
NEWSLETTER MAY 2016

# NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

## NEWBUILDINGS

### Secunda Canada takes delivery of the *Avalon Sea*


*Avalon Sea* departing from Gdansk in May 2016.
**Photo: Bogdan Pięta**

Remontowa Shipbuilding SA, member of Remontowa Holding, has strengthened its leading position among providers of multipurpose offshore support vessels and gained new clients with acquiring a new contract for the construction of AHTS destined for operation in harsh environment conditions.
The resulting newbuilding - AHTS vessel *Avalon Sea* was successfully delivered from the shipyard to Secunda Canada LP on May 12, 2016. The vessel is specially designed and equipped for Canadian waters and commenced a six year contract with an international oil company ExxonMobil Canada in May 2016. The vessel, to support the Hibernia and Hebron offshore fields in region of Newfoundland and Labrador (including servicing one of the world's biggest offshore platforms - Hibernia), represents a significant step in the development of Secunda and the modernization of its tonnage.
It is also another interesting addition to Remontowa's reference list. It is just another, of quite many so far, Remontowa Shipbuilding built vessels destined for North-American market, but the first one able to operate in extremely harsh, North Atlantic conditions.
The vessel is designed to satisfy the general demands of the offshore industry and to fulfill all the tasks and roles for a typical AHTS such as: crew transport and evacuation, transport of a variety of cargos, anchor handling and anchorage assist for other offshore units, emergency response tug, oil recovery and fire-fighting protection. Additionally, she is also intended for ice management including monitoring of freezing level and - if necessary - correcting course of moving icebergs to protect offshore installations against possible collision in region of Labrador and Newfoundland.
The vessel is equipped with a water monitor, which will break the pack ice around the platform and prevent formation of solid ice cover.

Seaworthiness of the ship is enhanced with special bow shape - Rolls-Royce Wave Piercing hull. This hull shape improves seakeeping of the vessel especially during sailing against the rough seas. The Rolls-Royce Wave Piercing hull will cut through the waves, minimizing the green water intake and ensure a safer and more comfortable journey.
Ice standard of the vessel complies with ice class 1C enabling navigation in ice with thickness of 0,4 m. The robust quasi-hybrid propulsion system increases the vessel's operational flexibility and redundancy and minimizes impact on the environment owing to low fuel consumption.
The vessel has been equipped with the most modern technology and systems to ensure the highest standards of safety and vessel's operations. This includes integrated monitoring and control systems including applications for propulsion, power generation, automation, deck machinery and cargo handling.
The AHTS was built according to Rolls-Royce Marine design.
***Avalon Sea* AHTS - principal particulars:** length o.a. 87.25 m, length b.p. 77.97 m, breadth moulded 20.00 m, depth to main deck 8.50 m, draught 7.112 m, design draught 5.80 m, gross tonnage 5733, net tonnage 1720, deadweight 3700 / 4200 t, bollard pull 140 MT, crew 23 + 28, main engines (generating sets) 2 × 2880 kW (at 900 RPM), C25:33L-9, Bergen Engines AS, shaft line with propeller 2 × CPP, ø 3,8 m in nozzles, 102A/4I-B, Rolls-Royce, AHT winch LP hydraulic driven 1 × 400 t, iceberg towing winch 1 × 30 t, stern roller 1 × 425 t / ø 2,5 m, length 4,0 m, class notation: DNV +1A1 SF E0 Fire fighter (I) OFFSHORE SERVICE VESSEL AHTS DK(+) HL (2,5) Ice (1C) CLEAN DESIGN COMF V (3) NAUT OSV (A) DK (+) DYNPOS AUTR BWM-T ICE 1C OILREC BIS BWM (T) TMON.
Video: http://www.portalmorski.pl/tv/filmy/statek-avalon-sea-od-srodka/

