



ZWIĄZEK PRACODAWCÓW
FORUM OKRĘTOWE
ASSOCIATION OF POLISH MARITIME INDUSTRIES



NEWSLETTER MARCH 2018

At Easter we wish our Readers
and all those involved
in the maritime sector
peace, high spirits, happiness,
good health and every success!

The Association of Polish Maritime
Industries



NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

Order for two Maritime Authorities' multipurpose buoy tender vessels placed at Remontowa Shipbuilding SA



Rendering of the B618 type vessel design.

signage (buoys, etc.), i.e. the transport, replacement and inspection of buoys. The vessels will be also out-fitted for hydrographic tasks (including depth measurement, data processing, map amendment), etc. During winter they may be used for iced waterways clearance / icebreaking. In case of emergency at sea they will be capable of emergency response, sea towage, oil spill recovery, firefighting and other rescue (SAR) and salvage tasks.

On March 5, 2018, at the headquarters of Szczecin Maritime Authority, a contract was signed for construction and delivery of two multipurpose vessels for Maritime Authorities in Szczecin and Gdynia. The contracted vessels will be built at Remontowa Shipbuilding SA, according to the design developed by Remontowa Marine Design & Consulting (RMDC). The contract was signed by CEO – Piotr Dowżenko and Dariusz Jaguszewski, member of the board, both representing Remontowa Shipbuilding SA and by Wojciech Zdanowicz, head of Szczecin Maritime Authority.

The vessels no. B618/1 (IMO 9851866) and B618/2 (IMO 9851878) are to be delivered by June 2020. In every-day operations they will be performing mainly the maintenance and renewal / updating of waterways

The ships will offer a spacious working deck for buoy handling and storage, served by a crane with 10 t SWL and 25 m outreach. The towage capability will be effected by a 400 kN SWL towing hook. For fire-fighting tasks they will be outfitted with two water-foam monitors, installed on superstructure, with a maximum water capacity of 1200 m³ per hour at 80 m range and the vessels themselves will be protected by sprinkler (water curtain) system.

Rescue tasks will be supported by rescue device for retrieving persons from water (in form of Dacon Rescue Frame or Jason's Cradle) and MOB / rescue / workboats, to be used also for hydrographic works. The crew will be accommodated in five single berth and eight two person cabins. The vessel will also have room for short term accommodating of up to 80 rescued survivors.

Each of the new vessels will be approx. 60 m long overall, 12.8 m wide and have a draught of some 3.5 up to 4.0 m. The vessels will feature deadweight capacity of 350 t and gross tonnage of 1273. The top speed achieved will be 15 knots and the bollard pull will be 40 T. Flexible diesel-electric propulsion system, with two stern azimuthing thrusters and a tunnel thruster fore will provide excellent maneuverability, further enhanced by a DP system.

The vessels are to be built under the supervision of the Polish Register of Shipping.

The construction of the second tug for Polish Navy commenced



Photo: Remontowa Shipbuilding

On March 16, 2018, at the Remontowa Shipbuilding yard, the first steel cutting ceremony was held for the B 860/2 unit, the second of a series of six tugs destined for the Polish Navy, contracted in the summer of the last year.

The contract for the supply of six tug boats was signed on June 19, 2017. The first steel cutting for the construction of the B860/1 unit took place on November 16, last year, while its keel was laid on January 23, 2018.

The conceptual and detailed engineering design was created by NED Project Sp. z o.o. based in Gdańsk (with the chief designer for the project being Andrzej Lerch), in cooperation with Remontowa Marine Design & Consulting Sp. z o.o. (RMDC). The latter company is responsible for all workshop documenta-

tion and construction supervision. Class supervision is performed by the Polish Register of Ships. The first of the six tugs is to be handed over in 2019, and the remaining ones - by 2020.

B860 type tugs - basic characteristics: length over all - 29.2 m, length b.p. - 25.12 m, moulded breadth - 10.47 m, depth - 4.95 m, draft - 4.20 m, displacement - approx. 332 t, gross tonnage - 368; main drive - 2 × diesel engines rated at 1193 kW - each, 2 × azimuthing thrusters, speed - at least 12 knots; bollard pull - not less than 35 T; generating sets - × 2, crew - 10 people, classification - Polish Register of Shipping.

A trawler hull for Norwegian recipient launched at Remontowa Shipbuilding SA

A partially equipped fishing vessel for the Norwegian customer Westcon Yards AS (the first of two similar units on order) was launched on Tuesday, 27 March, 2018, at Remontowa Shipbuilding SA, Gdańsk. The unit built to Rolls-Royce design, with equipment supplied by the ordering party, is 75 meters long and 15.5 meters wide.

It is a pelagic trawler intended for fishing with purse seines and trawls. The ship is equipped with 11 RSW tanks.

