



ZWIĄZEK PRACODAWCÓW
FORUM OKRĘTOWE
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NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

Container carrying arctic supply vessel for Greenland launched at Remontowa Shipbuilding



The hull was side-launched on November 25, 2014.
Photo: Piotr B. Stareńczak

Gdansk based Remontowa Shipbuilding, member of Remontowa Holding, launched container supply vessel for arctic conditions on order from Greenland Owners (yard no. B 203/1). That was the Yard's sixth ship launch in 2014. It took place on November 25. This time - with a spectacular big splash, as it was the launching from the shipyard's slipway.

The hull launched belongs to a 74 m long arctic supply vessel and container carrier - first of the two units of similar design,

118 TEU capacity, DNV GL classed ships being built within the scope of 5 units order, announced in October 2013, for ships of three different designs for Royal Arctic Line operation. The RMDC 2879 ACV design has been devised by another Remontowa Holding member company - Remontowa Marine Design & Consulting.

The ships are arctic supply vessels, incorporating features of geared container vessels and icebreakers, designed for operation in harsh weather conditions and in thick ice at temperatures reaching 40° C below zero. The vessels, represented by the unit recently launched, are to meet DP-0 requirements.

RMDC 2879 ACV arctic container vessel - principal particulars

length, o.a.	74.20 m
length, b.p.	70.01 m
breadth, mld	15.20 m
depth to main deck	8.40 m

draught, design	4.00 m
draught, scantling	6.00 m
deadweight at design draught	800 t
deadweight at scantling draught	2700 t
container capacity	118 TEU
endurance	27 days
cruising range	7700 Nm
speed	12.5 kts
crew	14+2 persons
day passengers	12 persons
classification	DNV +1A1 General Cargo / Container Carrier PC6 TMON E0 NAUT-AW DG-P BIS CLEAN BWT-T DAT(-35°C) hull - PC5

First such large hull block to reach Remontowa Shipbuilding from subcontractor



The cargo while being towed on its way to Remontowa Shipbuilding.
Photo: Piotr B. Stareńczak



The barge at the shipyard's quay.
Photo: Piotr B. Stareńczak

On November 27, tug *Amon* with a barge deck cargo of nearly thousand ton ship hull structure berthed at Remontowa Shipbuilding quay after almost two day trip along the Polish coast from Szczecin. The fore part of the platform supply vessel brought from subcontractors - Finomar, based in Szczecin - was then, at night and the morning, skidded from the heavy-lift pontoon barge onto the ship's quay, directly for mating with the aft part, ready and waiting on the hull assembly berth of Remontowa Shipbuilding.

The yard have previously received relatively large single blocks or sections from steelwork subcontractors, such as PSV and AHTS superstructure blocks from Wisła Shipyard. Also even bigger and heavier full structures of hulls have been skidded or rolled on rails from the hull assembly berth onto the floating dock for subsequent launching. However, the latest shipment from Szczecin, has been the single largest ship hull structure outsourced and skidded from the barge onto the Remontowa's hull assembly plate on the quay. The skidding operation has been carried out by employees of heavy and oversized units transport company Sling and yard employees.

The hull structure, recently received from subcontractor, belongs to the hull of the second LNG fueled PSV in a series of four similar ships, 89.20 m long and featuring deadweight capacity of 5500 t each, being built to the order of Siem Offshore.

SeaMedia

See our video coverage of the event:

<http://www.portalmorski.pl/tv/filmy/1000-ton-przyplynelo-ze-szczecina-do-gdanska/>

Remontowa Shipbuilding signs newbuilding contract for two ferries for Estonian operation

As announced early November 2014, the Port of Tallinn has signed contracts with Remontowa Shipbuilding and Sefine Shipyard shipbuilding facilities for the construction of four new car-passenger ferry boats for operation by its subsidiary TS Laevad OÜ, to be used on the lines between the mainland and major Estonian islands; with two units to be built by each shipbuilding facility. For Remontowa Shipbuilding, the largest



This is how the ferries will look like after completion of its construction.
Fig.: LMG Marin

ish Press Agency) that as Remontowa Shipbuilding was almost fully booked until 2016, the Yard could not accept order for all four ferries required by Port of Tallin within the same deadline. The yard was offering delivery of the two remaining ferries at somewhat later date, but it was important to the Owners to get all four ships together, at earlier deadline.

- The order awarded by the Port of Tallinn is opening a new market for us in the northern part of the Baltic Sea. We expect that this deal will result in the future with further orders for the construction of modern vessels from operators in Estonia and Finland - Andrzej Wojtkiewicz concluded.