## Vistal delivered hull sections for Simek newbuilding no. 132 fishing vessel

First three hull sections already in Norway.
**Photo: Dan Christer Virak**

As announced in June 2015, Simek A/S has signed a contract with the company Antares Fishing Company. Ltd. Whalsay, Shetland, for the construction of a fishing boat, 75 meters long trawler for delivery in December 2016.
The construction of hull sections was subcontracted to Polish yards for transport to Flekkefjord on barge. Now, the time has come to deliver the ready hull blocks.
Early May, the barge *Simek II* under tow by *FFS Achilles* commenced a trip to Poland. On May 19, 2016, the heavy-lift pontoon-barge was back in Simek with first three hull blocks on newbuilding no. 132. As of late May, the *FFS Achilles* and *Simek II* were again on the way to Poland, to pick up remaining two sections. Yard no. 132 will be delivered to its owners by the end of 2016.
The newbuilding will be the first fishing vessel built and delivered from Simek since 2008, when *Lunar Bow* - Yard no. 113, was delivered to Lunar Fishing. Simek has, like many other yards concentrated on high demands from the Offshore industry the last few years. After the recent turmoil in this market, it has become necessary to look at other markets such as well boats and smaller fishing vessels.
Vistal Gdynia fabricated and delivered two hull blocks for the new vessel. Other companies involved in such deliveries are: Gdańsk based Marine Projects two hull blocks) and Safe yard operating in Gdańsk (1 block).
The ship is designed by Skipsteknisk in close cooperation with the company and has design type ST-125. This is a newly developed design tailored for the company's operations. The vessel has a length of 75.4 meters and a width of 15.0 meters. The ship is equipped with 12 pieces of fish tanks with a total volume of ca. 2.400 m3. In order to deliver a good product, while achieving a good price for their catch as possible, the ship is equipped with a cooling unit that cools the seawater mixed with fish.
The accommodation section is for a total of 16 men, divided into 14 cabins. Usually not all the beds are in use when they fish by 10-12 men aboard. It will be emphasized that the accommodation unit is adapted so that the crew will have a good atmosphere and enjoyment on board.
This trawler is equipped with a main engine of Wärtsilä 12V32 type of 6,600 kW and expected to achieve t a top speed of about 16 knots.

## Nitta Kisen Kaisha at Remontowa for the first time


The giant container carrier in the largest dock of Remontowa SA.
**Photo: Jerzy Uklejewski**

In October and November, last year, two quite a large container vessels were serviced at Remontowa - namely: *Seago Antwerp* and *Seago Felixstowe,* 293.9 m in length and 32.2 m wide, each.
These are not only big, but also feature effective, large diameter, 92-tonne propellers - largest to be seen at the yard so far.
After repairs the large container vessels left the shipyard, and, after just a month, another large box carrier arrived, with even bigger propeller, weighing 101.3 tonnes. *Glen Canyon Bridge* belongs to Japanese owner Nitta Kisen Kaisha Ltd., who was the Client of Remontowa for the first time on this occasion. The vessel, plying the Panamian flag, is operated by renowned shipping company "K" Line in Europe-Asia liner services.
Named after the famous, then world's largest in its class, arch bridge, Glen Canyon Bridge built in the 50-ties over the Colorado river in Arizona, the ship itself was built in 2006 at Korean yard Hyundai Heavy Industries of Ulsan. It features 71 291 t deadweight, 6642 TEU container capacity, 284.71 m length over all, post-panamax 40 m beam, max draft of 12.5 m and service speed of 25 knots.
*Glen Canyon Bridge* is the largest hull volume vessel to be docked in Remontowa's largest dock no. 6 so far. There were somewhat longer vessels (Danish container vessels, 294 m long), but those were more slender (at panamax - 32.2 m beam). There were also some shorter ones (such as 250 m long), but even wider (at 44 m beam) instead. The Japanese container vessel also features the largest propeller of all ships serviced by the yard to date. It weighs a whopping 101.3 tons. It translates into considerable size of other items of ship equipment as well, such as the propeller shaft.
Among the works commissioned for the ship's stay at Remontowa, there were the overhaul of six cylinder systems of the main engine, overhaul of the tunnel thruster, replacement of some piping, modifications to fuel system, washing of holds,repair works on 18 offloaded hatch covers (steelwork, sandblasting, painting), replacement of 23 container sockets, overhaul of sea water valves and last, but not least - maintenance and painting of hull, when docked.

## *Navigator Gusto* treated with Ballast Water Treatment system installation


*Navigator Gusto* in new livery while being towed out of the Remontowa Ship Repair Yard.
**Photo: Adam Graczyk**

Ballast water treatment (BWT) system installation has not been the only significant item in specification of the *Navigator Gusto* gas carrier's repairs and upgrade during recent class renewal yard stay.
Until March 2013, the ship had been operated by Maersk under *Maersk Gusto* name and wearing a "Maersk blue" livery, which remained on ship's sides until recent arrival to our yard. However, the gas carrier left Remontowa in dark orange livery and a new funnel mark representing the new owner.
Already in the eighties, a serious danger for the maritime environment, building up through global transfer of ballast tanks water was discovered and first investigated by shipping industry related research establishments.

