



NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

Construction begins on the third BC Ferries' LNG ferry



Participants of the first steel cut for BC Ferries' third new ferry on July 1; from left: Krzysztof Gerowski, member of the Remontowa Shipbuilding's board, Dan Riis, BC Ferries Project Manager, Andrzej Wojtkiewicz, CEO of Remontowa Shipbuilding and Jan Paszkowski, member of the Remontowa Shipbuilding's board.

Photo: BC Ferries

The staggered start mimics the delivery dates, with the first ICF scheduled to arrive in August 2016, the second in October

2016 and the third in February 2017.

BC Ferries use of LNG will result in the reduction of an estimated 9,000 metric tonnes of carbon dioxide equivalent per year, the same as taking 1,900 passenger vehicles off the road annually, because natural gas is cleaner burning than traditional marine diesel fuel. The new ships will run on LNG as much as possible, almost completely eliminating SOx (Sulphur Oxides), reducing NOx (Nitrogen Oxides) to a fraction of what we see from diesel fuel and nearly eliminating particulate matter.

The first steel cut for BC Ferries' third new intermediate class ferry (ICF) took place on July 1, 2015, bringing all three new ships closer to their delivery to B.C. waters. This is another significant step in the project to build three ferries capable of running as dual-fuel on either liquefied natural gas (LNG) or ultra-low sulphur diesel.

The new intermediate class vessels will measure approximately 107 metres and will have the capacity to carry 145 vehicles and up to 600 passengers and crew. The vessels will be constructed for a service life of approximately 40 years. The ships will have a contract service speed of 15.5 knots and accelerate time to 12 knots in 125 seconds.

The three ships are being built at Remontowa Shipbuilding SA in Gdansk, Poland, member of the REMONTOWA Holding capital group, and the other two are progressing well, with the construction which commenced earlier this year.

The first ICF will replace the 50-year old *Queen of Burnaby* on the Comox - Powell River route. The second ICF will replace the 51-year old *Queen of Nanaimo*, sailing on the Tsawwassen - Southern Gulf Islands route. The third ICF will be used to augment peak and shoulder season service on the Southern Gulf Islands route, and provide refit relief around the fleet.

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.

Former corvette re-launched as re-designated OPV *Ślązak*



ORP *Ślązak* just after launching, under tow to outfitting berth.
Photo: Piotr B. Stareńczak

The Polish Navy's was-to-be missile corvette turned offshore patrol vessel ORP *Ślązak* (eng. „Silesian”) was christened and re-launched at Stocznia Marynarki Wojennej (Naval Shipyard Gdynia) on 2 July 2015. Following the launching, the ship was towed to the outfitting quay. The ORP *Ślązak* is the first newly Polish-built Navy ship in 21 years, so it is the first newbuilding for Polish Navy in that period and is part of current naval expansion and modernization program.

Defence Minister Tomasz Siemoniak participated in the ceremony among many other officials.

- Our thanks to Polish shipyard workers in particular. We believed that they would be able to perform this task, and they acquitted themselves well. We look forward to further ships from Polish shipyards - said the head of the Defence Ministry.

The Minister said that, in accordance with the schedule, the ship should begin to serve late next year.

Minister Siemoniak also said that negotiations are continuing with Polish yards Group for further six ships - patrol and coastal defence vessels, as well as minehunters, further to the first unit currently under construction at Remontowa Shipbuilding in Gdansk. He added that in his opinion, Polish shipyards are absolutely ready for such projects.

Construction of the offshore patrol vessel in the basic version of *Ślązak* is implemented as a result of the Minister of Defence's decision to use the platform of unfinished multi-purpose Gawron corvette platform. The ship is scheduled to complete outfitting in early 2016 before commissioning planned for November 2016, almost 20 years after the Ministry of National Defence approved the concept design for what was to have been a seven-strong multipurpose corvette class. Steel was cut on the first of the Gawron-class corvettes, based on Blohm + Voss's MEKO A100 design, in 2001. However, subsequent reductions in class size and financing problems saw the programme encounter significant difficulties. The first (and only) hull entered the water in September 2009 for the first time with little more than its propulsion machinery. The government cancelled the corvette project in February 2012. On September 23, 2013 an annex to the original contract was signed, stipulating the ship to be completed by the Naval Shipyard Gdynia using the existing was-to-be corvette platform as the patrol ship ORP *Ślązak*. The contract annex clarifies issues of completing the ship and changing its mission from multipurpose corvettes to patrol boat.

