REMONTOWA SHIPBUILDING NEWS

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REMONTOWA SHIPBUILDING 70 1945-2015

Photo: Grzegorz Landowski

All the five afloat!

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in magazine

1000th launching for 70th anniversary

The beginning of the year 2015 was marked by an important event related to the ferry European market, the event, which can be considered as an innovative breakthrough in the area of short sea shipping. A first LNG - fuelled ferry started its service sailing domestic route within the EU. The Samso ferry, built at Remontowa Shipbuilding, meets the highest European standards in order to minimize its environment impact for waters around Denmark. This is also an example of the fuel dilemma which European fleet operators have faced due to the enforcement of new emission control areas. On the other hand the significant decline in the oil price represents a new market environment for the whole offshore oil and gas industry.

As the offshore oil and gas sector continues to struggle while oil and gas companies reduce their CAPEX, shipowners and fleet operators are expanding their business models into the offshore wind sector, an area that continues to see significant investment. Siem Offshore Inc. a subsidiary of the Siem Industries holding, one of the largest operator in the offshore oil and gas sector is among these owners who are adjusting their strategies due to the market changes.

Siem Offshore is presently one of our top clients. Among 18 ships included in our current production programme at least five have been ordered by this renowned Norwegian company. Kristian Siem, the owner of the company which bears his name visited our shipyard this year. He arrived to see our facilities and his vessels under construction from which two were nearing completion.

One of these vessels, a hi-tech cable layer being constructed at Remontowa Shipbuilding may appear as a valuable asset to help the Norwegian company to reach its aims in the offshore renewable energy market. Execution of this contract is also important for our shipyard since this newbuilding belongs to the most innovative and technologically advanced projects and challenges which contemporary shipbuilding sector in Poland has ever faced.

In 2015 we have also hosted other honourable guests and clients. There have been Royal Arctic Line authorities, Canadian BC Ferries top managers and the Port of Tallinn representatives led by the Estonian Minister of Economic Affairs and Infrastructure among others. All these visits are related to vessels of various types which are at different stages of production. Since January until April we have carried out three launchings, three first steel cuttings, two keel - layings not to mention other less spectacular production milestones. For this year we have planned 11 launchings and 11 deliveries and all this stuff is expected to come in the coming months.

The current production programme of Remontowa Shipbuilding includes 18 vessels: five car and passenger ferries, five arctic supply and container carrying vessels, four LNG - driven platform supply vessels, a power cable laying vessel, an arctic AHTS, a minehunter for the Polish Navy and a sailing vessel for foreign customer. In 2015 the Yard celebrates 70th anniversary and its 1000th launching will take place.

Grzegorz Landowski
Editor-in-Chief

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The construction of the first ferry began with a lot of sparkles...
Photo: Piotr B. Stareńczak/SeaMedia

First steel cutting and keel laying for LNG-driven ferries to sail in Canadian waters

Today is an exciting day...

The construction of modern, car-passenger ferries to be operated by Canadian BCF at Remontowa Shipbuilding officially commenced.

First steel cutting for the construction of modern, car-passenger ferry ordered by Canadian Owner - the largest ferry operator in North America and the second largest in the world - commenced in official ceremony at Remontowa Shipbuilding, member of REMONTOWA Holding capital group, on 16th of January 2015. The „first steel cutting" is the milestone ending the phase of technical investigations, as well as starting real construction of the ship, so it is not surprising that the ceremony was attended by numerous representatives of BC Ferries from Canada.

- Today is an exciting day for BC Ferries as we officially commence the physical construction of the first ICF, which will replace the 50-year old *Queen of Burnaby* on the Comox - Powell River route - said Mark Wilson, Vice President, Engineering. - We look forward to welcoming these new LNG ferries to our fleet, to help reduce both upward pressure on fares and our impact on the environment.