While ballast water is essential for safe and efficient modern shipping operations, it may pose serious ecological, economic and health problems due to the multitude of marine species carried in ships' ballast water. These include bacteria, microbes, small invertebrates, eggs, cysts and larvae of various species. The transferred species may survive to establish a reproductive population in the host environment, becoming invasive, out-competing native species and multiplying into pest proportions.
After more than 14 years of complex negotiations between IMO Member States, the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) was adopted by consensus at a Diplomatic Conference held at IMO Headquarters in London on 13 February 2004. Ballast Water Treatment is effected in varied ways and with diversified technologies applied. These include: chemical disinfection, ozonation, the removal of oxygen, filtration, irradiation of UV (ultraviolet rays damage microorganisms or prevent their reproduction), generating ultrasound (oscillation of high frequency, resulting in destruction of microbes), the ballast water heating to a temperature of 45 degrees Celsius, etc.
Remontowa SA has already carried out 10 installations of BWT systems onboard ships. *Navigator Gusto* has had a new, compact system from Trojan Marinex installed, utilising filtration and UV radiation.
As far as the repairs are concerned, *Navigator Gusto*, was also subject to main engine overhaul, installation of the two stainless steel systems on deck: compressors liquid nitrogen removal system and not liquefied gas system.
Lots of minor piping and electrical modifications have been also carried out, in addition to installation of stern tube seals, seawater valves overhauls, safety valves overhauls, mooring ropes and wires replacement, load tests, accommodation ladder tests, etc.
*Navigator Gusto* is a LPG tanker, built in 2011, 154.3 m long, 25.2 m wide, drafting 6.4 m and featuring deadweight capacity of 16 687 ton. The Liberian flagged, Monrovia registered ship has arrived at Remontowa SA from Dutch port of Terneuzen.
Navigator Gas Shipmanagement has not been hit by recent crisis in freight rates on the shipping market. What is more, Navigator Gas strengthens its fleet.
- Currently we own 30 vessels, all being gas carriers. Until the end of this year there will be 38 of them, as eight units, under construction now, will be delivered and added to our fleet from Chinese and Korean yards. We operate a few 15 years old ships, but most vessels in our fleet are not older than 5 up to 8 years - Piotr Hinz, senior superintendent of Navigator Gas explains.
Polish ship management division of Navigator Gas currently manages four ships, with much more to be added soon. The co-operation is satisfactory for both parties - as confirmed by Piotr Hinz, who hopes for contacts with Remontowa to be long-term business relationships.

## News from Naval Shipyard Gdynia


Chemical tanker *Agath* under quay repairs at Naval Shipyard Gdynia.
**Photo: Piotr B. Stareńczak**

On 18th of May, a Dutch tugboat and workboat *Danasund*, entered the Shipyard for an emergency repair. The scope of works consisted mainly the propeller and shaft replacement.
A chemical tanker *Agath* entered the Yard on May 16, 2016. The vessel has undergone mainly maintenance and painting works, but some of them are provided also on the bottom of the ship. All needed inspections were expected to cover the propeller, the shaft and the controllable pitch propeller so that to find potential breaks.
Apart from those mentioned above some steel works were ordered to be carried out, as well as cleaning the tanks, electric works, painting, etc.
Naval Shipyard performs works for Strahlmann Reederei again. On April 27, this year, *Gomera* entered the Yard for a class survey. Scope of works included mainly the cleaning and hull maintenance, measuring of the steering system, inspection of the bottom and outboard seawater valves and holds maintenance. Also the ballast tanks manholes had to be replaced and the review of chains and anchors provided.

## Vistal is repairing and upgrading the *Bontrup Pearl*

Vistal Marine Sp. z o.o. is currently repairing and upgrading the open hatch bulkcarrier *Bontrup Pearl* which docked at Węgierskie quay (belonging to Vistal Group) late March. Contracted works include modernization of 7 cargo holds. The total weight of added construction steel is 660 t with additional 150 t of installed equipment. The ship is being converted to self discharging bulkcarrier with continuous unloading system and a beam with cargo conveyor that can be extended behind the ship's side over a quay.