It was announced in March 2014 that the Polish Ministry of National Defence and Thales signed a contract for the delivery of the integrated combat system and related acceptance activities on board the ORP *Slazak* patrol vessel. In the scope of this contract, Thales was about to deliver main combat system components such as the TACTICOS Combat Management System, SMART-S Mk2 surveillance radar, STING-EO Mk2 (also known as the STIR 1.2 EO Mk2) fire control radar, MIRADOR electro-optical observation and fire control system and LINK 11/16 tactical data link system. Thales is also responsible for the combat system integration related to other systems to be installed on board the vessel, such as weapons, communication and navigation systems, as well as several third party-supplied sensors.

ORP *Slazak* is designed and equipped for conducting the following kinds of missions:

- destroying naval and aerial targets, smaller vessels and asymmetric threats;
- patrolling and protecting sea communication routes and harbour approach paths;

- escorting and protecting commercial vessels;
- monitoring sea routes, as an element of international forces;
- counter-pirate operations;
- providing support and cooperating with special forces;
- functioning as an ad hoc base for helicopters;
- taking part in humanitarian and environment-protection operations.

SHIPREPAIRS AND CONVERSIONS

More effective dredging performance for Boskalis' *Shoalway*



The hopper dredger *Shoalway* at Remontowa SA.
Photo: Jerzy Uklejewski

Most of the dredgers serviced by Remontowa Shiprepair Yard over the recent years come from renowned owners Royal Boskalis, being among the world's leaders in a wide range of services including dredging, offshore sector, towage and salvage. The Boskalis' fleet of dredgers comprises some 60 units, including trailing suction hopper dredgers and the largest unit among them - the *Queen of the Netherlands* with a hopper capacity of 35,500 m³.

A trailing suction hopper dredger has large, powerful pumps and engines that enable it to suck up sand, clay, sludge and even gravel from ocean or river beds. One or two suction pipes run from the vessel to the bed. A draghead is attached to the end of the pipe and lowered to just above the bed, making it possible to regulate the mixture of sand and water that it takes in.

A trailing suction hopper dredger generally stores the dredged material in its own hopper and discharges the left-over water overboard, so it may operate on its own, without the need to employ accompanying hopper barges.

On April 23, the dredger of just the type described above, entered the Gdansk based Remontowa Shiprepair Yard, member of Remontowa Holding. The 2010 built vessel was delivered by Intervak Scheepswerf Constructie of Harlingen, but its partly outfitted hull was built in Szczecin, Poland.

The ship is 90.2 m long overall, 19.8 m wide and draws 5.9 m. It may dredge up to 30 m deep and features 4500 m³ hopper capacity. Two years earlier the *Shoalway* visited Remontowa for maintenance of 11 double bottom tanks and replacement of starboard side azimuthing main propulsion thruster.

This time, in 2015, the ship had the complete 23-tonne assembly of port side azimuthing thruster (owners' supply) installed. However, the most important item in repair specification, was the dredging pipe works. At Remontowa, the suction pipe was modified, which was aimed at improving the dredging efficiency. Also system for hopper water filling recirculation has been upgraded in pump room and on deck. Furthermore, such works have been done onboard *Shoalway* during its recent stay at Remontowa, as hydraulic system related works (hydraulic hoses and piping replacement, replacement of hydraulic cylinders for bottom hopper doors. Also overlays have been installed on eight bottom doors (some 2.5 ton of material), as well as freshwater and ballast water tanks bottom plugs, besides some minor works. The dredger has also been docked in the course of recent works, completed late May. After that the dredger commenced work in German port of Rostock.

