



## NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

### NEWBUILDINGS

#### Remontowa Shipbuilding launched Poland's first newbuild cable layer



The hull was moved onto a floating dock on September 30, 2014.  
Photo: P. Stareńczak/Media4Sea



The hull in the water on October 1, 2014.  
Photo: P. Stareńczak/Media4Sea

Remontowa Shipbuilding S.A., member of Remontowa Holding, launched the first cable laying vessel newbuilding in the history of Poland's shipbuilding industry.

As the production and orders were increasing, the yard, traditionally launching hulls through sideways launchways, had to invest in additional hull assembly production line with its own launching facility. The Yard invested in a new hull assembly site, near the quay, and the launching method chosen was shifting hulls onto a floating dock, berthed perpendicularly to the quay adjacent to hull assembly site, followed by launching through floating dock submerging.

The keel for the cable lay vessel was laid on December 16, 2013, while in June 2014, the two 2500 tonnes capacity cable carousels were installed. July saw tests of the swing-out azimuthing thruster. Afterwards further steelwork (including installation of deck parts over the cable carousels) and outfitting was performed.

Let us recall, that a contract for the construction of a dynamically positioned Cable Lay Vessel (CLV) was signed by Remontowa Shipbuilding SA on 29 of April 2013. The contract with Norwegian Owners Siem Offshore calls for the construction of the Poland's first newbuild cable layer scheduled for delivery in April 2015.

The CLV has been designed in close cooperation with VARD Design and will have an overall length of 95.3 meters, a breadth of 21.5 meters, a cable payload of 4,250 tons and an accommodation for 60 persons. The CLV will be equipped with a state-of-the-art diesel-electric propulsion system consisting of four main generators providing power to two azimuth propulsion thrusters, two tunnel thrusters and one retractable (swing-out type) thruster, ensuring excellent station-keeping capability as well as environmentally-friendly and fuel efficient marine operations.

The focus for the design of the CLV has been to meet the challenging requirements of the installation, repair and maintenance of medium and high voltage submarine cable systems within the offshore renewable energy and offshore oil and gas markets.

Execution of this contract is very important not only for Remontowa Shipbuilding SA, and for the whole shipbuilding sector in Poland as well. It is the most technically advanced vessel to be built by Polish shipyard so far. The vessel will be constructed, under the supervision of classification society Det Norske Veritas, completely in Gdańsk - starting from workshop documentation (prepared by Remontowa Marine Design & Consulting Ltd.), through the construction of the hull with innovative shape to the outfitting with modern navigation and ship control and handling systems including DP 2, state-of-the-art diesel electric propulsion and cable laying system.

### **First of five arctic containerships and supply vessels for Royal Arctic Line launched**



The hull of the B 204/1 unit while being rolled onto a dock.  
Photo: P. Stareńczak/Media4Sea



The ship after launching.  
Photo: P. Stareńczak/Media4Sea

On October 20, 2014, Remontowa Shipbuilding SA rolled its heaviest hull so far from hull assembly site onto a floating dock prior to launching. This has also been most probably the largest and heaviest ship's hull to be roll-shifted or skidded from the quay assembly site onto a floating dock in Poland so far. The heavy ice-strengthened hull, was then launched from the floating dock, by submerging of the latter, on October 28. It is worth recalling October 2013 saw the contract sealed for the construction of five small ice-classed container ships destined for Greenland's Royal Arctic Line (RAL). According to the contract acquired by Remontowa Shipbuilding SA, the Yard builds one 600 TEU vessel for RAL's international services, as well as two approximately 100 TEU ships and two 30 TEU ships for the carrier's coastal routes.

The 600 TEU unit will be basically a slightly modified sister to *Mary Arctica*, delivered by REMONTOWA Holding back in 2005 (the ship was then awarded with „Significant Ship of the Year” title by Royal Institution of Naval Architects), and is about to replace the 1984-built *Arina Arctica*.

The ship will be deployed in Atlantic route, as a feeder ship for Greenland (connecting mainly Aalborg and Greenland's Nuuk in regular service), and - similarly to its predecessor *Arina* and sister *Mary* - will be used for special tasks such as East Coast, US Thule Air Base and Antarctica research bases supply.

Two medium-size ships within RAL - Remontowa contract scope will feature 108 TEU capacity each. The ships will replace *Pajuttaat* and an annually chartered vessel and will mainly engage in the supply of North Greenland.

The two smallest ships, featuring 36 TEU capacity each and some passenger capacity, are destined to replace the old „village vessels” and will be busy in the settlements supply year round.

