



NEWS FROM FORUM OKRĘTOWE MEMBER COMPANIES

NEWBUILDINGS

***El-Mellah* sail training ship launched**



Launching of the sail training ship for Algeria.
Photo: Jakub Bogucki

Saturday, November 7th, saw several thousand spectators admiring the side launching of the sail training ship *El-Mellah*, which took place at Remontowa Shipbuilding yard. At noon, the 110-meter-long ship slid rapidly into the water, making it the thousandth launching in the 70-year-long history of the company.

The bridge adjacent to the shipyard area was not the only place from where people could watch the celebrations, as on that day the shipyard gates were open for anyone who was willing to take part in such an extraordinary event.

The ship will be named *El-Mellah*, which means „Sailor” in Arabic, with the ship’s side number being 938. Living up to its name, it will be used by naval academy cadets to improve their marine and navigation skills. Additionally, like the majority of sailing

ships, it will play a representative role abroad as well as participating in competitions, regattas and international meetings. The ship has been built for the Algerian Navy.

Due to technological reasons the sailing ship was launched without masts.

The three-mast frigate is a meter longer than *Dar Młodzieży*, already familiar to many tall ships enthusiasts around the world. The length of the hull including bowsprit will be 110 m, while the tallest of its masts will be 54 meters. The unit is 14.5 meters wide. Its sails surface is 3000 sq. m and the ship will be able to reach a top speed of 17 knots. It can take 222 people onboard.

One of the masts of *El-Mellah* will also be a funnel, thus fumes being discharged through side exhausts will no longer be a problem for the crew.

The sail training ship will operate in all waters except the polar area during polar winter.

The man behind the idea and the technical design is Zygmunt Choreń, an engineer considered to be the most outstanding constructor of sailing ships in the world (the provider of the concept and basic design of the ship is design office Choreń Design & Consulting). *Dar Młodości* is also one of Choreń's designs.

The ship is expected to be delivered at the end of 2016.

Apart from the construction of the vessel, the contract also embraces the training of crew and cadets which will be carried out in cooperation with Gdynia Maritime Academy.

In a speech on the occasion of the launching ceremony, Col. Driss Bouraoui of the Algerian Navy, said that: „for several years, Algeria has been the most important Polish partner on the African market.” „The ship will constitute proof of our relations, both political and economic” - said Driss Bouraoui.

Remontowa Shipbuilding - a shipyard with rich tradition and experience is celebrating its 70th anniversary this year.

In the beginning its activity covered construction of railway wagons and production of marine furniture. Gradually expanding its production profile, it has become a leader among European shipyards. Today, Remontowa Shipbuilding being a member of the Remontowa Holding capital group, offers a wide range of products while the ships built in it stand out in the market due to cutting-edge technology and high level of automation meeting the Owners' requirements as well as the latest industry trends. Over 70 years of activity Remontowa Shipbuilding has built nearly 1000 ships and vessels of various types.

Video report showing the launching also in spectacular bird's eye shots, is available at:

<http://www.portalmorski.pl/tv/filmy/wodowanie-zaglowca-dla-algerii/>

Salish Orca christened at Remontowa Shipbuilding



From left: Remontowa Shipbuilding CEO, Andrzej Wojtkiewicz, BC Ferries' Vessel Sponsor Margaret McDonagh and BC Ferries' President & CEO, Mike Corrigan at the official naming ceremony for the *Salish Orca*.
Photo: BC Ferries



Salish Orca at the outfitting quay, on the day of christening ceremony.
Photo: Piotr B. Stareńczak

BC Ferries and Remontowa Shipbuilding, member of the Remontowa Holding capital group, held the official naming ceremony for the first Salish-Class vessel at the yard in Gdansk, Poland on November 24. The day before, the ship was launched via the floating dock after skidding from land based hull assembly area.

The ship was christened according to maritime tradition by the vessel sponsor, Margaret McDonagh, BC Ferries' Senior Chief Steward on the *Queen of Burnaby*. The new ferry is scheduled to join the BC Ferries' fleet in late 2016, replacing the 50-year-old *Queen of Burnaby* on the Comox - Powell River route.

The name *Salish Orca* was chosen to honour the Coast Salish people and the Salish Sea where the ship will operate. Three ships are currently under construction, with the other ships, *Salish Eagle* and *Salish Raven* set to enter operations in the Southern Gulf Islands in 2017.



Salish-class ferry - artist's impression.
Fig.: BC Ferries

The ships are being built as dual-fuel, capable of running on liquefied natural gas (LNG) or ultralow sulphur diesel. Using primarily LNG to fuel the new ships will result in reduced emissions and reduced costs for BC Ferries.

