



ZWIĄZEK PRACODAWCÓW
FORUM OKRĘTOWE
ASSOCIATION OF POLISH MARITIME INDUSTRIES



NEWSLETTER APRIL 2018

NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

Remontowa Shipbuilding SA won a tender for the construction of icebreakers

As it was announced at the end of April - Remontowa Shipbuilding SA, belonging to the Remontowa Holding capital group, won a tender for “designing, construction and delivery of two outfitted line ice breakers as part of the task: Continuation of the icebreaker construction program for RZGW Szczecin”. RZGW is a Regional Authority of Water Resources and Waterways.

Other offers submitted in the tender came from: a consortium of PGZ Stocznia Wojenna Sp. z o. o. with Stocznia Remontowa Nauta SA and Poltramp Yard SA.

The order concerns the construction and delivery of two, almost 30-metre long ice-breakers, with aluminum alloy superstructure, deckhouse above the engine room and the wheelhouse. Crew quarters: a captain’s cabin, a galley, a social room for a crew of 5, and a sanitary room (toilet, washbasin and shower) are arranged on the main deck.

Principal characteristics of icebreakers: overall length 28.8 m, length between perpendiculars 25.85 m, overall breadth 7.5 m, moulded breadth 7.2 m, depth 2.4 m, design draught 1, 4 m, scantling draft 1.7 m

SHIP REPAIRS AND CONVERSIONS

Ferry converted to LNG propulsion at Remontowa SA on the way to Canada

After a spectacular conversion at Remontowa SA, the *Spirit of British Columbia* ferry, belonging to the largest ferry operator in North America - BC Ferries - set out on March 27th across the North European waters and Atlantic to Vancouver.



Photo: Sławomir Lewandowski

According to the contract signed in 2016 to perform the “mid-life upgrade” of the “Spirit” class - *Spirit of British Columbia* and *Spirit of Vancouver Island* ferries, Remontowa SA converted propulsion system of the first one from traditional diesel based to environmentally friendly, powered by liquefied natural gas. Currently, the ship’s engine room is dual fuel, adapted to be fed both with low-sulfur diesel and natural gas (stored as LNG), with the latter being the main fuel.

The shipyard equipped the *Spirit of British Columbia* with four new dual-fuel Wärtsilä 8L34DF main engines with an output of 4000 kW each and a cryogenic tank with a capacity of 165 cubic meters. The replacement of main engines also involved the replacement of automation systems, control systems,

fuel feed system and, among others, two main reduction gears and other devices. Electrical, remote control and monitoring systems were modernized, navigation equipment was renovated and modernized.

In addition to the rebuilding of the engine room, passenger spaces have also been modernized. The bathrooms in the cabins were renovated and a new café was built on one of the decks. The shipyard also carried out a full range of maintenance and painting works - from the keel to the funnel stack.

The design of the ferry conversion has been prepared by the Remontowa Marine Design & Consulting ship design office. The bunkering stations installed on the ship allow this operation to be performed both from the outside of the unit and from the deck (road tanker on a ro-ro deck).

The last refueling of the LNG ferry in Poland before the Atlantic trip took place at Remontowa Shiprepair Yard SA, on March 28, 2018. It was carried out by the companies belonging to PGNiG and Grupa LOTOS using the “truck to ship” method, i.e. directly from cryogenic tankers at the jetty quay to the ferry tank. The volume of transferred fuel was 55 tons.