In fact all the five ships are kind of a crossover between supply ships, geared containerships and icebreakers. They will have to meet the demands of harsh climate conditions including temperatures falling to as low as minus 40 degrees C.

The new arctic supply container-ships will be designed at Remontowa Marine Design & Consulting, member of REMONTOWA Holding.

All five units are scheduled for delivery in the first half of 2015.

## SHIPREPAIRS AND CONVERSIONS

### Remontowa serviced the Hollywood fame ship *Akademik Mstislav Keldysh*



R/V *Akademik Mstislav Keldysh* at Remontowa S.A.  
Photo: SeaMedia/Piotr B. Stareńczak

Among dozens of ships arriving at one of the largest European ship repair yards, great majority are the ordinary „workhorses of the sea”. They are neither distinguished by any special feature nor by any extraordinary events in their own track records, which usually means quiet and safe operation benefitting owners. They are usually just plain cargo ships operating to supply raw materials, grain, other foodstuffs or energy sources to consumers worldwide.

However, from time to time, the yard hosts and services ships that are truly extraordinary either by their shape or purpose or by „personal” history. The Research Vessel *Akademik Mstislav Keldysh* is one of such vessels, famed especially for acting (as itself) in acclaimed filmmaker James Cameron’s „Titanic”

and playing a crucial role in production of this famous movie and other, documentary, films. The ship visited Remontowa S.A. for general repairs and maintenance.

The R/V *Akademik Mstislav Keldysh* is a 6,240 ton Russian scientific research vessel owned by the Shirshov Institute of Oceanology of the Russian Academy of Sciences in Moscow, and is homeported in Kaliningrad on the Baltic Sea. It usually has 90 people on board (45 crew members, 20 or more pilots, engineers and technicians, 10 to 12 scientists and about 12 passengers). Among its facilities are 17 laboratories and a library, two saunas, convenient conference rooms, etc.

The ship was built in 1981 in Rauma, Finland by Hollming Oy for the USSR Academy of Sciences (now the Russian Academy of Science). In 1987 the ship became a base for two modern underwater vehicles *Mir-1* and *Mir-2*, able to dive as deep as 6,000 m, developed by Russian and Finnish scientists and engineers. Numerous significant discoveries have been done with use of these autonomous submarine vehicles, one of the examples being underwater volcanoes.

She was involved i.a. in the search for Soviet submarine K-278 *Komsomolets*, lost off the southeastern coast of Norway in 1989 after fire broke out on board. She located the wreckage of K-278 in June 1989 and mounted two expeditions to the wreck of K-278 (1994 and 1996) to seal fractures in the sub’s hull. The *Keldysh* has also made expeditions to two famous wrecks, the British liner *Titanic* and the German battleship *Bismarck*. Filmmaker James Cameron led three of those expeditions: two to the *Titanic*, in 1995 (for his film „Titanic”, which featured the *Keldysh* in present-day scenes) and 2001 (for his 2003 documentary film „Ghosts of the Abyss”), and one to the *Bismarck* in 2002 (for the Discovery Channel special „Expedition: Bismarck”). Cameron also led an expedition from the *Keldysh* for his 2005 documentary „Aliens of the Deep”.

The *Keldysh* also provided its significant deep diving submersibles *Mir-1* and *Mir-2* for the expedition in 1998 to film the expected recovery of gold from the World War II Japanese submarine, *I-52*. Although 14 dives were made on the wreck, at a depth of over 5,200 m (17,100 ft), no gold was recovered.

**PBUCh works on production platform**

PBUCh SA manufactures, supplies and installs HVAC systems onboard semi-sub production platform under conversion/upgrade at Gdańsk Shiprepair Yard „Remontowa” SA. The scope of supply includes central air conditioning stations, air conditioners, chillers (2 x 125 kW), hot water pump sets (2 x 600 l / 2 x 120 kW), refrigeration units for cooled provisions store, fans, fire flaps and other elements of HVAC system.

*rel (PBUCh)*

**MISCELLANEOUS****The 2014 Association of Polish Shipbuilding Industry Awards „Innovative Maritime Economy” handed over**

The „Innovative Maritime Economy” award winners on stage.

**Photo: P. Stareńczak/Media4Sea**

International Economic Forum is a cycle of conferences which focus on the most important aspects of social and economic development. Every year Gdynia plays the host to leading entrepreneurs, scientists and experts who debate problems, challenges and opportunities for development in the rapidly changing situation on global markets. The fourteenth edition of the Gdynia business forum was held on 10th October and included talks, discussion panels and practical workshops.

