



ZWIĄZEK PRACODAWCÓW
FORUM OKRĘTOWE
ASSOCIATION OF POLISH MARITIME INDUSTRIES



NEWSLETTER SEPTEMBER 2014

You are warmly welcome...

...on Friday, October 10, 2014 at 9:00 (registration starts at 8:30) in Pomorski Park Naukowo-Technologiczny in Gdynia (96/98, Aleja Zwycięstwa St.) at Maritime Economy session of the International Economic Forum. The Forum is a cycle of conferences which focus on the most important aspects of social and economic development. The aim of the forum is to develop a platform enabling exchange of information and opinions between business practitioners and representatives of the world of science.

Every year Gdynia plays host to leading entrepreneurs, scientists and experts who debate problems, challenges and opportunities for development in the rapidly changing situation on global markets. The 14th edition of the Gdynia business forum will be held on 10th October and will include talks, discussion panels and practical workshops.

Among the three core sectors of the Forum there is the Maritime Economy session (panel). This year, within the „maritime panel”, presentation of the achievements of Polish shipbuilding and ship repair industry is foreseen and handing of the „Innovative Maritime Economy” awards, funded by Mr Piotr Soyka, president and CEO of Remontowa Holding.

The program of the Maritime Economy session can be found at Forum Okrętowe website

<http://www.forumokretowe.org.pl/> under the following link:

http://forumokretowe.org.pl/files/news_pl_32.pdf

NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

„Kormoran II” keel laid at Remontowa Shipbuilding

Construction works on the ship of the „Kormoran II” programme (shipyard’s building number 258/1) have been started at Remontowa Shipbuilding S.A., member of REMONTOWA Holding. The ship is a minehunter being built for the Polish Navy.

The symbolic keel laying ceremony has been attended, among others, by Czesław Mroczek, State Secretary in the Defence Ministry of Poland. The „keel” was in fact the D5 section of the vessel (one of the midship sections), which contains the auxiliary power room and fuel tanks (double bottom).

The vessel is being constructed by a consortium, which, besides its leader - Gdansk based Remontowa Shipbuilding yard, also includes the Naval Shipyard Gdynia (in receivership) and R&D Marine Technology Centre (CTM - Centrum Techniki Morskiej), located in Gdynia. RMDC (Remontowa Marine Design



Czeslaw Mroczek and Andrzej Wojtkiewicz putting an occasional medal into a special slot
Photo: Media4Sea



Inspectorate of Armament officials at Remontowa Shipbuilding S.A.
Photo: Media4Sea



The medal was welded to the bottom section of the hull.
Photo: Media4Sea



Signature of the keel - laying protocol.
Photo: Media4Sea

and Consulting) - REMONTOWA Holding's naval architecture and marine engineering consultancy is also involved.

On 23 September 2013, the consortium has signed a contract with the Armament Inspectorate. The agreement value is ca. PLN 1.2 billion, and it aims at realizing the development works regarding the design and construction of a prototype minehunter, which is to be transferred to the Navy in November 2016. The Agreement also includes an option for the construction of two subsequent vessels which would enter service in 2019 and 2022, on condition that the prototype would be accepted.

The first steel cutting for the construction of the first unit of the „Kormoran II” programme, took place at Remontowa Shipbuilding on April 25, earlier this year.

„Kormoran II” minehunter structure is made out of anti-magnetic steel, imported from France. The displacement of the vessel - 850 tonnes; dimensions: 58.50 x 10.30 x 9.75 m; maximum speed - at least 15 knots. The ship is going to be powered by 2 diesel engines with 2 Voith Schneider cycloidal propellers. The vessel will be boarded by a crew of 45 with additional 6 spare places.

The ship is dedicated to mine hunting tasks in Polish EEZ (Exclusive Economic Zone), as well as in tactical task forces in the Baltic and the North Sea and other auxiliary tasks defined by Polish Ministry of Defense. The vessel is designed with great care to achieve low signature and high maneuverability, owing, among others, to use of cycloid propellers driven by diesel engines.

The Inspectorate of Armaments aims to get the level of at least 70 percent of „polonization”. Currently for a prototype „Kormoran II” minehunter, Poland obtained the indicator of polonization (the acquisition or imposition of Polish elements) of more than 50 percent, which the military considered a success, taking into consideration the long-standing gap in the field of shipbuilding by the Polish shipyards.