The ferries to be constructed in Gdańsk will be 114 meters in length and will accommodate 150 cars or ten road trains. The ferries will have 600 passenger seats equipped with life-saving devices. The new ferry boats will be designed by the Norwegian company LMG Marin. All the four diesel engine ferries have been designed so that the main engines of the ships can in the future be replaced for engines running on liquefied natural gas (LNG) provided that the necessary infrastructure is in place.

Remontowa Shipbuilding S.A. is a shipbuilding facility located in Gdańsk, Poland, established in 1945. The company belongs to Remontowa Holding, which consolidates over 20 shipbuilding, marine technical services and marine equipment manufacturing enterprises. Remontowa shipbuilding facilities focus on the construction of ferries, mainly double-ended fiord and short to medium range ferries, offshore support vessels and other highly specialised offshore and special ships.

Double ended ferries contracted by Port Tallin at Remontowa Shipbuilding

length over all:	114.00 m
length b.p.:	103.50 m
moulded breadth:	19.20 m
depth:	6.00 m
max. draft:	4.00 m
passengers:	600
car capacity:	150 personal cars or combination of personal cars and 10 trucks
gross tonnage: approx.	1204
net tonnage:	approx. 4012
max speed:	over 15 kn
service speed:	12 kn (13 knots according to other sources)
ice class DNV Ice 1A or equivalent	

Grzegorz Landowski, SeaMedia, rel (Remontowa Shipbuilding, Port of Tallin)

Poland's newbuilding yard, member of Remontowa Holding, this marks the second significant newbuilding contract to be signed this year already.

The contract was won by Remontowa Shipbuilding in fierce competition with several renowned shipyards taking part in tendering process. The most decisive factor behind choosing Remontowa was its vast experience in passenger ships construction and its renown among European and US owners. Remontowa Shipbuilding has built some 50 car and passenger ferries of various sizes, propulsion types and fuels, so far.

Andrzej Wojtkiewicz, CEO of Remontowa Shipbuilding said, that the shipyard had to give up contracting the remaining two ferries newbuildings, that Port of Tallin was shopping for, due to rich and tight orderbook at Gdansk based yard. He told PAP (Polish Press Agency) that as Remontowa Shipbuilding was almost fully booked until 2016, the Yard could not accept order for all four ferries required by Port of Tallin within the same deadline.



Launching of *Ballstadøy* in Gdansk.
Photo: Vestværftet

Another partially outfitted hull from Stal-Rem, towed out to Hvide Sande

Stal-Rem SA, member of the Remontowa Holding, launched, with use of two floating cranes *Maja* and *Rem-220*, the hull of the fishing vessel, in advanced stage of outfitting, for the Danish Customer, on 10th September 2014.

The hull, painted and equipped with main engines, shaft line with propeller, engine room equipment and tunnel thrusters, was destined for Vestværftet shipyard of Hvide Sande in Denmark, where it was towed to some two weeks after the launching.

The ship TBN *Ballstadøy* (yard's no. NB 303) is the seiner / flyshooter, 34.85 m long and 9.5 m wide, equipped with vacuum fish handling system and six

RSW tanks, will be delivered by Vestværftet to Norwegian owners Rederi Ballstadøy A/S of Ballstad.

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SHIPREPAIRS AND CONVERSIONS

Advanced epoxy coating system applied at Remontowa SA on two Canadian tankers - for the first time in European yards



Retrofitted *Laurentia Desgagnes* with Blue Seal coating system applied departed from Remontowa on October 23.
Photo: Piotr B. Stareńczak

In 2007 Croatian yard Brodosplit Shipyard Ltd. (Split) delivered two oil and product tankers, currently operated under names *Laurentia Desgagnes* and *Espada Desgagnes*. The Owner of the pair of ships, Groupe Desgagnes Inc., has decided to retrofit bow thrusters on both tankers and modify their rudder plates by extending their area on the trailing edge.

Remontowa was chosen for this job, which has been supplemented by docking and maintenance works.

Laurentia Desgagnes (ex *Neste Polaris*, ex *Palva*) and *Espada Desgagnes* (ex *Stena Poseidon*) are panamax product tankers at approx. 74,940 dwt and are 228.6 m long, 32.27 m wide and drafting 10.3 m. Both ships, managed by Northern Marine Management, fly the Barbados flag (with Bridgetown as homeport).

The range of works on both ships was similar, however it differed from most typical, every day class

renewal repairs. The range of specified service was also significant, including processing and fabrication of 60 tons of steel on each of the ships.

The most important work specified was the installation of hydraulically driven bow thrusters. Steelwork included works in fore peak tanks, where additional bulkhead was installed dividing for peak tank into two compartments.