This year over 600 individuals participated in 30 lectures, workshops and a plenary meeting with the Special Guest during International Economic Forum. Three subject panels were held within this year's event: Maritime Economy, Culture as Factor Which Drives Development of Cities and Single EU Labour Market.

Maritime economy conference speakers focused on discussing possible directions of development for the Polish market in the light of rapid political and economic changes in the world. Jerzy Czuczman, Director of Forum Okrętowe (Association of Polish Shipbuilding Industry) elaborated on innovative maritime economy and this year's achievements of Polish shipbuilding industry.

This year's International Economic Forum was also a scene for handing over awards for maritime industries and shipbuilding sector companies for the second time. The Association of Polish Shipbuilding Industry Awards „Innovative Maritime Economy” have been handed over by Mr. Piotr Soyka, chairman of REMONTOWA Holding.

The aim of the Awards is mainly to publicize achievements of Polish shipbuilding industry and raise the awareness of this sector as an important, successful and further developing part of Polish economy.

The „Innovative Maritime Economy” statuettes, in shape resembling large diamond, are awarded by Jury, consisting of the members of the Board of Forum Okrętowe (The Association of Polish Shipbuilding Industry).

This year’s Awards have been handed over to:

- OBR Centrum Techniki Morskiej SA (in „Product” category) for Light Modular Non-Contact Mine-Counter-Measure Trawl, being a valuable input into development of unmanned mine hunting systems.
- Remontowa LNG Systems Sp. z o.o., Remontowa Holding member (in „Production Technology” category) for conceiving the technology and investment in production facilities for manufacturing of the complete and fully integrated LNG fuel systems for ships. Such a system has already been installed on a first vessel, the double ended ferry Samsø, being built at Remontowa Shipbuilding, one of the first LNG fuelled ferries in EU.
- Vistal Gdynia SA (in „Organisational Undertaking” category), for successfully completed public offering launch on the Warsaw Stock Exchange (since January 8, 2014).
- Remontowa Shipbuilding SA of Remontowa Holding (in „Company” category) for maintaining and strengthening the leading market position as a builder of LNG fuelled ferries. During 2013, the company delivered two world’s first LNG only fuelled (with CNG emergency fuel system) double ended ferries *Ryfylke* and *Hardanger* operated in Norway.
- StoGda Ship Design & Engineering Sp. z o.o. was awarded (in „Design” category) for developing Initial Design, Detailed Engineering and Workshop Drawings of windfarm installation and service HLJV *Vidar*, built at Crist SA.

*Grzegorz Landowski, rel*

## **„Amber Duck” and „Amber Egg” Awards handed over**



Commemorative picture of awarded companies’ representatives.  
Photo: P. Stareńczak/Media4Sea

On October 10, another edition of „Duck Meeting” was held in Gdynia. The event, for the 15th time, this year, gathered representatives of great majority of entities operating in the maritime business in Poland - shipowners, shipyards, ports, terminals, forwarders, as well as guests from abroad, mainly from Western Europe. The annual event, organised by the publishing house Promare, is held since 2000 and takes place in Gdynia. Top state, regional and municipal officials participate in the event. The number and positions of guests emphasize the importance of the meeting gathering under one roof friends, colleagues and competitors to talk business and not only business.

„Duck Meeting” is also the time and place for handing over the KIGM Awards. Polish Chamber of Mar-

itime Commerce (Krajowa Izba Gospodarki Morskiej - KIGM) jury decided on this year’s „Amber Duck” and „Amber Eggs” awards winners as follows. The main award of „Amber Duck” was won by the former Gdynia Shipyard site revitalisation project by Pomorska Specjalna Strefa Ekonomiczna Sp. z o.o.

Of three recognitions („Amber Eggs”) one has gone to shipbuilding and shiprepair sector, namely to Remontowa Shipbuilding SA for their world’s first LNG only fueled car-pax ferries for Norwegian Owners Norled. Remaining „Amber Egg” Awards have been handed over to Euroafrica Shipping Lines Cyprus (the company with Polish roots and shipping operations headquarters in Szczecin, Poland) for supporting the Poland government’s strategic programme „Go Africa”, through intensive marketing undertakings, resulting with opening the liner service linking Baltic ports and ports of Southern and Eastern Africa, basing on previously operated shipping line to West Africa.

