



NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS AND SHIPBUILDING SUBCONTRACTING

Modern double-ended ferry *Piret* delivered from Remontowa Shipbuilding



The *Piret* departing Gdansk on 1 April, 2017.
Photo: Piotr Stareńczak

On Saturday, the 1st of April 2017, the *Piret* double ended car passenger ferry built at the Polish yard Remontowa Shipbuilding set sail heading Estonia. The ship was taken to Estonia by a crew of 12. Two days later, on Monday, the 3rd of April, the ferry arrived in the Port Of Tallinn joining the Turkish-built sister ferry *Tiiu* from the same series, which had called the port just the day before.

The two ships were expected to enter service within a few weeks after arrival. The *Piret* was about to take up line service on the Virtsu-Kuivastu route between the Estonian mainland and the islands of Muhu and Saaremaa in the second half of April, while mid-April, the *Tiiu* was expected to commence sailing on the Rohukula-Heltermaa route connecting the island of Hiiumaa with mainland Estonia.

The *Piret* is one of four ferries commissioned by TS Laevad, a subsidiary of state-owned Port of Tallinn. Two of them have been built at Remontowa Shipbuilding in Poland (*Tõll* and *Piret*) and the remaining two (*Leiger* and *Tiiu*) at Sefine Shipyard in Turkey. *Leiger* and *Tõll* have been previously delivered and are already operating between the mainland and the major Estonian islands.

The DNV classed ferries (+1A1, R3, Car Ferry B, E0, Ice-1A), designed by LMG Marin (LMG 150-DE design) are ice strengthened and can operate without assistance year round in the Tallinn area, featuring ice strengthened hulls, one car deck and two tween decks, panorama lounges.

They are 114 metres long and can accommodate 150 cars or 12 full-size trucks. Both can carry have seats for 500 passengers on two decks and will carry rescue equipment for 700 passengers. These diesel-electric driven vessels can be easily switched for LNG fuel.

A video showing the ferry's interiors and its port of Gdansk departure is available at:

<http://www.portalmorski.pl/tv/filmy/prom-piret-odplynal-do-tallinna/>

Production of the first hybrid battery ferries for London commenced



Mark Willbourn with the cutting machine in the background.
Photo: Piotr Stareńczak

On April 20, 2017 at Remontowa Shipbuilding in Gdansk, the steel cutting for the new two hybrid car passenger ferries ordered by Transport for London took place. Mark Willbourn, project manager at Briggs Marine pushed the button of a cutting plasma machine thus initiating the production process. The event was attended by the representatives of the owner, classification society LLOYD Register and the shipyard.

The new vessels will be operating the Thames crossing in the district of Woolwich carrying over a million vehicles and 2.6 million passengers a year. The ferries will be operated by Briggs Marine Contractors, that operate the Woolwich Ferry service under a long term contract with TfL. Both to be equipped with 210 lane metres of vehicle deck space with dedicated cyclist accommodation separated from foot passengers

will replace the current three vessels built in 1963. The vessels will be licensed to carry 150 passengers. Each vessel will be equipped with four azimuth thrusters powered by vertically mounted permanent magnet motors. Two Diesel generating sets are installed and in normal operation only one will be running at a near constant load with the battery installation providing the peak power demand for the crossings. When the propulsion power demand is low the excess generated power will be used to recharge the batteries.

A video coverage showing the steel cutting at Remontowa Shipbuilding on April 20, 2017, is available at:
<http://www.portalmorski.pl/tv/filmy/hybrydowe-promy-dla-londynu-w-budowie/>

Another mega yacht aluminium structure from Poland



Project "Yasmin" mega yacht aluminium superstructure on a pontoon-barge being towed out of Gdansk.
Photo: Piotr B. Stareńczak

According to super and mega yacht focused trade press, Oceanco Y716 - the 2960 gross tonnage, LR classed vessel - is the largest mega yacht expected to be launched this year. The large yacht, also known as Project Yasmin, is currently under construction with completion scheduled for 2017. This 95-metre long super yacht (90 m according to other sources) will have a beam of 14.2 m and a draft of 4 m. She is understood to be able to reach a maximum speed of 20 knots (with other sources saying of 16 knots cruising speed and 18.5 knots top speed), featuring reportedly MTU main engines. The exterior designer of the project is Espen Oeino, while the interior design is by Terence Disdale with naval architecture and marine engineering design provided by Oceanco themselves in co-operation with Azure Yacht Design & Naval

Architecture. Super yacht Yasmin will offer accommodation for a total of 12 up to 14 guests and 27 crew members.

Recently the aluminium superstructure of Oceanco Y716 was transferred from Gdansk, Poland to Zwijnenburg Shipbuilding in Capelle aan den IJse, Netherlands, another subcontractor to Oceanco.

The superstructure, shipped in two parts onboard a heavy-load pontoon barge, departed the port of Gdansk on April 15, under tow by the tug *Isa*. The aluminium superstructure for Oceanco Y716 was built at Aluship Technology Sp. z o.o. yard, which also provided detailed engineering and workshop drawings for the structure.

Finnlines' vessels to be lengthened at Remontowa SA

Finnmill - one of the "Breeze" class vessels.
 Photo: Piotr B. Stareńczak

Starting from September 2017, Finnlines will lengthen four of its "Breeze" class vessels, with an option of two additional ships at Gdansk based yard. This will increase vessel capacity around 1,000 lane metres per vessel.

Finnlines has signed a contract with Remontowa SA shipyard in Gdansk, Poland where the actual work will commence in mid September 2017. The yard is committed to perform this work in less than two months for each vessel. The whole lengthening programme will be completed in May 2018.

The close to 30% capacity increase will considerably reduce the energy consumption per transported unit compared to the original vessel. In other words, it will improve energy efficiency further and thus contribute more to reducing emissions.

