specialization and niches in ship building and offshore, ship design capabilities, etc. He pointed out that every second ship built worldwide is equipped by European companies.

Captain Wojciech Kot in turn, presented the yacht building industry, generating great majority of its sales from exports, similar to shipbuilding and shiprepair industry. He emphasized the high position of Poland on the world market for yachts 6 to 9 m in length.

Paweł Brzezicki, undersecretary of state in MGMiZS, has given the presentation on the current situation in public sector of shipbuilding industry. He also discussed the world shipbuilding market, describing also various forms of state support provided for the industry in countries specializing in shipbuilding sector. He focused however on presenting the chosen details of the draft parliament act on shipbuilding industry, under development at present. He mentioned VAT tax, that shipyards building completed, fully outfitted ships, will be exempted from the initial stage of contract execution (currently the prices of equipment paid by shipyards to suppliers are increased with VAT at the current rate during the execution of an entire newbuilding project and the shipyards apply for the reimbursement of VAT after completion of the project and the ship's delivery to the contracting entity.). This move is to set the working capital free for use by the yard, equal to 1/5 of the ship's contract value. Another option for the shipyard to choose from would be the lump sum tax of 1 percent of sales instead of income tax being currently in force. The condition is that the company keeps this option for three years, once chosen.

The deputy minister stressed that the solutions proposed in the parliament act draft comply with the European Commission directives. He also put forward a proposal of changes in VAT act currently in force, so as (within boundaries set by EC) the preferred VAT rate could be applied in deliveries of seagoing vessels and their equipment.

### Talks on shipbuilding industry at NOT "Technician House" in Gdansk

In the "House of Technician" (quarters of Polish Engineers Association NOT), on February 25, 2016, a conference and debate "Talks on shipbuilding industry in Poland" took place.

During the meeting, commenced by the president of PR FSNT NOT, Jan Bogusławski, who welcomed the participants, current situation of Polish shipbuilding industry on the world market background, has been discussed. Jadwiga Sztelwander-Zięba, GM Deputy; Engineering Manager of Deltamarin Ltd., Polish subsidiary of Finnish naval architecture and marine engineering consultants presented "Polska as the design valley for European maritime industries", including overview of Poland based consulting and ship design offices,



Debate on shipbuilding industry in Poland in Dom Technika NOT in Gdansk.

especially Deltamarin. Director of Forum Okrętowe, Jerzy Czuczman, discussed changes and developments in Polish shipbuilding industry in 1990-2014 in his presentation “We are building “floating mercedes vehicles” in Poland”. A video film, produced by PortalMorski.pl, titled “Innovative Polish shipbuilding industry October 2014 - September 2015” was also shown.

Then the debate followed, led by Jadwiga Sztelwander-Zięba, Jerzy Czuczman and Grzegorz Landowski, the publisher of Portal Morski, discussing the recently announced program of revitalization of shipbuilding industry in Poland.

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