Another Award went to logistics operator Loconi Intermodal SA, for their intermodal liner services and bringing road cargoes to railways.  
*Grzegorz Landowski / PortalMorski.pl*

## **Computer Center named after prof. Jerzy Doerffer opened at Gdańsk University of Technology**



Ribbon-cutting ceremony.  
**Photo: Lech Nadolny**



Computer Center named after prof. Jerzy Doerffer.  
**Photo: Cezary Spigarski**

On the occasion of DNV GL 150th anniversary and Gdańsk University of Technology 110th anniversary, both entities discussed their mutual achievements and prospects for future co-operation during the inauguration of academic year 2014/2015.

On the same occasion, activities of the new Computer Centre were officially commenced.

The Centre is named after professor Jerzy Doerffer, acclaimed scientists of Gdańsk University of Technology and long-term member of DNV Technical Committee, was a person who made the two institutions closer to each other.

The first computer lab of the Centre, founded mainly by DNV GL, has been equipped with 21 modern workstations with SESAM software package. Among the other sponsors of the project, donating mainly software, are Zoeller Tech, Aveva and Sistre.

The Centre, fulfilling the idea of the co-operation between University and industry, always high on the agenda for the professor, will enable the educational establishment to react quickly to requirements of the shipbuilding industry in regards to IT competence of graduates.

Among those attending the official opening of the Centre, were Michał Rzeszewicz – Honorary Consul of the Kingdom of Norway in Poland and Head of Classification Poland, DNV GL, Inacio Golebski.

Inaugural lecture, by Przemysław Feiner of DNV GL, included display of capabilities of the SuSi software.

### **Another interesting lecture**

Another lecture within Academy of Maritime Industries was held on October 22, 2014 at Shipbuilding and Offshore Engineering Faculty of Gdańsk University of Technology. This was one in a series of lectures given by top management representatives of maritime industry companies.

This time „Engineering in the Damen Shipyards Group” lecture was given by Bert Nieuwenhuizen, managing director of Damen Engineering Gdańsk.

The Academy is a joint project of Forum Okrętowe and the mentioned Facult. Each month they provide opportunity to students, academics and practitioners of maritime business.

### **Prestigious titles of Remontowa Holding and Remontowa Shipbuilding**

Traditionally, late October, „Rzeczpospolita” - one of the major Poland’s nationwide newspapers, published the list of 2000 Polish companies and exporters ranked by sales value and export sales in 2013.

In the ranking of 300 largest exporters, the highest (31st) position among privately owned companies operating in Northern Poland was taken by Remontowa Holding group. On the „List of 2000”, Remontowa Holding took 156th position, making it the largest entity from Polish maritime industries sector.



„Polish Economy Trade Mark” awarded companies’ representatives with vice prime minister Janusz Piechociński (sixth from right).  
**Photo: Robert Gardziński/Fotorzepa**

During Warsaw gala on October 27, the awards related to the listings were handed over. The Jury, led by deputy prime minister and minister of economy Janusz Piechociński, awarded titles „Eagle of the Export”, „Polish Economy’s Trade Mark” and „Good Company”. Within „Polish Economy’s Trade Mark” competition, the „Machinery” category award was taken by Remontowa Holding, leaving five other nominees for this title, won for best exporters in various sectors. Another factors judged are increase of export in consecutive three years, its value and share in overall sales.

The Award was received by Piotr Soyka, president of the Remontowa Holding.

Additionally, the „Good Company” Award (in category „Shipyards”) went to Remontowa Shipbuilding SA. This ranking takes into account effectiveness (measured with own assets profitability factor, assets and sales as well as EBITDA), stable development (debt, debt pay-back capability and intensivity of investment factors) as well as dynamics (dynamics of sales, assets and employment). All proper factor levels have to be achieved and maintained for a couple of years in a row, because only this approach show the real quality of the company comparing to the rest in the sector.

Decent positions in rankings have also been taken by other maritime sector companies, such as Polska Żegluga Morska (PŻM or Polish Steamship Company) of Szczecin, (36th position on the list of exporters and 190th position on the „List of 2000”). PŻM also placed itself on the 10th position within 35 companies with largest share of export in sales.

DCT Gdańsk SA container terminal, in turn, found itself on 16th position among 50 most profitable enterprises (in terms of EBITDA factor), followed by Port of Gdańsk Authority (Zarząd Morskiego Portu Gdańsk SA) on the 45th position.

Navimor International Sp. z o.o., took position no 47 among 60 entities with best Return on Investment.

Authors of the „List of 2000” emphasize, that over the decade of this ranking being carried out, among companies listed, the number of Polish capital privately owned companies is on the increase. Over the recent decade sales of state owned companies increased by 25 percent only, while the growth in Polish privately owned companies amounted to over 120 percent.

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