***Delphis Gdansk* in emergency repairs at Remontowa SA**

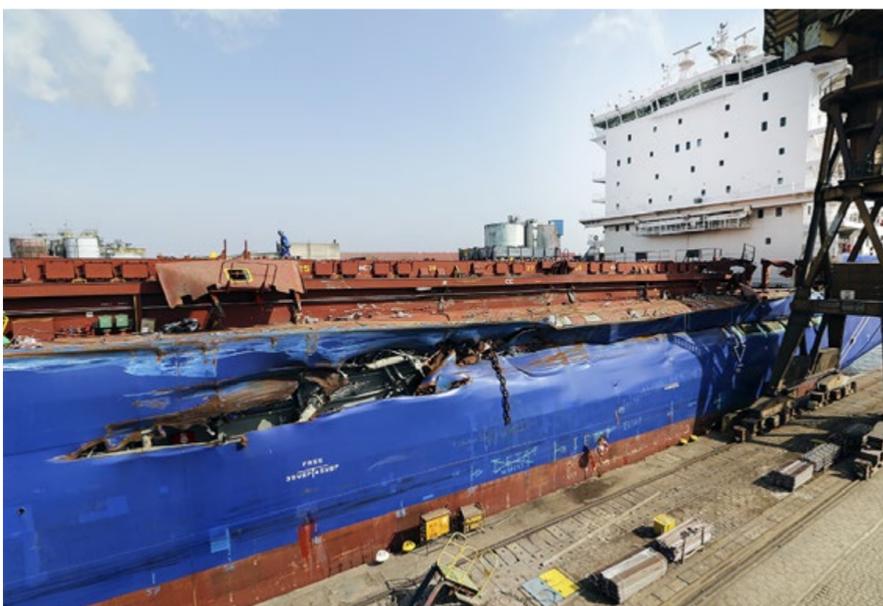


Photo: Sławomir Lewandowski

On April 10, *Delphis Gdansk* container ship arrived at Remontowa SA yard in Gdansk for emergency repairs. At the end of March this year the vessel suffered in accident in the Great Belt, west of Kalundborg in Denmark.

It collided with the *BBC Neptune* bulk carrier, losing several containers (two also dropped onto the bulk carrier) and suffered a large size dent in the left side. There were no injuries and no pollution was reported, but the collision was classified as serious. It is being analyzed by a special commission for the investigation of maritime accidents.

The ship is now undergoing repairs at Remontowa SA, belonging to the Remontowa Holding capital group.

This is not the only recent emergency repair in this yard. At the end of February in Remontowa, the bottom was repaired with the steel replacement on a brand new *Ronia Diamond* ship, which at the end of December last year went on a rocky ground in Norway.

At the beginning of January this year the renovated bulk carrier *DL Adonis* left the yard. On December 2, 2017 it suffered engine room flooding in result of the failure of the ballast system west of the Estonian island of Hiiumaa.

In September last year, chemical tanker *Mount Everest* was fitted with a new bulbous bow at Remontowa SA. The bow of the ship was damaged in collision with the wall of the Panama Canal lock. During the docking of the ship, also other renovation works were carried out.

Somewhat earlier comprehensive repairs of the hull of a Greek bulkcarrier *Lorient* have been performed at Remontowa SA after the vessel sustained damages from underwater rocks in the Gulf of Riga.

Delphis Gdansk, delivered in January 2017 by Korean shipyard Hanjin Heavy Industries & Construction Co., Ltd. of Pusan, classed by Germanischer Lloyd (DNV GL), also with a high ice class, has a deadweight of 24 700 t and container capacity of about 1,900 TEU.

The *Finnsky* ro-ro, 30 metres longer, sailed away



Photo: Sławomir Lewandowski

Finnish cargo ro-ro *Finnsky*, owned by the Finnish shipowner, is the third unit that has been recently lengthened at Remontowa Shiprepair Yard SA in Gdansk. Earlier, the shipyard extended two other, sister ships of the same owner: *Finntide* and *Finnwave*. The third Finnlines' vessel left the yard on March 28, 2018.

The fourth ro-ro ship from the same series - *Finnsun* arrived for its lengthening operation on April 4 and is expected to leave the yard by the end of May.