# OFFSHORE

## Completed repairs and upgrade of *Safe Bristolia* at Remontowa

Upgraded *Safe Bristolia* departing from Remontowa Ship Repair Yard.
**Photo: Jerzy Uklejewski**

Extensive range of works have been completed on semi-submersible accommodation platform *Safe Bristolia* hosted at Remontowa for the second time. After undocking in April, on Wednesday, May 4, 2016, before noon, the platform was swiftly towed out to the port of Gdansk anchorage. After some preparations and deep sea tug tie up, in the evening on the same day, the tow of *Safe Bristolia* commenced with the 75 m long, 16,000 horsepower AHTS *Terasea Eagle* heading for the North Sea.

*Safe Bristolia* commenced its another job in May, within the UK sector of the North Sea. According to some press reports, the mobile offshore unit is deployed in the northern part of Everest offshore oilfield, 233 km East of Aberdeen.

Let us recall January 16, 2015, when the accommodation platform *Safe Bristolia* arrived, towed from Scotland, after having experiened some difficulties in rough, winter weather at North Sea.

During 23 and 24 January, a successful docking of *Safe Bristolia*, weighing some 10 000 ton, was carried out onboard submersible heavy-lift barge *Rem Lift 25 000*, belonging to Remontowa SA.

The recent one has been already the second visit of this offshore unit at Gdansk based Remontowa SA, member of Remontowa Holding. Earlier, from October 2010 till May 2011, it was undergoing extensive repairs, maintenance and upgrade in Gdansk.

This recent time, in turn, semi-submersible accommodation platform has arrived to Remontowa SA for general repairs, including 5 year class renewal, maintenance and protective coatings application works, works inside tanks and some other tasks, including sizeable steelworks. Specialist offshore deck crane was replaced with a new one.

*Safe Bristolia* is a 1983 built and 2006 converted moored semi-submersible accommodation vessel with beds for up to 588 persons and equipped with telescopic gangway (35.0m +/- 6.0 m) and 8 point wire winches mooring system.

Not only the *Safe Bristolia* itself is returning to Remontowa SA for its quality and competitive services, but her Owners, Prosafe as well. Prosafe, which is the world's leading owner and operator of semi-submersible accommodation vessels, has already brought several such units to Gdansk based Remontowa SA for repairs or modifications and upgrades.

## RMDC unveils design proposals for the Polish Navy modernization program

Remontowa Marine Design & Consulting (RMDC) is working on new combat and navy support vessels. Taking into consideration challenges and needs of Polish Navy and having in mind successful Minehunter Project „Kormoran II" - RMDC has developed a few other new designs.

### Degaussing ship

The primary task of the ship is to decrease or eliminate remnant magnetic field of other ships with a displacement of up to 6,000 ton, and measurements of physical fields (magnetic field, hydro-acoustic, electrical and thermal). Secondary tasks include search and rescue operations, towing operations and support for navy operations.
Principal particulars: length 59.0 m, breadth 11.3 m, design draft 2.7 m, speed (max) 16 kn, speed (service) 14 kn, displacement 930 t.
The ship will be equipped with navigation systems compatible with navigation system Secure AIS, and also with national and NATO command and communication systems. She is designed to operate in the Baltic Sea and the North Sea up to the sea state 8 Beaufort. The ship will have ice class L3.

### Logistic support ship

LSS' primary task will be securing provision of the fuel and water for other surface operating ships and naval forces working together on the missions.
Principal particulars: length 130.0 m, breadth 24.0 m, design draft 6.2 m, speed (max) 21 kn, speed (service) 15 kn, displacement 12,000 t, tanks capacity: fuel 5,000 m³, fresh water 1000 m³.
The ship will be able to download and store inventory in the amount which will guarantee the ability to stay at sea for 30 days without calling into port. She is designed to operate in all sea areas with the exception of the Arctic zone of constant freezing, and ensuring the ability to use weapons - up to sea state 5. The ship will have ice class L2.
The ship should have the ability to manoeuvre at low speeds and mooring operations, with a wind force up to 30 knots and currents up to 3 knots, without the help of tugboats and other vessels.

### Replenishment ship

The main task of the ship is Replenishment at Sea (RAS) of Fuel and Water, and also other consumables to other surface operating Navy Vessels. Additional tasks will also include providing technical assistance for the repair and maintenance of military equipment.
Principal particulars: length 106.0 m, breadth 18.0 m, design draft 5.0 m, speed (max) 20 kn, speed (service) 15 kn, displacement 5,700 t, capacity: fuel 1,800 m³, fresh water 200 m³.
The ship will be able to download and store inventory in the amount which will guarantee the ability to

stay at sea for 30 days without calling into port. She is designed to operate in all sea areas with the exception of the Arctic zone of constant freezing, and ensuring the ability to use weapons - up to sea state 5. The ship will have ice class L2.
The ship will have the ability to manoeuvre at low speeds and mooring operations, with a wind force up to 30 knots and currents up to 3 knots, without the help of tugboats and other vessels.