The above was followed by the symbolic „keel laying" and „lucky coin" ceremony on March 5, 2015. The „keel laying" is the old maritime tradition including the placing of a newly minted coin under the keel and then con-

Rob Clarke, Excutive Vice President and CFO of BC Ferries started the first steel cutting operation on 16th of January 2015.
Photo: Piotr B. Stareńczak/SeaMedia

BCF President and CEO - Mike Corrigan presenting The Canadian Silver Dollar coin during the lucky coin ceremony at Remontowa Shipbuilding on 5th of March 2015.
Photo: Grzegorz Landowski

structing the ship over it. This time - the beautiful Canadian Silver Dollar coin was welded into place in the hull for its service life by vice president, engineering, BC Ferries - Mark Wilson. The coin is commemorating the 50th Anniversary of the Canadian Maple Leaf as the official flag of Canada. The ceremony was attended by representatives of the Owners, BC Ferries, headed by President and CEO - Mike Corrigan.

The steel cutting for the second ferry (newbuilding yard no. B 615/2) was held on Friday, 10th of April, 2015. The simple ceremony was attended by Daniel Riis - project manager and Sergiy Vazyansky as well as Zbigniew Ćwikliński representing BCF and by the representatives of the Yard's management. Daniel Riis was the one to start the plasma steel plate cutting machine with a push of a button.

BC Ferries delegation after the keel laying ceremony on March 5, 2015.
Photo: Grzegorz Landowski

The coin was welded in the hull by Vice President Mark Wilson.
Photo: Grzegorz Landowski

The ferries are being built according to the contract, signed in 2014, covering the design (RMDC 2990 Double Ended Ferry 145 AEQ, from Remontowa Marine Design & Consulting, member of Remontowa Holding), construction, outfitting, sea trials programme and turn-key delivery at home port Victoria in Canada. The ferries will be able to carry up to 150 personal cars and 600 passengers will be the first in BC Ferries fleet to be gas (LNG) fuelled with dual fuel engines also capable of burning oil.

The ships will comply with rules and regulations of both the classification society i.e. Lloyd's Register, who will supervise the building process, and the government agenda i.e. Transport Canada.

The two first vessels are to sail between Comox and Powel River of Tsawwassens - Southern Gulf Islands route while the third will sail during season on Southern Gulf Island route or will replace other vessels operated by BC ferries during their repair. The first vessel is to be completed in the third quarter of 2016.

Under contract to the Province of British Columbia, BC Ferries is the service provider responsible for the delivery of safe, efficient and dependable ferry service along coastal British Columbia. ●

Daniel Riis - project manager, BC Ferries and Andrzej Wojtkiewicz, CEO at Remontowa Shipbuilding with the steel plates cutting machine in the background on 10th of April, 2015.
Photo: Grzegorz Landowski

We want to better serve the environment

Three questions to Mike Corrigan CEO of BC Ferries

Have you enjoyed the ceremony?

- Today's keel laying ceremony and welding One Canadian Silver Dollar into the hull of our first LNG driven ferry being under construction is a very proud day for both BC Ferries and Remontowa Shipbuilding as well. We are extremely excited to get these three vessels back in operations in British Columbia in Canada.

Why did you decide to place this order in Remontowa Shipbuilding? How these ferries differ from other ones in the BC Ferries' fleet?

- We are a world-class ferry operator so we want to do business with world-class shipyards and we have that in Remontowa. These three vessels are going to be the next evolution of BC Ferries. They are gonna be the first three vessels of a new standardized fleet going forward. They are going to run on liquified natural gas as well as marine diesel. That's a big step forward for BC Ferries and we need to do that in order to better control costs but also to better serve the environment .

Do you have plans of further development of BC Ferries fleet?

- If things go well, these three vessels would be the first in a series of ships which you could see maybe eight or ten of these vessels some day in our fleet... but right now we are focusing on these three vessels. They are going to be very interoperable and be able to move around throughout our entire area and to serve basically all over ferry terminals in the southern part of our operational area.

Interview by Grzegorz Landowski

remontowa shipbuildingnews

The first LNG fuelled ferry sails domestic route within EU

Samsø in operation

On February 11, 2015, in the evening, a new ferry was greeted by representatives of the local community in the port of Sælvig and its approaches, near Danish island Samsø. A day before, before noon, the Samsø departed from Remontowa Shipbuilding, where the new ferry, named after the island itself, was built.