Expansion of the rudder plate area has not been just adding a structure extending the trailing edge, but it has also called for modification of steering gear, with replacement of the rotor, installation of new hydraulic piping, new power packs, new electrical cabling, etc.

Docking facilitates enlargement of the rudder plates and installation of bow thrusters, but also maintenance and painting works. Above waterline, the hulls have been painted with International coatings, while the underwater part, including the changing draft zone (11,500 sq m in total), has had Blue Seal coating system

applied. Performed by Remontowa employees under supervision of Blue Seal specialists, this was the first application of the Blue Seal system on the ship's hull at Remontowa S.A. and the first such application in any European yard. Previously, the Blue Seal coating system had been applied in Europe on smaller items, such as machinery parts or land-based industrial installations, but not on a ship's hull.

Surface preparation was performed (by abrasive blasting) to conform the SA 2.5 class standard, and the application of coating with two Blue Seal specialised spray machines, which mix the coating components during spraying, outside the nozzle rather than using pre-mixed coating. Two coats 400 microns each have been applied.

Blue Seal is a glass-filled modified hi-tech epoxy in which the inherent toughness of the modified epoxy has been enhanced by the addition of chemical-resistant C glass platelets. Blue Seal's epoxy's primary function is being a protective coating to resist corrosion, cavitation, electrolysis, abrasion and impact damage. Blue Seal has an incredible 12% elasticity which makes it 12 times more flexible than typical hull coating products.

The Blue Seal coating system drastically reduces maintenance costs by reducing the workload and the time spent in dry-dock as well as eliminating the labor and material cost of repeatedly sandblasting and coating the hull with typical paint systems - according to manufacturer. The combination of Blue Seal and hull scrubbing also adds up to huge savings in fuel consumption while eliminating tons of marine pollutants that would be dispersed into the oceans.

The wide ranging specification of Desgagnes ships repairs and maintenance at Remontowa, also included installation of the new ballast tanks heating system, deck painting and cranes, replacement of some 3,000 piping clamps with new ones and some 20 thou screws on the main deck.

Laurentia Desgagnes left the Gdansk based yard on October 23, while *Espada Desgagnes* departed from Gdansk Shiprepair Yard Remontowa SA mid November.

Seamedia, Jerzy Uklejewski, Grzegorz Landowski

What's new at Naval Shipyard Gdynia SA

Stocznia Marynarki Wojennej SA (Naval Shipyard Gdynia) has been in receivership for nearly five years, but operates normally and, in result of restructurisation, significantly improved its financial standing since. For three years now, the company is in black.

On November 14, Naval Shipyard Gdynia signed an agreement on cooperation with Thales Nederland BV. The scope of the agreement is joint participation in executing programs for Polish Navy, mainly in regard to newbuildings and repairs of naval ships.

On October 16, the Yard accepted the bulker Eilsum for class renewal repairs. The range of works specified includes hull and holds maintenance, inspection of sea chests, mechanical works on propeller shaft, cleaning of anchor chain, hatch covers repairs, etc.

Earlier, on September 30, the Yard commenced intermediate repairs and docking of ORP Kraków logistic and mine laying ship. The works include general overhauls and repairs of propulsion system, armament, navigation and communication systems, replacement of generating sets, complete refurbishment of crew compartments, etc.

rel (SMW)

MARINE EQUIPMENT

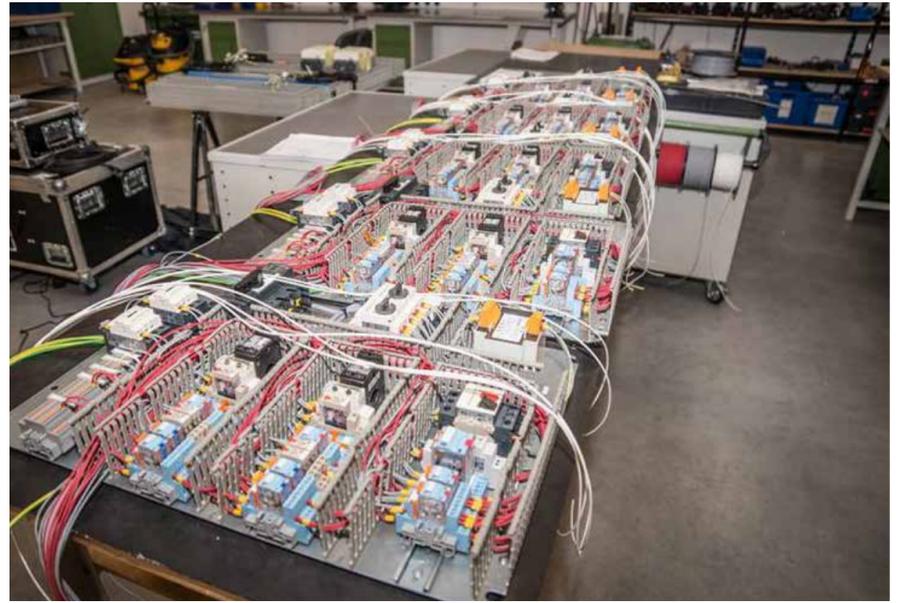
The new HG Solutions' production hall in Gdynia

