

Seatech Engineering increasing its design scope

C270 - 73m deep freezing tuna vessel - launching in polish shipyard

POLISH SHIP DESIGNER

Seatech Engineering Ltd (Seatech) was established in 2003 in Gdańsk, Poland. It is located close to many shipyards and important research centres, which has aided the company to develop its ship design and engineering activities. It provides customers with detail and basic engineering, project co-ordination, 3D modelling, development and operation engineering, on-site support and general drafting for newbuildings, conversions and repairs. Since 2007 it has been a satisfied user of Nupas-Cadmatic software.

In the early years Seatech focused on preparation of basic projects and class documentation, as well as hull structures, piping systems, deck equipment and shipyards' industrial systems, such as shiplifters or cranes. Cooperation was initially mainly focused on the French shipbuilding industry, especially Group Piriou (former Chantiers Piriou). During these early years Seatech completed about 25 projects of vessels between 20 to 170m. As a result of their brokering activities 14 of these vessels were built in Poland. Seatech was often asked if they could prepare workshop documentation in this period, even though it was not a target activity for them at first. To accommodate these requests a decision was made to invest in 3D design software.

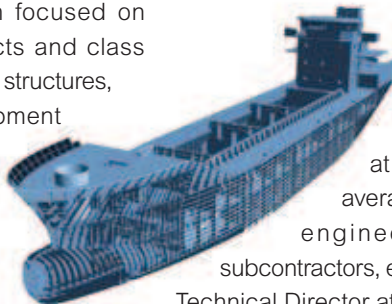
Nupas-Cadmatic a natural choice

"For us the natural choice was Nupas-Cadmatic, because some of our designers had already used Nupas-Cadmatic before. That was a move in the right direction. From then on Seatech Engineering has been able



The Board of Seatech Engineering during onboard inspection on an inland tanker. From left: Chairman Gerard Jasinski and Technical Director Adam Slipy

to offer a complete range of project documentation: from ideas and basics, through class documentation with calculations, to workshop documentation. This created new opportunities for us. We more than doubled the number of our full time designers from 6 in the beginning of 2007, to 16 designers at the end of 2008. On average we also have 5-10 engineers that work as subcontractors, explains Mr Adam Slipy, Technical Director at Seatech.



Cooperation with wide range of companies

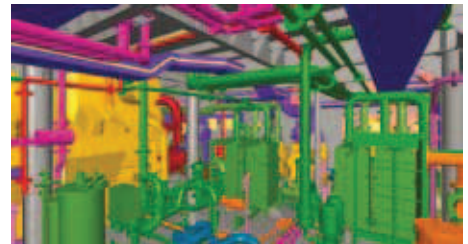
Seatech cooperates with different companies in their design work. The cooperation serves not only to solve complicated problems, but also to provide enhanced design capacity for larger projects.

"This is where the Nupas-Cadmatic system has a big advantage compared to standard solutions. The Nupas-Cadmatic online replica servers are particularly helpful in international contacts. On our advice our main customer purchased the Nupas-Cadmatic system last year. For our latest projects we had to subcontract some work to two other offices where we were working

on the same area of the ship, but on different piping systems. In the past we had to wait for drawings from each subcontractor and afterwards merge them and solve the collision problems. Using on-line replicas, all the companies involved have information about actual state of area they worked on every 10 minutes. Our customer could also immediately check the solutions we adopted. It has saved us time and money."

Seatech looking at opportunities outside shipbuilding

Seatech's activities are not limited to the shipbuilding industry. It has recently started collaboration with companies from the petroleum industry and land planting. The experience they have gained in pipe design in small spaces on ships has been welcomed in these industries. The management team from Seatech is hopeful that shipbuilding and land engineering with in the not too distant future be equally balanced in their scope of activities.



Seatech's projects include many different and atypical commissions

Basic design projects:

- 160m inland/seagoing container open-decker from French owner CFT
- bullet proof 20m catamaran for Nigerian oil fields
- shiplifter with capacity of 1400t for shipyard Chantier Naval de l'Océan Indien

Class documentation and workshop projects for:

- trawlers 22-50m in length
- double ended ferry 78m
- tuna vessels from 36 to 90m in length, including very complicated ships with deep freezing system to -40°C
- dredger 85m in length
- corvette F 170 for French navy
- longliners 38-55m in length
- different types of offshore supply vessels from 25 to 69m
- tugs
- luxury mega-yachts 60-70m
- pontoons and barges



www.seatech.com.pl