Launching of *Taits* was the first such event this year for Remontowa Shipbuilding, and the 1010th in the history of the shipyard. Remontowa Shipbuilding's orders portfolio covers contracts ensuring work until the end of 2021. It includes two Cormorant 2 - type minehunters and six tugboats to be built for the Polish Navy,



two passenger-car ferries with electric / hybrid drive ordered by the British shipowner Transport for London and two multi-purpose ships for the Maritime Offices in Gdynia and Szczecin.

See a short video showing the launching at:

<http://www.portalmorski.pl/tv/filmy/remontowa-shipbuilding-1010-wodowanie/>

Photo: Piotr B. Stareńczak

Aluship Technology busy not only with catamarans

Gdansk based Aluship Technology is building a structure of the ferry *Bürgenstock* - a catamaran intended for one of the Swiss lakes. The construction components manufactured by Aluship are assembled at the recipient - in the Swiss shipyard Shiptec AG in Lucerne.

It is a two-deck passenger catamaran, able accommodate 300 people and transport them at a speed of up to 35 km/h. The unit is to be 38.00 m in overall length and 10.25 m in width, while its own weight will be approx. 85 tons.

Aluship also works on a much larger catamaran. In Gdańsk, a second electric ferry (the successor of the pioneering *Ampere*) is under construction for delivery to the Norwegian shipyard as a not extensively outfitted structure.

It is contracted by the Fjord1 operator at the Fjellstrand shipyard (which commissioned the construction of the aluminum structure of the ship from Gdańsk) - a passenger and car ferry 87.5 m long and 20.8 m wide, designed to accommodate up to 120 passenger cars, 12 lorries and up to 296 passengers. The ship is to be employed on the Halhjem-Våge line in the Hordaland region.

Aluship Technology deals not only with newbuildings, but also takes part in interesting, prestigious retrofitting projects - including conversions or upgrades of cruise liners. Recently, another modernization of a large cruise ship was completed at the Grand Bahama Shipyard, in which the company from Gdansk had a considerable share. Aluship was responsible for the detailed technical design and for the prefabrication and assembly of the new large one deck high compartment in the foreship on the highest deck of the *Adventure of the Seas* cruise ship, intended for new passenger spaces.

Recently, work on the construction of the section, including a new deck for another ship of the Royal Caribbean Cruise Line - *Mariner of the Seas*. These will be installed on a ship modernized in one of the Spanish shipyards.

SHIPREPAIRS AND CONVERSIONS

The “princess” left Remontowa SA

On March 21, after the refurbishment, the car - passenger ferry *Princess Anastasia*, belonging to Moby SPL, left the Gdańsk based shiprepair yard. This is the first ship of this shipowner at Remontowa SA so far.

Princess Anastasia, measuring 176.8 m in length and 32 m in width, has 834 cabins and can take on board 2,500 passengers and over 300 crew members at a time. This is just one in a record number of ferries that have been serviced at Remontowa SA over the recent months (with as many as seven ferries at a time recorded twice last winter).

This particular ferry is operated by a joint venture of the Russian shipowner St. Peter Line and the Italian ferry operator Moby Lines from Milan, specializing in transport in the Mediterranean. Both companies created a joint venture called Moby SPL in 2017. The ferry itself, built in 1986 as *Olympia*, ordered by Viking Line,



Photo: Sławomir Lewandowski

later known as *Pride of Bilbao*, sailing in the colors of P&O Ferries, in 2010 was sold by the Irish Continental Group for EUR 37.7 million to the Russian shipowner St. Peter Line.

Russian *Princess Anastasia*, chartered to Moby SPL from April of the same year, serves in cruises on the Baltic Sea, on the St. Petersburg - Helsinki - Tallinn - Stockholm route. Numerous attractions await passengers aboard the *Princess Anastasia* ferry, among them the specialties of Italian and Mediterranean cuisine.

At Gdańsk based Remontowa SA, among a variety of other works, the ferry has mainly undergone a comprehensive renovation of three main engines and two generating sets. The MES (mass evacuation) system has been also replaced.

See a short video showing the departure of *Princess Anastasia*:

<https://www.youtube.com/watch?v=1vU58kJmkeA>

Remontowa SA will extend two more Finnlines vessels



Photo: Sławomir Lewandowski

Finnlines will exercise the contract option to lengthen another two ro-ro ferries of the “Breeze” series at Remontowa SA, Gdańsk. Let us recall that the contract for the jumboisation of ferries was signed in March 2017. It concerned four ships with an option for two more. And the launch of this option, i.e. extension of units No. 5 and 6, concerns the decision of the Finnish shipowner announced in March.

Until now, the shipyard has lengthened a total of three vessels: *Finntide*, *Finnwave* and *Finnsky*. They are already sailing on their routes, with the third one leaving the yard on March 20, 2018. The fourth one - *Finnsun*, as Finnlines states, will be extended until the end of May this year, while the other two - *Finnbreeze* and *Finnsea* - in September-December this year.