“This marks a major milestone in building our new ships, as we honour maritime tradition with the official naming ceremony for the Salish Orca,” said Mike Corrigan, BC Ferries’ President and CEO. “As we progress with our vessel replacement program, we will continue to look for opportunities to build LNG-powered ferries, while maintaining our high standard of safety and reliability as well as reducing our environmental footprint.”

The new Salish-Class ships will replace vessels that are at the end of their life cycle.

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 LNG is cleaner burning than marine diesel.

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.

Salish-class ferry - principal particulars

length overall abt. 107.40 m

length b.p. abt. 103.20 m

breadth moulded 23.50 m

depth to main deck (Garage Deck) 6.60 m

design draught abt. 4.65 m

speed, max. service 15.5 kts

passengers incl. crew 600

internal seats 480

personal cars 145 AEQ

alternative capacity 650 t (4 trailers + 10 commercial vehicles +100 cars)

LNG tank abt. 130 m³

DO storage tank abt. 37 m³

potable FW tanks abt. 15 m³

non-potable FW tanks abt. 15 m³

class: LR +100 A1 Passenger and Vehicle Ferry, „Strait of Georgia Service” +LMC, GF, CCS, Environmental Protection: ECO, A, GW, NOx2, P, R, DIST, Sox, Descriptive note: IHM/Green Passport, PCAC (33); The Vessel to comply with Transport Canada (TC MS) requirements for Near Coastal Voyages, Class 2 (NC2).

propulsion: dual fuel (LNG and MDO) diesel electric

- main Engines - 3 × 1480 kW

- generators - 3 × 1420 kW, 600 V, 60 Hz

- propulsion el. motors - 3 × abt. 1500 kW

- twin propeller variable speed azimuth thrusters - 2 × abt. 1400 kW

- emergency gen. set - 1 × 300kW, 600 V, 60 Hz

deck equipment:

hydraulically operated bow visors, 8.5 wide - 2

hydraulically operated internal ramps - 4

hydraulically operated fore/aft stoppers - 2

MES designed for 600 persons + 20%

Video report::

<http://www.portalmorski.pl/tv/filmy/chrzest-pierwszego-promu-dla-bc-ferries/>

Change of Owners, Livery, Name and Flag

- *Elbtank Italy* emerges as *Maersk Arctic* after repairs at Remontowa SA



Maersk Arctic (ex *Elbtank Italy*) at the Remontowa SA yard's quay Ostrawica I.

Photo: Jerzy Uklejewski

It is, by far, not the first time, that the ship sale-purchase was finalised during its stay at Gdansk based Remontowa SA shiprepair yard or at least visible signs of the transaction came out there. The ship under a certain name and ownership entered the yard, but departed under a new name and another owner, as well in a new livery.

On November 3, 2015, the chemical tanker *Elbtank Italy* entered the yard for docking and overhaul.

The ship, built in 2006 at South Korean yard Hyundai Mipo Dockyard, features 183,2 m length over all, 27,1 m beam, 11.21 m draught and 36 992 ton dead-weight capacity. It's ex *Rhine* (until August 2007) and ex *Ravi Spirit* (until October 2008). *Elbtank Italy* was plying the Liberian flag and belonged to German, Hamburg based, owners TB Marine Shipmanagement.

The extend of repairs on this ship covered cargo line trials, PV valves overhaul, overhauls of three systems of main engine, stern tube seal replacement, minor steel replacement works in two ballast water tanks, load tests on deck cranes and accommodation ladders. The whole hull of the docked ship was treated with maintenance and painting works, done with support from the yard's subcontractor, Mar-Tom. A new protective coating was applied on the cleaned hull, with the new paint colour, according to change of owners, and thus, the livery. The ship left the dock with well-known „Maersk-blue” on its sides.

This reflects the change of ownership. The *Elbtank Italy* was purchased by Maersk division in Singapore. The change of ownership called for change of the ship's name, as well. After undocking, the ship spent a few days at the yard's quay. The new Owner commissioned the yard with a few minor repair works, such as repairs to one of the lifeboats, painting the new name of the ship on its sides and at the bridge, as well as placing a new funnel mark. Now the ship carries the name *Maersk Arctic* on its blue sides. Also the flag has been changed. The ship now plies the Singapore flag.

Maersk Tankers is represented around the world, with 260 employees onshore and 3500 employees at sea. The fleet consists of around 100 vessels. Maersk Tankers is part of the Maersk Group, headquartered in Copenhagen, Denmark. The Group employs 89,207 people in around 130 countries and had revenue of USD 48 billion in 2014.