The contract for the upgrade of the ferries was signed in March 2017. It concerned four ships with an option for another two. Finnlines used the option of "jumboisation" of further two ro-ro vessels of the "Breeze" class at Remontowa SA. The shipowner announced this in an official statement mid-March. Ferries number

5 and 6 - *Finnbreeze* and *Finnsea* will be lengthened between September and December this year.

Let us recall that every ship after cutting the hull midships, receives a steel insert weighing 1500 tons, 29.5 m long, 26.5 m wide and 23.5 m deep. Extending the length of ferries by almost 30 metres significantly improves their energy efficiency and thus contributes to the reduction of emissions of environmentally harmful compounds. Lengthening of ships is also the owner's response to the growing demand for transport in the Baltic Sea. Modernized units, owing to the increased cargo area, can efficiently serve more cargo.

MISCELLANEOUS

Elektra - ferry built in Poland with the "Ship of the Year" title



Photo: Piotr B. Stareńczak

The hybrid double-ended short range road ferry *Elektra*, operated by Finferries, won the international "Ship of the Year Award". The Marine Propulsion Awards 2018 competition, organized by the trade magazine "Marine Propulsion & Auxiliary Machinery" was crowned with the announcement of results during a gala dinner at the end of the first day of the maritime industry's conference "Sulfur Cap 2020" on April 17, 2018 in Amsterdam. The winner of the title of "Ship of the Year" was chosen from the nominees named by a team of experts, and then selected in an open voting on the website of the "Sulfur Cap 2020" conference.

The prize was awarded to a Finnish shipowner. The ship was built at the shipyard Crist SA in Gdynia (newbuilding no. P310) to the order of the state ship-

owner Suomen Lauttaliikenne Oy, operating ferries under the FinFerries trademark.

The companies belonging to Forum Okrętowe have their share in the construction and outfitting of the unit. The concept of the ferry was conceived by Deltamarin - Finnish ship design consultants. Design and consulting office StoGda Ship Design & Engineering Sp. z o. o. (StoGda) developed a complete design of the P310 unit, including a contract design, basic design, detailed engineering, workshop drawings and delivery documentation, and was responsible for model tests (including the use of a large model to study the maneuverability of the ferry on the lake and trials in the model ice pool).

The development and delivery of a complete electro-energetic solution of the hybrid drive system was entrusted to Siemens. Among the suppliers of equipment for the ship was among others Remontowa Hydroster Systems Sp. z o.o. (RHS) from the Remontowa Holding group. The company delivered ro-ro equipment drives (ramps) and a set of watertight doors.

Elektra is a ferry intended for navigation in protected waters on a 1.6 kilometer long route run, connecting the islands of Nauvo (Nagu) and Parainen (Pargas) in the Archipelago of Turku (islands of the so-called Archipelago Sea, in the Saaristomeri region of Finland). It can carry 90 passenger cars and up to 372 passengers. The high level of automation allows the ferry to employ only a three-persons crew.

The speed of 11 knots is provided by two azimuth propulsion drives, each with two counter-rotating propellers, supplied by Rolls Royce, transferring 900 kW - each at 1200 rpm.

The ship is equipped with three generating sets of the main propulsion with a total electrical power output of 1260 kW.

It was designed and built in accordance with the provisions of DNV GL for the class notation + 1A1 Car Ferry, B, Battery (Power) E0, Ice 1B, PET, R3; GMNKC. The ship flies the Finnish flag.

See a video material at: <https://www.youtube.com/watch?v=RB6rKP34Mtk>

ORP *Kormoran* selected as a Top Product in Pomerania 2018 plebiscite



Photo: Remontowa Shipbuilding SA

The ORP *Kormoran* minehunter has emerged as a winner of the TOP Product Pomorskie 2018 (Top Product of the Pomorskie region) plebiscite organized by “Dziennik Bałtycki” daily. Products and services that have been created and manufactured in Pomerania competed for this prestigious title in several categories. The winners of the competition are chosen by the chapter.