Double-ended LNG fuelled ferry ***Samsø*** enters the port of Sælvig.
Photo: Samsø Rederi

Wider representation of its potential users had a chance to familiarize with the vessel a few days later, during and „open day" on a ferry, proudly being shown off by the Owners - the Samsø minicipality. The ferry is operated by Samsø Rederi, owned by Samsø Kommune.

The ship started carrying passengers and cargo on February 24, according to temporary schedule, while the 1st of March marked commencing operations in regular timetable.

Samsø operates between main land (Jutland) Hou and island Samsø with service speed of 14 knots. The vessel has four propulsion azimuthing thrusters and specially design bottom hull form at ends for better manoeuvrability in the shallow water.

The vessel is able to carry 160 personal cars, or 16 lorries and 600 passengers. Cars are stowed on main deck and two hoistable decks above. On the ends of the main deck there are hazardous zone areas arranged. Ventilation for the hold is provided by natural air flow through 10 percent side openings. Embarkation to the vessel is arrange through bow and aft visor doors and embarkation door directly to staircase. At that time vessel will be connected to shore ramp. To reduce time of operation in the harbours the ship is equipped with automatic mooring system. Time of operation in the harbour is to be below 15 min. Ample CCTV cameras system around the vessel and two central bridges allow for excellent visibility and safe manoeuvrability for the captain.

The vessel is built to meet the highest European standards and to minimize its environment impact for waters around Denmark. Main propulsion system using LNG fuel with pilot amount of diesel ensure the lowest harmful emission and high fuel efficiency. The main gas engines in normal operation are able to deliver

LNG powered engines.

Bridge.

power for all thrusters and give required electric auxiliary power for the hotel with maximum speed just below 16 knots.

Use LNG as main fuel reflects the ideas of Samsø Kommune promoting the tourist attractiveness of the Samsø Island.

It's estimated, that companies operating in the Remontowa Holding group have contributed to the project some 60% of total workload. The detailed design and workshop drawings of the vessel are prepared by the Holding's in-house design office RMDC, while complete ro-ro handling system is supplied by Remontowa Hydraulic Systems. The ferry is equipped with luminaires manufactured and installed by Remontowa Lighting Systems, and FAMOS has fitted all interior spaces with furniture. What is more, the "heart" of the ship's propulsion LNG system with a special cryogenic tank and cold box, entirely designed in Poland has been produced and delivered by Remontowa LNG Systems. This is the first cryogenic LNG tank destined for the sea ever built in Poland.

Photo: Dariusz Krawczyk

Hoistable car decks.

Passenger lounge.

Back room of the kitchen.

Production of two ferries for Port of Tallinn commenced

Estonian minister pushed the button

The first steel cutting followed by the keel laying ceremony gave rise to the construction of two modern double-ended car and passenger ferries on order from Estonian owner Port of Tallinn.

On February 20, 2015 the first cutting of steel plates for the construction of the first of the two mentioned ferries took place at Remontowa Shipbuilding, member of Remontowa Holding. The official ceremony was attended by representatives of the management and newbuilding supervision team of the Owners, Remontowa Shipbuilding and Remontowa Holding and signalized by the presence of Urve Palo, Minister of Economic Affairs and Infrastructure of the Republic of Estonia. It was an active presence, as Ms. Urve Palo has started the plasma cutting machine herself for its first job with steel plates for the new ferry.

The Minister said at the ceremony that the ties between Estonia and Poland are stronger than ever. - The two magnificent ships, which will be built in Remontowa Shipbuilding for Estonia are a testimony for this statement - she emphasised.

- The contract provides assurance to Estonian people that high-quality connection on the lines between the mainland and the islands by means of the new ferries conforming to contemporary requirements will be guaranteed starting with the autumn of 2016 - said Remo Holsmer, the Chairman of the Supervisory Board of the Tallinna Sadam AS (Port of Tallinn).