HG Solutions, a part of Norwegian Hareid Group, officially inaugurated activities in its new manufacturing facility in the former Gdynia Shipyard area on November 19. The event was attended, among others, by the mayor of the City of Gdynia, Wojciech Szczurek and Norwegian Embassy trade counsellor Kjell Arne Nielsen.

The whole production of HG Solutions was moved to the recently officially opened HG Solutions' assembly floor with an area of 1200 m² already in July this year. It allows for power distribution switchboards testing under full load. The facility also includes office and social spaces. Currently the company employs 35 people in Gdynia and keeps developing.



The new HG Solutions' production hall opening ceremony in Gdynia.
Photo: HG Solutions



The company is active mainly in manufacturing of power distribution boards for the marine sector.
Photo: HG Solutions

HG Solutions, active mainly in manufacturing of power distribution boards for the maritime and offshore sector, is a member of the Hareid Group, and expert in both the marine and the construction industries, specialists in the field of marine electrical installations. The company employs highly qualified staff with wide experience in new vessel construction, as well as in vessel installation repair and rebuilding. The contracts handled by the company are carried out adhering to the highest standards, in accordance with the customers' specifications and the requirements of classification societies, including: DNV, ABS, LR, GL, BV, PRS, MRS.

The company's products include: electrical installations - marine and construction industry, repairs, servicing and maintenance of electrical units, design of electrical and automation systems, work bench and assembly of electrical equipment, production of main switchboards and power and control distribution boards, maritime servicing.

The production department offers services in production low voltage switchboards designed for use in the marine market and for land construction applications. Among others, HG Solutions renders production services for: main switchboards for main power distribution (MSB), auxiliary switchboards, capacitor battery switches, emergency switchboards, motor starters, starters for groups of electric motors, control panels for automatic systems, etc. The company provides a comprehensive service, offering its customers a complete package including all aspects involved in designing the entire switchboards, together with the implementation of the project, concept preparation, design documentation, assembly, testing and final commissioning. The company aims at implementation of the model of cooperation with shipyards and shipowners similar to that applied in Norwegian division of the Group.

rel (m.in. Bałtycki Port Nowych Technologii), SeaMedia

MISCELLANEOUS

“Very cold technology” explained during another Maritime Industries Academy meeting

Akademia Przemysłów Morskich (Maritime Industries Academy) is a series of monthly meetings of shipbuilding industry specialists and top managers of maritime industry companies with students of the upper grade levels of Gdansk University of Technology and scientists interested in co-operation with the industry. The lectures have been co-organised at Gdansk University of Technology by the Faculty of Shipbuilding and Offshore Engineering and Forum Okrętowe since October 2013.

October edition of the Academy was the occasion to learn on technologies applied and latest developments at Remontowa LNG Systems Ltd. and its innovative products involving cryogenic technology.

Ireneusz Karaśkiewicz, CEO of LNG Systems Ltd, member of Remontowa Holding, briefly presented his own shipbuilding industry career path, after graduation from the same faculty, which included employment in world renowned aluminium high speed fast and catamaran newbuilding yard Austal in Australia. He advised students on ways to get most of personal and professional satisfaction from job by being flexible and ready for new, demanding challenges.



Ireneusz Karaśkiewicz during his lecture.
Photo: Piotr B. Stareńczak



There were a lot of students as well as practitioners participating in the meeting.
Photo: Piotr B. Stareńczak

Students, as well as some lecturers and scientific employees from the Faculty could learn on newest product range of Remontowa LNG Systems (former FOU Rumia), mainly the cryogenic LNG fuel tanks and complete fuel systems for LNG fueled ships' propulsion plants, both for newbuildings and in retrofitted installations. The company, being one of the not so many manufacturers in this range of products present on the market today, managed to attract much attention and interest from prospective customers, also during recent SMM exhibition in Hamburg.

Both the products of Remontowa LNG Systems themselves, and the technical principles and details of LNG propulsion, along with market and legislative background for increase of popularity on LNG fuel for ships has become a subject to several detailed and inquisitive questions and comments, all answered comprehensively by Ireneusz Karaśkiewicz.

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