SeaMedia, rel

Remontowa Shipbuilding launches the hull of the first Polish built LNG fuelled PSV



Launching of the hull of a new PSV...
Photo: G. Landowski



Representatives of the shipyard and the owner.
Photo: G. Landowski

On Tuesday, 16th of September 2014, the launching ceremony of a platform supply vessel (PSV) took place at Remontowa Shipbuilding S.A., member of REMONTOWA Holding. The ship is being constructed for one of the biggest Norwegian offshore fleet operators - Siem Offshore. It has already been contracted for support of Norske Shell oilfield in the North Sea.

Execution of this contract is of great importance to Remontowa Shipbuilding S.A., since it will be its first offshore supply vessel powered by LNG fuelled engine. Previously this technology was implemented in car-passenger ferries build in Remontowa Shipbuilding S.A.

It is worth mentioning that the vessel will be fully constructed in Gdańsk - starting from developing workshop documentation, going through building of the hull and ending up with complete outfitting and performing sea trials.

The vessel will be equipped with state-of-the-art navigation systems including an advanced dynamical positioning system DP2, gas-electric propulsion, fire-fighting system Fi-Fi 2 and facilities for containing of oil spills.

Remontowa Shipbuilding SA has for many years already been a well-recognized supplier of offshore support vessels. However, this time the supply vessel to be built is the first to use LNG propulsion. Thereby combined will be the Yard's experience in building ferries with LNG propulsion and experience in the offshore sector. As mentioned before, the recently launched ship being built at Remontowa Shipbuilding will be the first Polish built, fully equipped (turn-key delivery) LNG fuelled PSV. However some other yards have previously delivered several hulls (only partially equipped and destined for foreign yards). This includes the hull of the World's first LNG fueled PSV Viking Energy, delivered to Norwegian yard by Polish, Gdansk based Maritim Shipyard.

The recently launched 89 meter long ship with a deck area of 980 sq m will be capable of carrying up to 5400 tons. It will be served by a 25 person crew. The vessel will meet the highest standards of environmental protection and safety of navigation and receive „CLEAN DESIGN” class notation. Furthermore, the ship will fly the most reputable Norwegian flag.

The ship's concept and technical documentation is prepared by Norwegian Wärtsilä Ship Design office. The ship is built under the supervision of DNV classification society.

rel (Remontowa Shipbuilding), SeaMedia

Norwegian Ship of the Year 2014 with Polish content

The all-electric car ferry „ZeroCat 120” owned by Norled AS was given Skipsrevyen's prestigious Ship Of The Year 2014 award. Of the three nominated vessels - two (including the winner) have been built with hulls or hull sections from Poland and with participation of Polish naval architects and marine engineers.

The award was presented by Norwegian State Secretary Dilek Ayhan at SMM in Hamburg on the 10th September. Managing Director Mr Ivan Fossan and Technical Director Sigvald Breivik represented the Owners, Managing Director Ivar Gaute Kolltveit represented Fjellstrand and Mr Edmund Tolo represented Fjellstrand Design.



This is how the ferry will look like...
Photo: Archiwum



The award ceremony at SMM 2014.
Photo: G. Landowski



The hull of awarded ship at Aluship Technology in Gdansk, Poland.
Photo: Media4Sea

The electrically powered ferry was developed for submission to a competition organized by Norway's Ministry of Transport. As a reward for winning the competition, the shipping company Norled has been granted the license to operate the route until 2025. Norled will operate the world's first battery driven ferry on the Lavik-Oppedal route. The new ferry will operate the actual route with 34 crossings a day, 365 days a year.

The ferry is of catamaran type built in aluminium with slender hulls and low weight. The ferry's electric power train was designed by Fjellstrand with battery technology from Siemens.

The „ZeroCat 120” does not discharge greenhouse gases, CO₂, methane or nitrogen oxides to the environment. In addition to the environmental benefits, the ferry's operational and maintenance costs will be lower compared to a conventional ferry.

According to Siemens, ZeroCat could eliminate nearly 3,000 tons of CO₂ emissions.