- We are pleased to enter into the partnership with the Port of Tallinn for delivering the two car-passenger ferries in 2016 - said Jan Paszkowski, member of the management board of Remontowa Shipbuilding. - In recent years, there has been a continuous demand for similar vessels, especially in Northern European seas, and we

Ferries construction officially commenced...
Photo: P. Stareńczak/SeaMedia

Estonian minister was happy to see the beginning of the production process.
Photo: Grzegorz Landowski

are looking forward to committing our expertise in this field to the ferries designed for Estonian waters - he added.

The first body detail of the new ferry was symbolically cut out of the metal plate by the chairman of the Remontowa Holding, Piotr Soyka, Estonian Minister of Economic Affairs and Infrastructure Urve Palo, chairman of the supervisory board of the Port of Tallinn, Remo Holsmer and a member of the management board of the Port of Tallinn, Allan Kiil.

The steel plate, which was cut out first is a part of the ship's hull and will be fitted into the portside. In total about 10 000 pieces will be cut out for one ship, weighing a total of 1720 tons.

The next milestone of the project was that related to the keel laying ceremony, which was held on April, 30, 2015.

The two new ferry boats for Port of Tallinn are being constructed under supervision of the DNV GL classification society. The ferries are to be 114 meters in length and to accommodate 150 cars or ten road trains. The ferries will have 600 passenger seats and will be equipped with life-saving devices for the same number of persons.

The diesel engine ferries have been designed so that the main engines of the vessels can in the future be replaced by engines running on liquefied natural gas (LNG) provided that the necessary infrastructure is in place. Low costs of operation will be their competitive edge. Hull lines, optimized for operation in harsh ice conditions, will contribute to reduced fuel consumption and harmful emissions. High level of automation will allow vessel operations with a crew reduced to minimum.

In result of a tender won by Port of Tallin, the ferry operator was contracted to run ferry routes linking mainland Estonia with Saaremaa and Hiiumaa islands for ten years commencing on October 1, 2016. The ferries will call at the ports of Kuivastu, Rohuküla, Virtsu i Heltermaa.

After the steel cutting on February 20, 2015.
Photo: P. Stareńczak/SeaMedia

After the keel laying ceremony (project no. B616/1) on April, 30, 2015.
Photo: Bogdan Pięta

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

The vessels under construction for Siem Offshore inspected

The Owner on-board!

On 21st of Saturday, we hosted Kristian Siem, who leads the Siem Industries, which ordered at least five vessels at our yard. He arrived to see construction progress with his own eyes having also an opportunity to board one of the vessels.

After visiting the first PSV (in the background) being built for his company, Kristian Siem (second from right) toured Remontowa Shipbuilding.
Photo: Grzegorz Landowski

The vessels inspected by Kristian Siem were a cable layer (tbn *Siem Aimery*) and the first of the series of four LNG - fuelled platform supply vessels.

The first of those vessels is a modern advanced Cable Lay Vessel (CLV), 95.30 m long overall, 21.50 m wide, drawing 7.1 m, featuring 4,250 t cable

payload and providing accommodation for 60 persons and usable cargo deck area of 350 m². When we went to press in May 2015 the vessel's construction was nearing completion with intensive outfitting works inside the hull.

The operator of *Siem Aimery*, Siem Offshore Contractors GmbH (SOC), a wholly owned subsidiary of Siem Offshore Inc., has been awarded the contract for the turnkey supply and installation package of the inner array grid cable system for the 400 MW Veja Mate Offshore Wind Farm (OWF). The vessel will be utilized next year to install 97 kilometers of subsea power cable connecting 67 offshore wind generators at Veja Mate in the German sector of the North Sea.

The Veja Mate OWF is located 115km off the German coast. The 67x 6 MW Siemens supplied Wind Turbine Generators (WTG's) shall be inter-connected by an inner array grid (IAG) of 33 kV medium voltage alternating current (MVAC) submarine composite cables with a total length of up to 97 km. This OWF will be eventually hooked up to the 800 MW Borwin Beta power transformer platform which was installed in April 2014.