News from Naval Shipyard Gdynia

On August 21, 2015 r., Stocznia Marynarki Wojennej SA in Gdynia (Naval Shipyard Gdynia) commenced the class renewal repairs of a reefer vessel *Green Egersund*. The specification of repair job covered mainly hull steelwork, maintenance and painting, cleaning and maintenance of sea chests. Furthermore, bottom and side seawater valves repairs, cleaning and calibration of anchor cable, as well as cleaning and maintenance of ballast and fuel tanks was foreseen to be performed during the ship's stay in Gdynia.



Mini-bulker *Thurkus* at the quay of Naval Shipyard Gdynia, with "Grupa Azoty" markings.

Photo: Piotr B. Stareńczak

The rudder plate was dismantled for overhaul, repairs of the Rolls Royce made reduction gear, replacement of stern tube seals and other works have also been completed at the yard.

The ship was about to stay at the yard for some 30 days, however this was prolonged with second docking, which was necessary after the ship's side shell was punctured and heavy fuel leaked in collision of the ship with the floating dock, due to improper handling by tugs during undocking.

During August Stocznia Marynarki Wojennej also hosted two ships of the privately owned Polish shipping company Unibaltic based in Szczecin.

The chemical tanker *Ametysth* after a few days of alongside repairs entered the dock, where the stern tube seals have been replaced, the controllable pitch propeller hub has been repaired as well as hull maintenance and painting, overhauls of sea water valves and steelwork on the main deck and bottom ballast tanks have been performed. The repairs of *Ametysth* also covered overhaul and repairs of the rudder plate and rudder pin, as well as cleaning of ballast water, fuel and fresh water tanks in addition to overhauls and repairs to tunnel thruster, maintenance of anchors, anchor cables and anchor cable chambers as well as replacement of zinc anodes on the outer hull.

On July 31, 2015 in turn, Unibaltic's box shaped hold coaster *Thurkus*, arrived to Naval Shipyard Gdynia for class renewal repairs. The range of works specified covered mainly repairs of hatch covers, maintenance and painting of hull and hatch covers, replacement of stern tube seals and overhaul of sea chests and seawater valves.

Anchor chain lockers have also been cleaned and painted, anchor chains painted and marked as well as fuel tanks cleaned, cofferdams, sea chest and ballast tanks steelwork performed.

Also main engine and auxiliary engines coolers have been dismantled and cleaned, some piping replaced in engine room and controllable propeller blades repaired. The ship was docked for some 12 days and remained at the yard for some 18 days.

During this recent stay of *Thurkus* at Naval Shipyard Gdynia also new livery was applied with markings of „Grupa Azoty” - the name and logo of a major Unibaltic's clients, for whom *Thurkus* carries a lot of fertilizers.

Refurbishing and outfitting of newly added passenger spaces on *Mazovia* ferry

Mid June 2015 works onboard car and passenger ferry *Mazovia*, the newest, second-hand addition to Polferries (PŻB) fleet were completed. Uni-Mebel was responsible for interior refurbishment. The scope of works included i.a. outfitting of 69 passenger cabins, corridors, staircases and public areas.

Uni-Mebel participated in creation of arrangement concept for new passenger cabins i.a. making choice of colours for materials and outfitting. Most of equipment like sanitary units, walls, ceilings, doors, windows niche are products of polish companies. Wooden furniture have been made by Uni-Mebel.

During 2,5 months refurbishment of 1150 m² of living quarters and 1220 m² of public areas have been carried out. In peak period over 80 workers from Uni-Mebel worked on the ship simultaneously.

rel (Uni-Mebel), PBS

See video showing the results of the job done by Uni-Mebel onboard *Mazovia* ferry: http://bit.ly/um_mazovia_vid

OFFSHORE

Aluship Technology delivers to offshore market

Earlu summer 2015, Aluship Technology delivered structures within two projects in offshore oil & gas sector. The first one was the upper part of the accommodation module for the Gina Krog platform. The aluminium structure was built for Apply Leirvik, the main contractor and ultimately destined for Statoil. Aluship Technology was also responsible for detailed engineering drawings for this structure. The Gdansk based



Upper part of the accommodation module for the Gina Krog platform. Set of staircases for BP Shah Deniz 2 project.
Photo: Aluship Technology

company expressed its satisfaction with successful completion of the project and pride drawn from the fact that Aluship Technology have complied also with the most stringent requirements from Statoil regarding HSE company culture.