The hull of this „all electric” ship (YN 1696 at Fjellstrand) was launched at Gdansk based Aluship Technology shipyard, which built it. Detailed engineering design was provided by Nelton Sp. z o.o. of Pruszcz Gdanski (formerly GSM Design Group).

Also one of the other nominated vessels contained Polish input.

The biggest size and price tag is not always the best recipe for a Ship of the Year nomination, and PSV Junita built at Kleven Verft (YN 361), is a great example of this. This platform supply vessel was delivered to the owner Ugland Offshore April 16, and immediately started operations for the charterer Statoil. The nomination is reflected in the new propulsion system developed by Scana Propulsion, Inpower and Salt Ship Design, as well as the cargo tank solution delivered by Framo.

At least part of sections for this ship have been built in Poland. For example superstructure section, along with forecastle whaleback cover has been built at Euro-Industry Stocznia Ustka (former Ustka Shipyard). The ship was designed by Norwegian-Polish company Salt Ship Design.

SeaMedia, rel (Skipsrevyen)

SHIPREPAIRS AND CONVERSIONS

Further scrubbers to be retrofitted at Remontowa

Remontowa Shiprepair Yard S.A., member of Remontowa Holding has recently won an important milestone contract for installation of scrubbers. Having installed numerous scrubber systems on ferries and cargo ro-ro's so far, Remontowa has also recently installed one on-board a non ro-ro cargo ship, namely on the Solvang owned LPG tanker Clipper Harald, however this new order will be the largest batch of installations

for Remontowa and one of the largest contract won in one go for a series of ships in the World so far. This time a long series of multi-purpose cargo vessels with heavy-lift and side-loading (sto-ro) capabilities is involved. As reported by „Ship and Offshore Repair Journal”, Remontowa has won a 14-ship contract from Holland’s Spliethoff Bevrachtungskantoor BV, Amsterdam, all to be fitted with Alfa Laval PureSOx systems. The ships in question are a series of S-Type 21,000 dwt (11 vessels) and S2L-Type 23,000 dwt (three units) general cargo vessels, all with side-loading capabilities. Each vessel will have Alfa Laval PureSOx scrubber technology installed on-board, with the contract to be completed by the end of 2015.

All the vessels regularly use Baltic and North Seas ports and therefore require the necessary reduction of SO_x emissions as

part of the new ECA regulations. The installations on-board two vessels will be carried out at Remontowa during this year and the remaining 12 vessels will call at the Gdansk based yard during 2015.

Of the 14 vessels, eight were built in Poland by Szczecinska Nowa, Szczecin and six by Japan’s Mitsubishi Heavy Industries’ Shimonoseki shipyard. All 14 vessels are each fitted with a single Wärtsilä 6L64 medium-speed diesel engine with an output of 12,060 kW (16,397 hp) at 333 rev/min and Mitsubishi auxiliary diesel engines type S6R2-MPTA. Each vessel will have an Alfa Laval PureSOx System installed, the vessels expected to stay in the yard for some three weeks each, which will include special survey and the normal drydocking operations. The single scrubber system will cater for SO_x reductions from both main and auxiliary engines.

Remontowa SA, which started installation of scrubber systems early in the market, commencing with three ro-ro cargo vessels owned by DFDS Seaways during summer 2013, has so far completed similar retrofitting installations on some 15 ships so far and counting. Besides 14 Spliethoff vessels, the ships „queueing” for scrubber installations at Remontowa include three Scandlines ships, including large double-ended ferry Deutschland, four Finnlines ships and one of Color Line.

And that’s not end of the list, as some of the projects contracted have not been even mentioned and talks are ongoing regarding further contracts for scrubber retrofitting.

SeaMedia, „Ship and Offshore Repair Journal”

MISCELLANEOUS

DNV GL anniversary event in Gdynia



Henrik Madsen, president and CEO of DNV GL Group in Gdynia.
Photo: Media4Sea



Country manager DNV GL Poland Andrass Joenssen welcomes the guests.
Photo: Media4Sea

DNV GL, the world’s leading ship classification society and one of the world’s leading risk and sustainability service providers, is celebrating a double milestone: The Foundation DNV’s 150th anniversary and DNV GL’s first year as a merged company. After central celebrations in Oslo last June, similar events followed in 17 other countries with strong DNV GL presence and thus it was rather not possible to omit Poland in a series of such events.