Every ship undergoing hull extension, after cutting the hull, receives a steel insert weighing 1500 tons, 29.5 meters long, 26.5 meters wide and 23.5 meters high. Lengthening the ferries by almost 30 meters significantly improves their energy efficiency and thus contributes to the reduction of emissions of environmentally harmful compounds.

The modernization of the “Breeze” class units is part of Finnlines’ investment program worth EUR 70 million.

- This investment is in line with the policy of sustainable development. Increasing the energy efficiency of our ships will reduce the amount of harmful emissions per ton of transported tonnage”, said Tom Pipping-sköld, financial director of Finnlines, one of the largest ro-ro and passenger ferry operators in Northern Europe, member of the Grimaldi Group.

As Michał Habina, the president of the management board at Remontowa SA (participating in the project of Finnlines ships lengthening from the beginning, i.e. from the stage of contract talks), remarks - using the option of extending two consecutive ro-ro units is a confirmation of the shipyard’s high competence and shows the satisfaction of the shipowner with timely and efficient implementation of this project.

Lotos Upstream enters the game

In February 2018 Lotos Upstream commenced operations. Its capital group includes Lotos Norge and Lotos Geonafta. Soon, Baltic Gas will join this group. The plans are to expand the business, in the first place in the area of the British Continental Shelf. All this aims at doubling the volume of Lotos production ultimately.

Lotos Upstream was registered in the first half of 2017. It was established as part of the reorganization process of the exploration and production segment of the Lotos Capital Group. On October 20, Gavin Graham, a PhD in geology with over 35 years of experience in the oil industry, was appointed as the President of the Board. In February 2018, nine people were employed, which had previously performed similar functions in the structures of Lotos Petrobaltic. It was from this company that Lotos Upstream took over the issues of strategy and business development, ownership supervision and supervision over the implementation of the development of deposits (it is still the responsibility of Lotos Petrobaltic to develop and produce the B3 and B8 deposits located under the bottom of the Baltic Sea).

Over 90% of investments in the segment, defined in the Lotos Group's strategy at a minimum level of PLN 3 billion, will be implemented through the companies belonging to the Lotos Upstream Capital Group. The plans are to expand the business to new countries. Taking 10 years of experience in implementing projects in Norway into account, the priority for the neighboring country is the British Continental Shelf.

The company declares that it plans to double its output in the future, to become an operator in the North Sea, to maximize the value of operations conducted in Lithuania and to implement new concepts for the needs of deposits located under the bottom of the Baltic Sea and other insufficiently recognized deposits in Poland.

MISCELLANEOUS

Shipbuilding sector R&D support program INNOship officially inaugurated



Photo: Piotr B. Stareńczak

The implementation of the first, industry initiated, comprehensive research and development support program in Poland, INNOship, meant for the shipbuilding industry, was announced by the National Centre for Research and Development (NCRD) on March 7, 2018 in Gdynia. The budget of this initiative, in a pilot, two-year stage, is about PLN 240 million.

The main task of the INNOship program is to support product and technological innovation as well as research and development activities that will lead to competitive improvement of the Polish shipbuilding industry. The plan implementation is to be completed by 2023. The INNOship program supports financing of innovative projects in the field of design and production of vessels, including new energy supply systems, as well as innovative technologies in shipbuilding and port infrastructure.

Director of NCRD, prof. Maciej Chorowski emphasized that the institution he manages fulfills the role of “an industry insurer for the risk of introduction of new technologies into the market”.

- We want the ideas that will be reported and evaluated in the program to be such projects that will lead to the shipbuilding industry becoming more and more value-added products provider - he added.

- INNOship is a sea of opportunities worth PLN 730 million (total INNOship budget), of which about half must be provided by the entrepreneur, and the rest is subsidized - said Jerzy Czuczman, president of the Forum Okrętowe, who submitted a request to NCRD to establish the program.

At the same time, he stressed that the main originator from the shipbuilding industry, strongly supporting the establishment of the program, was Remontowa Holding in Gdańsk, which - among others - financed the preparation of a feasibility study.

The call for proposals in the first, two-year pilot INNOship phase, will start on April 30 and will last by June 29, 2018.

PRS Testing Laboratory recognized by IMO!

As revealed by the Polish Register of Shipping (PRS) in March - with effect from January 16, 2018, its Research Laboratory has been placed by the International Maritime Organization (IMO) - on the "List Of Recognized Test Laboratories" (SSE.1/Circ.3/Rev.1 z 2018-01-16). The list includes the laboratories recognized in scope of fire test of ship structures.

It is the second Polish laboratory on the IMO list of laboratories recognized by the Administrations for Part 3 of FTP-Code 2010.

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