Another of the recently completed jobs in the oil and gas sector was the set of internal and external staircases and other items for Scandinavian clients and BP Shah Deniz 2 project. Gdansk based company provided its client also with basic calculations as well as technical and detailed engineering.

MARINE EQUIPMENT

See a video showing ro-ro equipment from Remontowa Hydraulic Systems installed on *Samsø* ferry

On 11 February 2015 *Samsø* ferry arrived at home port of Sælvig on the island of Samsø. The ferry *Samsø* was built at Remontowa Shipbuilding, belonging to the group REMONTOWA Holding.

Equipment manufactured by Remontowa Hydraulic Systems installed on the Danish ferry includes the ro-ro system with the bow visors (fore and aft), hoistable mezzanine decks and watertight bulkhead sliding doors. The video showing this equipment onboard the ferry is available at: http://bit.ly/samsøe_ro-ro_equipment

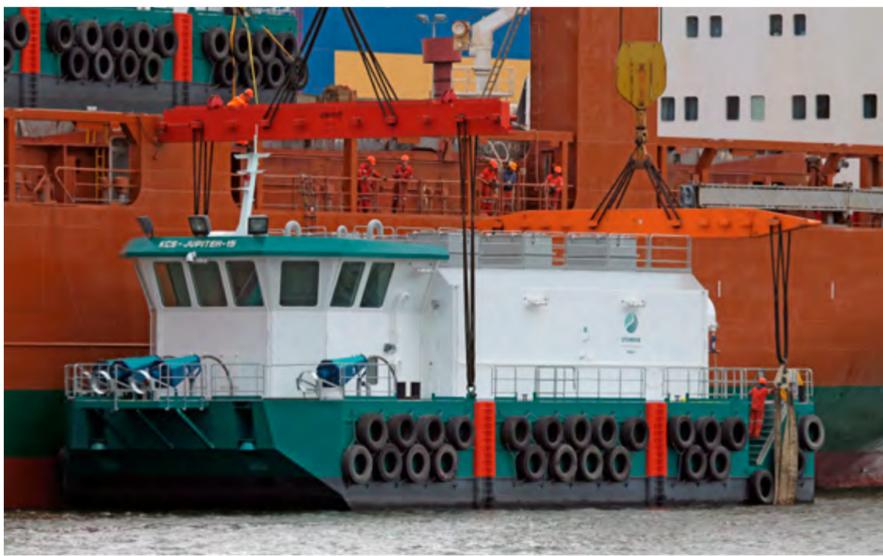
PBUCh SA marine equipment supplies

Among most recent interesting deliveries from PBUCh SA, it is worth to mention the agreement with Remontowa Shipbuilding regarding supplies to „Kormoran II” minehunter under construction at this year. The set of equipment for the Polish Navy ship include HVAC systems, hyperbaric chamber systems and freshwater processing plant. „Kormoran II” is a prototype naval vessels, so are many of the items of equipment manufactured and supplied by PBUCh.

The main requirement here is application of amagnetic materials, special motors and control systems. Earlier PBUCh SA supplied and installed air conditioning systems for two PX type platform supply vessels converted to diving support and ROV support vessels by Marine Projects Ltd. for Cypriot owners. The contract covered supplies of cooling power generators 250 kW each. Marine Project shipyard also installed PBUCh supplied compressor sets with condensers during refurbishment and upgrade of the *Malcolm Miller* sailing vessel. In the cold stores the solution was applied, in which the power reserve accumulated in eutectic bars, which allows for a long periods of cold store operation with the compressors switched off.