Numerous dignitaries, customers and industry stakeholders joined DNV GL, the world’s leading ship classification society and one of the world’s leading risk and sustainability service providers, at a night to remember in Gdynia, the „homeport” for DNV GL in Poland. Held at the Music Theater (Teatr Muzyczny),



Piotr Soyka, chairman of Remontowa Holding during his speech.
Photo: Media4Sea



Reception in Gdynia Music Theatre.
Photo: Media4Sea

famed, among other reasons, also for hosting the biggest and most prestigious national film festival (Festival of Polish Feature Films), the event celebrated the 150th anniversary of the foundation of Det Norske Veritas and the first year of operation of the newly formed DNV GL Group.

The evening looked to both the past and the future of the company, celebrating both DNV GL's long history and its continued drive to make a positive impact on the world through innovation.

Over the course of the evening several important industry and political figures, welcomed by Andrass Joensen, country manager DNV Poland and Henrik Madsen - president and CEO, DNV GL Group, paid tribute to the sustained positive impact of the DNV GL. They included representative of Poland's Ministry of Infrastructure, representative of regional government, Karsten Klepsvik - Norwegian Ambassador in Poland, and - representing Polish maritime industries - Piotr Soyka, president of the capital group REMONTOWA Holding, by far - the largest marine industry group, with interests in shipbuilding, ship repair and conversions, marine equipment manufacturing, services, etc. Remontowa Shipbuilding has already built as many as 50 ships classed by DNV, but is dealing with GNV GL in other areas, besides newbuildings, too.

* * *

Driven by its purpose of safeguarding life, property and the environment, DNV GL enables organisations to advance the safety and sustainability of their business. We provide classification and technical assurance services along with software and independent expert advisory services to the maritime, oil & gas and energy industries. We also provide certification services to customers across a wide range of industries. Operating in more than 100 countries, our 16,000 professionals are dedicated to helping our customers make the world safer, smarter and greener.

rel (DNV GL), SeaMedia, PortalMorski.pl

Polish companies at SMM



The main entrance to Hamburg Messe and Congress.
Photo: HMC

26th International Maritime Trade Fairs SMM were held from 9 through 12 September in Hamburg. In 11 exhibition halls, in the area of 90 thou sq m, as many as 2100 companies from 67 countries were exhibiting, including the largest shipyards and marine equipment manufacturers.

The major themes for this latest edition of SMM was innovation in shipping and shipbuilding and environment protection, integral with cost optimisation and reduction of adverse impact of shipping on the environment.

Many of the products and services on show were related to ever closer deadlines of implementation of new, more stringent regulations on emissions of SO_x, NO_x and other noxious substances.

Most attention seemed to be attracted by applications of alternative propulsion systems and fuels, mainly the LNG fueled marine engines, as well as prototype „all electric”, battery driven ships.

During recent SMM trade fairs, Hamburg saw 35 companies active in Polish maritime sector. Among them probably the most distinctive offer and exposition came from companies of Remontowa Holding, such as Remontowa SA, Remontowa Shipbuilding SA, Famos, Remontowa LNG Systems (former FUO Rumia), Remontowa Marine Design and Consulting (RMDC) as well as Remontowa Hydraulic Systems (former Hydroster).

Of the mentioned 35 companies exhibiting at SMM, at least 13 are member companies of Forum Okrętowe, not counting foreign companies (MAN Diesel & Turbo, Wartsila, Deltamarin or Ulstein), of which Polish subsidiary companies or representative offices (and members of Forum Okrętowe) haven't had their separate exhibition stands, but were present at their „mother companies” stands. However, taking into consideration the combined sales and income, it should be emphasized, that Forum Okrętowe members constituted the dominant part of Poland's offer shown on SMM.

The Newsletter is published monthly

Uphagena 23, 80-237 Gdańsk
phone: (+48) 58 345 82 89
www.forumokretowe.org.pl
e-mail: forum@forumokretowe.org.pl

ZWIĄZEK PRACODAWCÓW
FORUM OKRĘTOWE
ASSOCIATION OF POLISH MARITIME INDUSTRIES

Publisher: PortalMorski.pl 

Office: TEMAT Sp. z o.o., Na Ostrowiu 1, 80-958 Gdańsk