Odfjell chemical tanker *Bow Fagus* serviced at Remontowa SA

- leaves the yard with energy efficiency rating improved to „A+”

Ships of the renowned Norwegian Owners Odfjell have been serviced at Remontowa SA for many years. One of the leaders on its market, Odfjell Chemical Tankers AS manages a fleet of some 40 chemical tankers, including some of the world's largest stainless steel tank vessels.

From late October till around mid-November, somewhat larger Odfjell's ship was undergoing servicing and repairs at Remontowa SA, namely the *Bow Fagus* (183.1 m LOA, 37 375 dwt, 1995 built).

This was the third ship in Norwegian Owner's fleet and the first one at Remontowa SA, to receive the energy efficiency rating label on its sides. This resulted from upgrading through modifications leading to a new energy efficient propulsion system, giving a reduction of fuel consumption and emissions with up to 18-20%. According to official Owner's information, Odfjell is upgrading the propulsion system for 19 vessels with new technology to optimise energy efficiency. The vessels are being equipped with new energy efficient pro-



Bow Fagus at Remontowa SA.
Photo: Jerzy Uklejewski

propeller blades, rudder-bulb and are undergoing technical upgrades of the main engine, turbo chargers and shaft generator. The modifications also include installation of extension of the propeller boss. These combined upgrades are aimed at and reportedly actually achieve reduction of fuel consumption and emissions by up to 20 %. The mentioned modifications have been carried out during a planned dry-dock at the Remontowa shipyard.

The vessels with upgraded propulsion system, including the first ship to undergo such modifications at Remontowa, are amongst the most energy efficient chemical tankers in the world, and are tagged with the highest score on the Rightship energy rating, A+. Due to the significant reduction in emissions the vessel, previously rated D+, improved the energy rating to A+ on the Rightship's energy rating. As such the

vessel is as equally energy efficient as the eco-design vessels being built today.

This result (A+) is shown on a large label painted at Remontowa on the ship's sides, near the name at bow. The crew of the tanker also painted similar marking on the superstructure front wall. The label applied to ship sides at Remontowa resembles these found on stickers of a new electronic equipment, such as computers, TV sets and home appliances, including fridges or washing machines we find in shops today.

Further to energy efficiency improvement modifications, the *Bow Fagus*, has also undergone typical ship repair yard treatment, such as maintenance of the hull, overhaul of the seawater, safety and PV valves, replacement of the stern tube seal, repairs to GRE (glass reinforced epoxy) piping, replacement of ballast piping in non-potable fresh water tank, modification of bilge system piping in the engine room, some minor steelwork in ballast water tanks in addition to chain lockers maintenance and overhauls of electric motors, two boilers and the shaft generator.

The *Bow Fagus* oil/chemical tanker was built in 1995 at Floro shipyard of STX Norway. The ship is 183.1 m long over all, 32.2 m wide, features 37 375 ton deadweight capacity and 10.7 m draught. The ship plies the Norwegian flag. The *Bow Fagus* arrived to Remontowa from Rotterdam. As of late November it was tracked heading to Texas port of Corpus Christi.

Odfjell is a leading company in the global market for transportation and storage of bulk liquid chemicals, acids, edible oils and other special products. Originally set up in 1914, the Company pioneered the development of the chemical tanker trades in the middle/late 1950s and the tank storage business in the late 1960s. Odfjell owns and operates chemical tankers and LPG/Ethylene carriers in global and regional trades as well as a joint venture network of tank terminals.

MISCELLANEOUS

Ship model towing tank opened at the Faculty of Shipbuilding and Offshore Engineering in Gdańsk

On November 19, at the Faculty of Shipbuilding Technology and Offshore Engineering of Gdansk University of Technology, an opening ceremony took place for the new towing tank facilities. The new building, which is housing the test towing tank, has been built adjacent to the existing Faculty building.

Within the framework of the project „Creation of modern technical infrastructure for the implementation of a training program of Engineers of the Future at Gdansk University of Technology” facilities with a total usable area of 1698 m² have been built. On the ground floor the test towing tank has been built with area of 335.58 m² supplemented by the 99.33 m² ship model workshop and a warehouse with an area of 23.76 m². Furthermore, on the upper floor offices, laboratory facilities, a warehouse and a server room have been built. The laboratories allow simultaneous conducting classes for 154 students. All laboratories are equipped with multimedia and computer equipment (computer labs).