**Submarine rescue ship**

The ship will be designed to operate during SAR missions, as well as securing rescue operations for submarines. This will include: participation in the operations of search and rescue, searching, location and extraction of sunken military equipment with a total weight up to 80 tones, providing assistance in the fight against fire, pull out of the shallows and towing.
Principal particulars: length 105.3 m, breadth 18,0 m, design draft 5,0 m, speed (max) 18 kn, speed (service) 14 kn, displacement 6,000 t.
The ship is designated to operate in all sea areas with the exception of the Arctic zone of constant freezing, ensuring the ability to maintain a stable position during SAR operations and underwater works - up to sea state 6 and wave heights of 5 m. The ship will have ice class L1.
The ship should have the ability to manoeuvre at low speeds and mooring operations, with a wind force up to 30 knots and currents up to 3 knots, without the help of tugboats and other vessels.

**Patrol vessel**

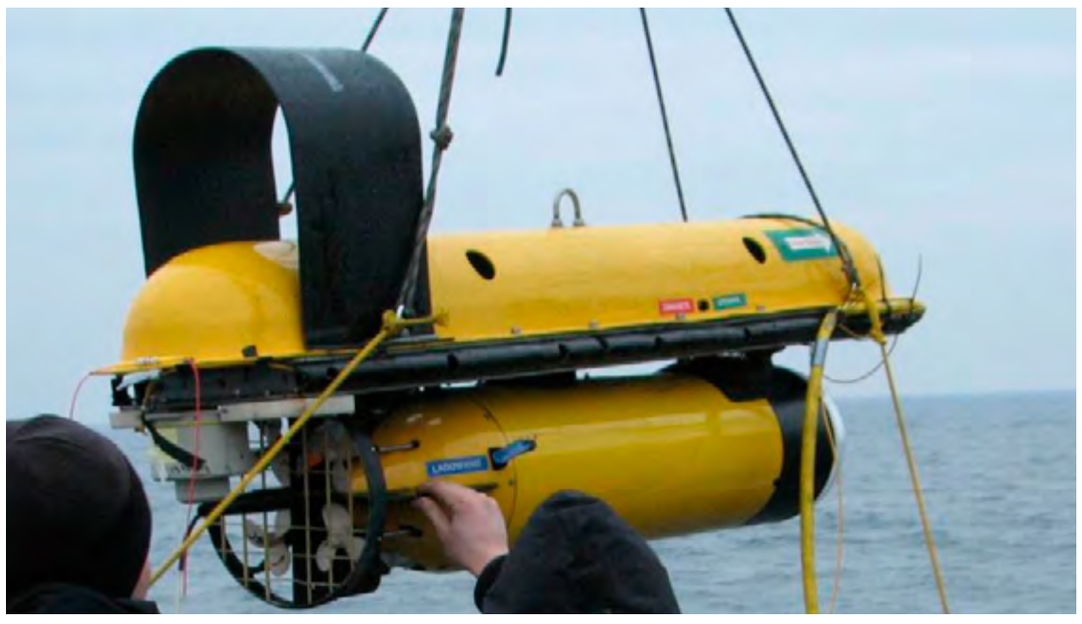
The patrol vessel will be designed to conduct combat and patrol operations in the Baltic Sea, the North Sea and in the case of allied actions in the specified waters operational responsibility of NATO Maritime Joint Forces.
Principal particulars: length 63.8 m, breadth 11.3 m, design draft 3.0 m, speed (max) 23 kn, speed (service) 12 kn, displacement 1000 t.
The vessel will be equipped with navigation systems compatible with navigation system SECURE AIS and also with national and NATO command and communication systems.