At the same time, the TOP Produkt Pomorskie 2018 plebiscite was held, in which readers and Internet users voted for the best, in their opinion, proposal from among the applications submitted. Presentations of the reported products and services appeared in the pages and on the website of “Dziennik Bałtycki” from April 13. The voting lasted until April 24, and

the competition was - as the newspaper informed - fierce.

The largest number of votes, over 21,000, and thus the title of the TOP Pomeranian Product 2018 in this plebiscite was won by the minehunter ORP *Kormoran*, the first new ship in over 20 years handed over to the Polish Navy, designed and built in Gdańsk.

The ship was built by a consortium consisting of the Remontowa Shipbuilding SA shipyard (leader), the entity belonging to the Remontowa Holding capital group and the research and development institution - Centrum Techniki Morskiej SA (the Gdynia Centre for Maritime Technology - CTM SA).

The ship's design was created by Remontowa Marine Design & Consulting. During the construction, an innovative technology was used to manufacture the hull of amagnetic steel. It ran in a sterile, controlled industrial process of the 21st century and controlled ambient conditions. CTM SA developed and delivered an Integrated Combat System, including: a ship command support subsystem, passive defense system, underwater observation system, including hydro-location stations and mine destruction charges.

ORP *Kormoran* is the first in a series of three modern minehunters, which are to be delivered to the 13th MCM Squadron, which is part of the 8th Coastal Defense Flotilla.

Remontowa SA, Navimor and Stocznia Wisła with “Wprost Eagle” awards



On behalf of Remontowa SA, the “Wprost Eagle” award was accepted by CEO, Michał Habina (on the right).

Photo: Sławomir Lewandowski

On April 24, 2018, in Gdańsk, the “Wprost” weekly award ceremony of the Pomeranian region was held. Among the winners was the Remontowa Shiprepair Yard SA, Navimor and Wisła Shipyard.

These are awards for companies that make a special contribution to the development of the economy, region and country, awarded by the “Wprost” weekly. The emblem of the Polish State - the image of the White Eagle - from the London seat of the Polish government in-exile became the symbol of distinction.

The winners are enterprises that achieved the highest average net profit in the last three years, as well as the highest percentage increase in net profit in this period. Additional criteria that must be met by the companies included in the ranking is the lack of losses, a clean account in the databases of unreliable payers

(debtors), as well as achieving adequate profitability.

The listing of awarded companies was developed jointly by the editors of the “Wprost” weekly and *Bisnode*. The Gala in the Pomeranian Voivodship was held as part of the 3rd edition of the “Eagles project” of the “Wprost” weekly, run since 2016. The “Wprost” Eagles are given in 10 Polish regions, including Pomerania. In Gdańsk, among others, they went to representatives of over 20 companies, including Gdańska Stocznia Remontowa SA, on whose behalf the chairman of the board, Michał Habina, accepted the award.

- “Eagle” obliges, especially since we are a Polish company, the largest company of the Remontowa Holding capital group, containing more than 20 companies, employing workforce of over 8,000, being the largest private employer in Pomerania - Michał Habina said during the gala adding that Remontowa SA is a large shipyard, known in Europe, with a large crew and professional staff, chosen by global shipowners to carry out the largest and most difficult, complex projects.

Let us recall, this is not the first distinction of the “Wprost” weekly for the Remontowa Holding group. In May 2017, she won the title of vice-leader in the ranking of “Polish Ambassadors”, grouping 100 largest Polish exporters. In the WSE listing hall in Warsaw, the award was received by the chairman of Remontowa Holding Piotr Soyka.

The European maritime technology sector needs a strong EU stance

- The European Commission must adopt a strong, determined policy, based on the principle of reciprocity. Otherwise, our European maritime industry will not survive the competition from Asian shipyards - warned Marian Krzaklewski, rapporteur of the EESC opinion (European Economic and Social Committee), adopted at his plenary session on April 19 this year.