The offshore works for the inner array grid cable system are due to begin in 2016, whereby the project is scheduled to be brought online before the end of 2017.

According to Siem Offshore, wave-related operability issues have historically been a major factor in forcing delays of cable lay operations. They believe the answer to this issue is the *Siem Aimery* cable layer which has a hull design that permits operations in wave heights up to 3 meters plus two cable carousels capable of carrying 4,250 tons of cable, 2 stern launched work-class ROVs and a starboard side deployed trenching ROV.

We are also building four LNG-powered PSVs for the same owner. The vessels 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. The 89 meter long vessels with a cargo deck area of 980 sq m will be capable of carrying up to 5400 tons and served by a 25 person crew.

September 16th, 2014 saw launching of the first vessel which is in outfitting phase and has its superstructure installed. Its delivery is expected in July 2015. It has already been contracted for support of Norske Shell oilfield in the North Sea.

In April 2015 the hull of the second PSV had been almost entirely assemblied and as we went to press, the vessel was expected to be launched soon. The vessel is scheduled for delivery in 2016. Further two vessels were during pre-fabrication and assembly of ship hull structures at that time.

Taking into consideration this background no wonder, that Kristian Siem upon his arrival to Remontowa Shipbuilding on Saturday 21st, started to walk towards both vessels and boarded his first PSV (B856/1). He looked at it deep down in the ground and checked it out from all sides accompanied by our shipyard's board members lead by the chairman of the Remontowa Holding's board Piotr Soyka.

During the tour, he was guided by Adam Kuncer, director of the yard's Project Execution Department, who is in charge of the project and who provided detailed information about its execution.

When Kristian Siem had gone ashore, he met and cordially welcomed cpt. Kare Hoddevik, who has been supervising the vessel's construction on behalf of the Owner.

Following the tour at Remontowa Shipbuilding, the Norwegian guest was hosted by Piotr Soyka and the shipyard's board in our headquarters, where they discussed the construction milestones and general situation in the market as well.

It was a short, but an extremely meaty visit, indeed.

Kristian Siem...

...is the founder of the Siem Industries and has been Director and Chairman of the Company since 1982. He is chairman of Subsea 7 S.A. and Siem Capital AB and a director of Siem Offshore Inc., Siem Shipping Inc. (d/b/a STAR Reefers Inc.), Flensburger Schiffbau-Gesellschaft mbH & Co. KG, North Atlantic Smaller Companies Investment Trust plc and NKT Holding A/S. Prior to joining the Group, he held several management positions with the Fred. Olsen Group in the U.S. and Norway. He is a Norwegian citizen.

Siem Industries...

...operates as a diversified industrial holding company with current main interests in five industrial areas: the oil and gas services industry (Subsea 7 S.A. and Siem Offshore Inc.), the ocean-transport of refrigerated cargoes (Siem Shipping Inc. d/b/a STAR Reefers) and automobiles (Siem Car Carriers), potash-mining in Germany (Deusa International GmbH), finance (Venn Partners, Siem Europe S.a r.l., Venn Capital S.a r.l. and VSK Holdings) and Swedish industry (Siem Capital AB). Further, the Group has smaller holdings within shipping and other segments.

Newbuildings for Royal Arctic Line - two launched in 2014 and three in 2015

All the five afloat!

The construction of five arctic supply ice-going vessels for Greenland is progressively continuing. Since January until April 2015 we have launched the hulls of remaining three vessels from the series.

The hull of *Minik Arctica* was launched on April 30. 2015.
Photo: Bogdan Pięta

The first and the largest vessel from the series (newbuilding no. B 204/1, 606 TEU) was launched on 20th of October 2014, while the second one (no. B 203/1, 108 TEU) was slipped into the water in November 25, 2014.