## As many as six entities received “Amber” accolades of the Polish Chamber of Maritime Commerce this year

On May 9 at the Polish Chamber of Maritime Commerce (Krajowa Izba Gospodarki Morskiej) the Jury met to decide on this years “Amber Duck” and “Amber Eggs” awards winners for the most spectacular achievements in Polish maritime sector.
This year as many as six entities were awarded.
The extraordinary, “special” (additional to normal set of awards) award has gone to Port of Gdynia Authority (ZMPG SA).
Of the two main awards of “Amber Duck” one was won by a shipping company EuroAfrica Services Ltd. Sp. z o.o., Polish Division and the other one to one of the Forum Okrętowe members, namely Navimor International Com. sp. z o.o. “for the construction and turn-key delivery of the Poland’s biggest project in Africa, and the largest educational project of EU in Africa - the Academy of Fisheries and Sea Science in Namibe, Angola, worth some EUR 100 m.”
Of the three recognitions (“Amber Eggs”) one has gone to shipbuilding and shiprepair sector and to Forum Okrętowe member, namely to Remontowa LNG Systems Sp. z o.o. for its “overall development and execu-

tion of the design, construction, production technology implementation as well as delivery and start-up of the innovative LNG fuel technology solution on the Danish owned car and passenger ferry *Samso* ". The two other recognition awards have gone to stevedores and terminal operators Morski Terminal Masowy Gdynia Sp. z o.o. and to intermodal inland terminal operator PCC Intermodal.
Handing the awards over to the winners will take place during XVII maritime business gathering "Wspólna Kaczka", on October 14, 2016 in Gdynia Arena.

## Award for the underwater mine tamer



The mine action defense system Głuptak (Gannet).
**Photo: CMTM PG**

„The mine action defense system Głuptak (Gannet)" project has been honoured in the competition „Innovation for the Armed Forces 2015" (1st Degree Award). It has been developed by the team led by prof. Lech Rowiński of the Faculty of Ocean Engineering and Ship Technology at Gdańsk University of Technology.
The Gannet is designed for activities related to the identification and destruction of sea mines in waters between 5 and 200 m deep. The position in relation to the target is identified and detected by the naval hydro locating station or a sonar towed behind the ship.
The contest „Innovation for the Armed Forces" was organised for the second time by the Inspectorate for Implementation of Innovative Technologies of Defense, in cooperation with the Military University of Technology. The honorary patronage of the competition was held by the Secretary of State in the Ministry of National Defense. Prizes were awarded in three categories: industry, science (Gannet) and in the individual category. The contest received a total of 66 applications. The list of winners and the relation from the awards ceremony can be seen at the organizer's website.

* * *

Along with educational activities, the Faculty has been working for more than 40 years on robotic devices for deep-sea technology, including the underwater vehicles for mine action. The result of this work are systems called Ukwiał (Anemone), Głuptak (Gannet), Albatros (Albatross) and Morświn (Porpoise). The OPM Anemone has been used on mine destroyers in the Polish Navy since 1999. The full cycle of research and development concerning Gannet was completed at the beginning of this year.
It is worth noting that Gannet can be used alone for the tasks of mine action, or as part of an integrated system consisting of autonomous reconnaissance vehicle (Albatross) or multi-purpose vehicle controlled and supplied by cable (Anemone or Porpoise). In such a configuration it can be effectively used for diagnosis, identification and destruction of mines, even in the most complex tactical conditions.

## OiO4um contest winners


Finalists and organizers of the contest.
**Photo: PG**

On May 11, 2016, at the Faculty of Ship Technology and Ocean Engineering of Gdansk University of Technology (WOiO PG), the final of the "OiO4um" contest was held, concerning the best bachelor of science thesis defended (2015/2016 edition). Paid internship at one of renowned companies was the prize. The winner turned out to be Krzysztof Wołoszyk, for his thesis "Structural design of a patrol vessel helipad", who, besides receiving the cash prize, was also awarded with the privilege to choose from the three month paid internships at either: Damen Engineering Gdańsk; HG Solution, a part of Hareid Group;

Remontowa LNG Systems; StoGda, Ship Design and  Engineering and Stocznia “Szkuner” Sp. z o.o.
The remaining finalists were:
- Izabela Kopeć, for the thesis “Full deck inland barge hull structural design”;
- Mateusz Kowalczyk, for “Seakeeping characteristics model tank tests of a semi-submersible drilling platform. Second order forces prediction for set irregular wave spectrum”;
- Paulina Żurawska, for the work: “Initial design of PSV with 1000 m² deck area”.

On Sunday, May 15, a Skype teleconference was held, during which, the finalists have chosen prizes - the paid internships of  over PLN 25  000 value in total.

The aim of the contest is to promote innovative engineering solutions conceived and developed by WOiO PG students, that  might be applied within the industry and to form a platform for rational scientific competition among students, which might contribute to education quality enhancement.

The organizers of the contest are the Association of Polish Maritime Industries (Związek Pracodawców Forum Okrętowe) and the Faculty of Ship Technology and Ocean Engineering of Gdansk University of Technology.

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