Remontowa SA shipyard has also been recently involved in several other energy efficiency projects for MS *Finneagle*. The vessel was recently in Gdansk where inline hybrid scrubbers and new improved propeller blades are have been installed. Furthermore, passenger capacity has been increased to 800 by building new passenger areas.

The above Finnlines' investments will amount to approximately EUR 70 million.

Finnlines' customers will benefit from more environmentally friendly and sustainable services. Finnlines places great emphasis on environmental and safety matters and these investments are just another milestone in a long series of investing in sustainable growth.

With one of the largest ro-ro and ro-pax fleets, Finnlines is the leading operator in the ro-ro and passenger transport in the Baltic and the North Sea, offering an extensive network of Motorways of the Sea between Belgium, Denmark, Estonia, Finland, Germany, Spain, Sweden, the Netherlands, Poland, Great Britain and Russia.

OFFSHORE**Remontowa SA has completed works on *Petrobaltic* self elevating platform**

The *Petrobaltic* jack-up rig docked onboard the Rem Lift 25000 submersible heavy lift unit at Remontowa SA. Photo: Jerzy Uklejewski

Remontowa Shiprepair Yard SA has completed works on the former drilling jack-up platform *Petrobaltic*, commissioned by Lotos Petrobaltic SA. On a platform, docked onboard yard's own submersible, heavy-lift pontoon-barge *Rem Lift 25000*, disassembly of scaffolding has recently been carried out.

The Owner of the rig, Lotos Petrobaltic, has commissioned Remontowa SA to perform steel works and upgrade of the underwater part of the mobile offshore unit.

Ultimately, the platform is to be converted into oil and gas separation production / processing unit and to be deployed on the Baltic Sea, at Lotos SA group's oil and gas field B8, on which Lotos has been operating since September 2015.

As the shipyard confirmed - the contracted range of works has been completed, and what is more, it has been completed ahead of schedule. Every day over 250 persons have been employed on this project.

Let us remind the docking of the rig took place in January, 2017. It has been the 15th mobile offshore unit to be serviced at Remontowa SA and the fifth platform to be docked onboard heavy-lift barge *Rem Lift 25 000*.

Video report on docking of the *Petrobaltic* rig onboard a heavy-lift submersible barge is available at:

See docking operation of the Petrobaltic platform with the REM LIFT 25000 heavy lift vessel in action!

<https://youtu.be/9xfnC5cNqrl>

Johan Sverdrup Drilling Platform project successfully completed!

Early March Vistal announced they have successfully completed, as of beginning of February 2017, prefabrication of elements for Statoil's drilling platform to the order from Aibel, Norway. This has been the Vistal's largest single contract in the offshore sector. In the Johan Sverdrup Drilling Platform project Vistal, over eight months, produced 26 sections of total weight of 3 500 tonnes. Johan Sverdrup Project consist of pre-fabrication, assembly and corrosion protection of 26 sections with the highest Quality and HSE standards. Over 40 000 sq m have been painted with protective coatings.

MISCELLANEOUS

Damen Marine Components Gdańsk receives EN 1090 and ISO 3834 certification



N 1090 and ISO 3834 certifications.

Photo: Piotr B. Stareńczak

Damen Marine Components (DMC) Gdańsk, one of the Damen Shipyards Group's locations for the production of high quality, high precision steel components including propeller nozzles, rudder installations and cranes, has received EN 1090 and ISO 3834 certifications.

DMC Gdańsk supplies a wide range of top quality components to shipyards all over the world and these certifications, as verified by Bureau Veritas, confirm its world class standards in the fabrication of steel and aluminium structures (EN 1090) and the quality of its fusion welding (ISO 3834).

With two sites, in Gdańsk and Elbląg, Poland, the company has seven production halls with over 11,000 m² of production space. The Gdańsk site has direct access to the sea, allowing structures of unlimited size or unusual shapes to be loaded onto barges for onward transport.

On shipbuilding industry in OECD

On April 18 and 19, 2017, in OECD headquarters in Paris, another meeting of the WP 6 (Working Party) on Shipbuilding took place. It was attended, by invitation from the Polish Government, also by the president of Forum Okrętowe, the only Poland's shipbuilding industry sector association of employers.

Within a framework of topic panels, among others, analysis on current supply and demand, review of applicable support measures in OECD member states and the most important market players outside OECD, have been presented and discussed.

A necessity to update the CGT (compensated gross tonnage) factor has also been discussed, especially in view of the specifics of the current diversified shipbuilding production, departing a long way from so called "reference vessel" adopted many years ago for comparisons.

An interesting approach towards the EEDI (Energy Efficiency Design Index) has been also presented, emphasizing the complexity of the matter, higher than based on individual ship type and characteristics, and coming from slow steaming modes of operation.

An interesting discussion has developed between the representatives of the South Korea and Japan, when South Korea was presenting answers on public support for this country's shipbuilding sector. As a conclusion, one could say "the strong one is allowed for more". Regardless of evident facts, presented by the delegates from Japan, SEA Europe and the European Commission, South Korean representatives regarded those voices as an attack against shipbuilding industry in their country, furthermore, questioning the transparency of the European Union, as the only beneficiaries of the market in 2016 have allegedly been EU28 + Norway group of countries.

The process of fight for the equal conditions of competition is utmostly complex and in a matter of fact the related regulations are affecting only the smaller and weaker market players.

The administration of the Republic of Poland has been represented by Agnieszka Kuraszyk of Department of Maritime Economy from the Ministry of Maritime Economy and Inland Navigation.

The Newsletter is published monthly

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ASSOCIATION OF POLISH MARITIME INDUSTRIES

Publisher:



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