On Friday, February 20, 2015, Remontowa Shipbuilding, member of the Remontowa Holding capital group, saw the spectacular sideways launching of the newbuilding, designated B 202/1 which is the first of the two smallest vessels from the contract covering five ships for Danish (Greenland) owners Royal Arctic Line (RAL). The launch of the *Ivalo Arctica*, being the first launching in 2015 and the 993rd such event in the yard's history, marked the opening of the 70th Anniversary year for the shipyard.

In April 2015, we saw launching of two further hulls. On April 22, the yard no. B 203/2 (tbn *Jonathan Arctica*) with a capacity of 108 TEU was launched, while on April 30 - the newbuilding B

The 36 TEU (no. B202/1) arctic supply vessel was the first one launched in 2015 at our shipyard on February 20.
Photo: Piotr B. Stareńczak/SeaMedia

Launching of *Jonathan Arctica*.
Photo: Grzegorz Landowski

Jens Andersen released the hull no. B 203/2 from the slipway on 22nd of April 2015.
Photo: Bogdan Pięta

Representatives of the Remontowa Holding and Royal Arctic Line after the launching ceremony on 22nd of April 2015.
Photo: Bogdan Pięta

202/2, (tbn *Minik Arctica*) to be capable of carrying 36 TEU, touched the water.

The launch ceremony of April 22 was a celebratory event, attended by representatives of the Owners - RAL, Remontowa Shipbuilding yard, mother-company Remontowa Holding, numerous members of the media from Poland and abroad and hundreds of shipyard employees. The delegation from Denmark, counting several honourable guests, was led by Jens Andersen, CEO, Royal Arctic Line A/S. The other April launching was a „technical" event without festivities, just a milestone in production schedule.

All the five vessels afloat are currently in intensive outfitting.

Let us recall October 2013, when the contract was sealed for the construction of five ice-classed container and supply ships in three various sizes and designs, destined for Greenland's Royal Arctic Line (RAL). According to the contract, Remontowa Shipbuilding SA has been building one 606 TEU vessel for RAL's international services, as well as two approximately 108 TEU vessels and two 36 TEU ships for the carrier's Greenland coastal routes.

The 606 TEU carrier 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 vessels featuring 108 TEU capacity each will replace *Pajuttaat* and an annually chartered vessel and will mainly engage in the supply of North Greenland.

The two smallest ones, 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 (of RMDC 2880 ACV 36 TEU design) have been designed at Remontowa Marine Design, member of Remontowa Holding and are DNV GL classed. ●

Three questions to Jens Andersen CEO of Arctic Royal Line

Why these vessels are so important for us...

What distinguishes these five vessels from other cargo carriers in the market?

- The first reason of why these five vessels are very important is that they will replace older ones. In Greenland we have only 56 thousands of inhabitants spread on a very long coastline. It gives very small societes. Normally when you build vessels as a shipowner you build them as a part of an investment. Usually the vessels are used five or ten years in order to be sold and replaced by newer and more technologically modern ones, afterwards.

The vessels we have ordered here are not expected to be exchanged every five or ten years. We expect them to serve us through their entire technical lifetime, which means twenty years. Therefore the production quality is absolutely on top of the agenda. That's why we are building these five vessels here. Together with Remontowa Shipbuilding we are working very hard to make sure, that the quality is high.

How this high quality can be achieved?