The EESC urges the Commission to implement LeaderSHIP 2020 as soon as possible and to present key recommendations on the new LeaderSHIP 2030 strategy.

- Europe needs a special approach to shipbuilding and production sectors. As in China, the USA, Japan and South Korea, European policy makers must treat this sector as strategic for the European economy - said the co-rapporteur, Petrizio Pesci.

According to the EESC, the approach should include the activities as follows:

In terms of trade - efforts to finalize a comprehensive OECD agreement covering all parties, including China - including rules on subsidies, and potentially also price discipline; ensuring reciprocity between European countries and others as a guiding principle in both bilateral and multilateral trade negotiations and in issues related to market access; “Protectionist measures and practices must face the same measures,” the EESC argues.

In the area of financing, the Commission should consider the introduction of a specific financial instrument, because shipbuilding requires large capital expenditures and access to finance is becoming increasingly difficult.

In terms of development (research/skills) - environmental protection, security, digitization, automation and cyber security, are major challenges, but also offer interesting opportunities for the European marine technology industry (MT), provided that sufficient abilities and opportunities are available in the area of research, development and innovation.

The Commission must therefore promote and financially support investments in the European MT sector in the field of research, development and innovation. In addition, there is a strong need to fill skills gaps - the Commission should therefore give significant support to social partners in the shipbuilding sector, enabling them to continue their work in the field of marine technologies.

In terms of strategy, the Commission should ensure that this industry becomes one of the pillars of the LeaderSHIP strategy continuation.

In recent official documents (“Made in China 2025”), China has announced its ambition to become a world-leading producer of high-end ships, including cruise ships and state-of-the-art equipment - in a sector where European shipbuilders and ship equipment manufacturers are market leaders so far. This will put even more pressure on one of the key industries in Europe.

The European maritime engineering and technology sector covers all enterprises involved in the design, construction, maintenance and repair of ships and other marine structures. There are around 300 European shipyards with an annual turnover of around EUR 31 billion, employing 200,000 people.

About 22,000 large, small and medium-sized enterprises produce and supply ship equipment, generating annual turnover of approx. EUR 60 billion. They employ directly over 350,000 people. Their share in the world market is around 50 %.

The European maritime technology sector invests 9% of its profits from sales in research, development and innovation, which is the highest investment rate in Europe in this area.

The full text of the Opinion (on its own initiative) of the European Economic and Social Committee on:

“The LeaderSHIP 2020 strategy: a vision for the marine technology industry for an innovative, sustainable and competitive maritime industry in 2020” is available (in Polish) at: <http://docdro.id/6C992Kh>

Remontowa LNG Systems - the laureate of the Polish Intelligent Development Award 2018

Remontowa LNG Systems has announced, it is - effective from March 23 - a laureate of the Polish Intelligent Development Award 2018 under the patronage of the President of the Patent Office of the Republic of Poland, in the category „Innovations in 4.0 industry” for implementing the project under the name „Optimization of power supply systems for marine, road or rail drives which use natural gas in liquefied form”.

The project will develop solutions that enable the use of LNG fuel in vessels, road and rail vehicles, through the use of energy-efficient and resource-efficient technologies.

The Polish Intelligent Development Award is a distinction for innovative and innovatory activities and their promotion among the widest possible group of public opinion.

ORP *Wodnik* returns with apprentices

On 27 April, after more than 70 days of the cruise, the ORP *Wodnik* training ship returned to the port in Gdynia. It traveled over 17 thousand nautical miles, as part of specialist, astronavigational and naval practices of Polish and foreign cadets studying at the Naval Academy (10 Poles and 25 foreign students).

These were the first practices of this kind in terms of both size and character for students from Saudi Arabia, Qatar and Kuwait. During the cruise, the ship came to ports such as Iraklion, Doha, Kuwait, Limassol and Ceuta.