Towimor acquires new production equipment

Deck machinery manufacturer Towimor, active mainly on the Far Eastern shipbuilding market, informed they acquired two new machines allowing the company to set new production capacity: milling machine DMG MORI DMF 600 and drilling and honing machine Saporiti FL500x4000. These machines provide Towimor with new opportunities to offer the customers efficient machining of shafts, crankshafts, cylinders and hydraulic actuators, dies, screws and other element of various shapes.



Loading of feed barges onto a ship's deck for transatlantic shipment.
Photo: Piotr B. Stareńczak

Barges for fish farming under supervision of PRS

Polish Register of Shipping approved the technical documentation and supervised the construction of four barges produced by Gdynia-based Stal Complex, destined for salmon fish farming operations. The barges are customized to meet the requirements for Canada and Shetland. They have a feed capacity of 330 t and four feeding lines with 12-hole selector valves.

Each of the PRS classed barges is 26 m long, 10 m wide and weighs approx. 150 ton. These are full-featured floating units, with own diesel generators for power supply, piping, automation, electrical systems, feed distribution system and comfortable living quarters. Before the latest shipment to Canada, Stal Com-

pex had already delivered 29 fish-farming feed barges.

The barges were shipped from Gdynia to Canada, to the port of Dayside onboard Polish-built multipurpose cargo vessel with heavy-lift capability *Scheldegracht* in the second half of June 2015.

Merger of H.Cegielski-Service Ltd. and H.Cegielski-Poznań SA

As Poznan based companies announced, on the 31st July 2015, merging of two companies: H. Cegielski - Service Sp. z o.o. (member of H.Cegielski-Poznań capital group) located in Poznań (acquired company) and H.Cegielski-Poznań SA located in Poznań (acquiring company) took place. The companies strongly believe that drawing from the best practices and experience of both organizations and using the synergies resulting from the integration, the merged companies will be able to provide the services and products of even higher quality and efficiency.

E-40 waterway promoted by Instytut Morski (Maritime Institute) in a parliamentary debate

Gdansk based Instytut Morski was one of the initiators of the debate on E-40 waterway, held on July 29, 2015 at Polish Parliament and attended by numerous MP's, mainly members of the Parliamentary Commission for Infrastructure.

Maritime Institute is a leader of international consortium aimed at revitalisation of the vital E-40 waterway and is occupied also with works on choosing one of the three variants of the waterway possible track.

The project covers conducting a feasibility study that will assess factors and conditions of the E40 waterway restoration. Passing through Belarus, Poland and Ukraine, this trade and transportation route connects the ports of Gdansk and Kherson at the Baltic and Black Seas respectively.

This water artery comprises four rivers: the Vistula, Bug, Pripyat and Dnieper. The overall length of this connection, created at the end of the 18th century, is more than 2000 kilometres. But today its section on the Bug river, between Warsaw and Brest, is unnavigable. The project should bring a clear understanding how to resume navigation between Gdansk and Kherson.

The hydro technical constructions at the Belarusian and Ukrainian sections of the E40 waterway live up to the high standards under the European Agreement on Main Inland Waterways of International Importance. However, the E40 waterway has no navigable connection between the Vistula (Poland) and the Dnieper-Bug Canal (Belarus) due to bottlenecks, meanders and rifts on the Polish section of the Bug River.

The restoration of the E40 waterway will boost the economies of Belarus, Poland and Ukraine, and more specifically, of their neighboring border regions. The restored water route will enable to transport up to 4 mln. tons of cargo annually. This will certainly intensify trade between Belarus, Poland and Ukraine. The E40 connection will facilitate multilateral trade between companies from the Eastern Partnership countries and the EU member states, between Europe and the rest of the world. Consequently, investment in an up-to-date logistics infrastructure should generate a great deal of new jobs for the neighboring border regions of Belarus, Poland and Ukraine.

The regions may turn into new „trade gates” to the European Union and the Eurasian Economic Union. Finally, shipping cargo via the E40 will be ecological: CO2 emissions (per a ton-km) from inland water transport are 1.5 times less than from railway transport and 5 times less than from road freight transport.

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