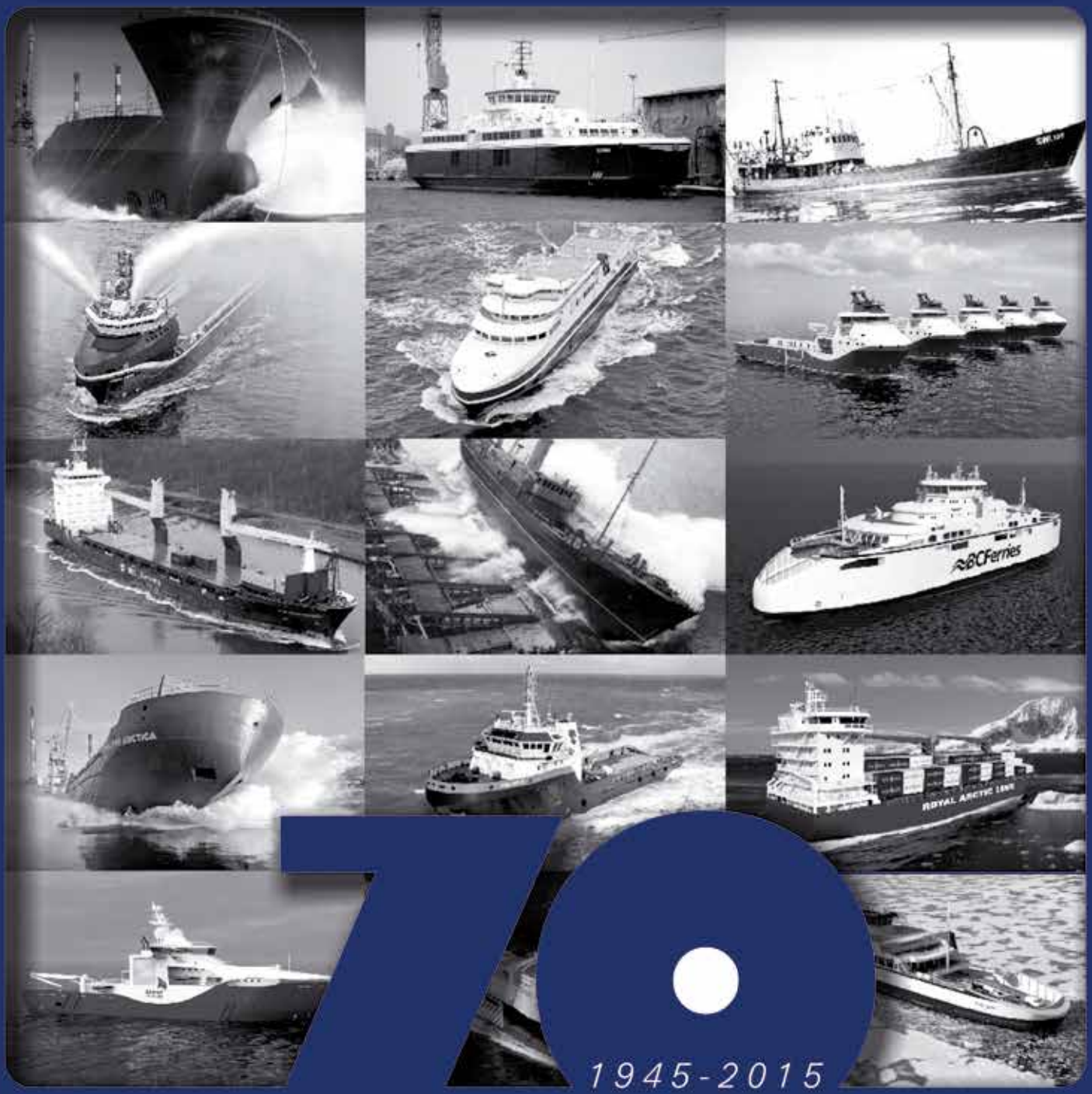
- We can do this only in close co-operation. Fortunately our experience with Remontowa is very good. Ten years ago we were delivered the *Mary Arctica* ice going supply vessel which has been still in operation. Two days ago I saw her coming into the Port of Aalborg and she was looking beautiful. She has been doing terrific job. The people on-board are very happy so do we.

In my mind we will be able to achieve it if we gather the competences of the shipyard as a very capable ships producer with the requirements and the inside of knowledge we have of sailing in the Arctic waters. So if we combine these two factors we will achieve great results.

What are your expectations for these vessels after delivery?

- I hope that the five vessels to be delivered soon by Remontowa Shipbuilding will prove to be not only ships but also to become very important part of the Greenlandic infrastructure. Maybe it is difficult to understand but it is more important than you can imagine. We don't have any roads between the cities and any railways neither. If you want to go from one place to another, you have to sail on ice. *S*ailing is the predominant way of transportation in Greenland.

Interview by Grzegorz Landowski



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