The bankruptcy proceedings of Vistal Stocznia Remontowa sp. o.o. remitted

On 12 April, the District Court in Gdańsk-Północ area in Gdańsk, 6th Commercial Division, decided to discontinue (remit) the bankruptcy proceedings of the subsidiary company in Vistal Gdynia group - Vistal Stocznia Remontowa Sp. z o.o.

As the General Court pointed out in the statement on reasons for the order, there are no grounds for the bankruptcy of the subsidiary of Vistal Gdynia, because it is not an insolvent entity and has satisfied its creditors. The decision is not final.

Vistal Stocznia Remontowa Sp. z o.o. specializes in repairs and construction of vessels, as well as prefabrication and assembly of pipelines and prefabrication of steel structures.

Let us recall Vistal Gdynia, at the beginning of October last year, filed for the district court in Gdańsk an application for bankruptcy, which was preceded by an application to open a rehabilitation (sanation) proceeding.

Eaton publishes a white paper describing trends in operating systems

Eaton has published a new white paper, “Innovative concepts for servicing new generation machines”. Its author, Tobias Ischen, presents the basic methods of operation and visualization and examines what elements machinery designers must take into account, in order they are designed in accordance with the requirements of Industry 4.0 / IoT and what the future needs of machine operators will be. In this way, it also presents the progress of touch screen control devices and control and signaling equipment.

The white paper describes in detail the relevant norms and provisions on fundamental safety issues. The type of operator element, color and typography of the control and signaling equipment are subject to special control. It is also important to familiarize yourself with local market standards and practices regarding devices that will be exported to global markets.

In addition, the White Paper also discusses the ways in which the service system can, in the simplest form, provide information.

The white paper can be downloaded free of charge at the following link: Eaton.pl/HMI.

Lotos and PGNiG will develop the LNG supply market on the Baltic Sea

Lotos Asfalt and PGNiG Obrót Detaliczny - companies from the Lotos and PGNiG capital groups - will jointly offer a bunkering service with LNG coming from a gas terminal in Świnoujście.

The cooperation agreement was signed on April 19 this year during a conference devoted to the future of LNG as marine fuel in the Baltic.

This is the culmination of more than one year of cooperation (from September 2016), under which over 30 bunkering operations with LNG fuel were executed at Remontowa Shipbuilding SA and Remontowa SA shipyards in Gdańsk.

Owing to the agreement that will enable the use of PGNiG’s LNG and Lotos knowledge of the marine fuel market, both companies will be able to provide a fully professional bunkering service for LNG fueled ships.

- Lotos is engaging itself in an increasing number of projects in the field of alternative fuels - said Mateusz A. Bonca, p.o. President of the Management Board of Grupa Lotos SA - We know the Polish fuel market, including the one for shipping, which is why cooperation with PGNiG regarding LNG trade is part of the development strategy of our capital group.

Lotos aims to become a leader in the application of new generation alternative fuels, including CNG and LNG.

The development of bunkering infrastructure is a key element of the further increase in the popularity of LNG. According to the Directive for alternative fuels - by 2025 at the latest, a base network of LNG bunkering points should be established in seaports. In the case of Poland, these are to be: Gdańsk, Gdynia, Szczecin and Świnoujście.

The need to ensure the availability of bunkering services in these locations is included in the “National framework for the development of alternative fuels infrastructure” developed by the Ministry of Energy.

In January this year Grupa Lotos and Remontowa LNG Systems have signed a letter of intent regarding the construction of a pilot LNG distribution system. The contract concerns the design, construction and testing of a pilot docking station.

Its main task will be maintaining, in the long-term, safe technical parameters of intermodal, cryogenic LNG tanks.

Remontowa LNG Systems have developed a concept of using LNG containers for bunkering ships through a set of valves and pumps built into a 40-foot container frame.

See the video about LNG bunkering by Lotos and PGNiG: https://www.youtube.com/watch?v=3hUf4C_evgc

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