The towing test tank's dimensions are as follows: length 40 m, width 4.0 m, water depth 3.0 m and the facility is equipped with CTO supplied towing-measurement device - an unmanned, remote-controlled bridge



Recently opened test towing tank at Gdansk University of Technology.
Photo: Krzysztof Krzempek, PG

able to travel with a max. speed of 2.5 m / sec, on rails mounted on the crown of the pool. The length of the platform adapted to the size of the measurement window with dimensions 800mm x 4000mm, which will allow for free movement of the model during all modes provided for the tests (including the samples on the waveform). The rigid and robust structure is made of aluminum profiles in a beam reinforced lattice structure. The facility is also equipped with wave generator. Towing tank size imposes the size of the models tested, with the length not exceeding 3.0 m and a nominal weight of up to 200 kg (maximum 300 kg).

The model workshop allows for manufacturing of such ship models with use of numerically controlled CNC 5D milling machine.

How to obtain public funds for innovation, R&D...



Leszek Grabarczyk, deputy director of National Center for Research and Development during presentation given at Forum Okrętowe co-organized meeting.
Photo: Forum Okrętowe

Invited by the Forum Okrętowe, Leszek Grabarczyk, deputy director at National Center for Research and Development attended a meeting in Gdańsk, co-organized by the Institute of Research on Market Economy, held on November 19. The aim was to present opportunities in acquiring financial support for innovation, research and development.

Not only members of Forum Okrętowe, but representatives of other entities of the maritime and offshore industries have been invited and attended the meeting as well.

The meeting was a good opportunity not only to learn on possible public funding schemes from the representative of government agency and to address some practical questions to him, but also to exchange views and experiences between the companies that already have implemented research and development projects. Presentations were given by Piotr Paszkowski of Remontowa LNG Systems, Zdzisław Bahyrycz of Crist

shipyard, Piotr Myśliwy of Hydromega, Tomasz Świątkowski or StoGda, Zbigniew Deinrych representing Nelton and Zbigniew Karpiński of Ship Research Center (Centrum Techniki Okrętowej).

Polish companies at Europort 2015

Early November in Rotterdam the 37th edition of Europort maritime trade fairs was held. One of the most important such events gathered record number of 29 174 visitors and 1100 exhibitors from numerous countries.

Also Polish maritime industries have been represented. One of the biggest exhibition stands belonged to Remontowa Holding SA capital group, where the main part was that of Remontowa SA ship repair yard. In neighbouring stands Remontowa Lighting Technologies SA was found as well as Famos Ltd. - the furniture manufacturer.

One of the larger stands was also arranged by MARS S&O group, displaying mainly Nauta SA i MSR Gryfia SA repair yards.

Other Polish companies present included Link 1 M. Wedzinski, Frezpol Sp. z o.o. (steel wire ropes manufacturer), Elomatic Sp. z.o.o., Polski Rejestr Statków SA, Navikon SRY and Naval Shipyard Gdynia, DOE Sp. z o.o. and Kovo Sp. z.o.o. Further Polish companies, such as Bohamet, were visible at the stands of their Dutch agents or representative partners.

A few video reports are available (in Polish language):

Famos Sp. z o.o., Remontowa Lighting Technologies SA (Polam-Rem brand), Kovo Sp. z o.o. and Navikon SRY Sp. z o.o.,

Video material available at:

www.portalmorski.pl/tv/filmy/polskie-firmy-na-targach-europort-2015/

Remontowa Holding / Remontowa Shiprepair Yard

Video material available at:

<http://www.portalmorski.pl/tv/filmy/remontowa-sa-na-targach-europort-2015/>

Polski Rejestr Statków

Video material available at:

<http://www.portalmorski.pl/tv/filmy/polski-rejestr-statkow-na-europort-2015/>

Rolls-Royce Poland awarded with „Employer - the organizer of safe workplace” title



During the ceremony of handing of the award, on November 20, the company was represented by Michał Frąckiewicz and Adam Plath.

Photo: Rolls-Royce Poland

On November 25 the Royal Castle in Warsaw saw the ceremony of handing of awards won in the 22nd edition of „Employer - the organizer of safe workplace” competition organized by the National Labour Inspectorate (NLI, Państwowa Inspekcja Pracy - PIP), with many honourable attendees and guests, representing the president of the Republic of Poland, the Parliament, the Government, academic and scientific circles, trade unions, employers’ associations, health and safety supervising organizations, etc.

One of the companies, awarded in nation-wide competition, was Rolls-Royce Poland Ltd., which received the „Mecum Tutissimus Ibis” statuette. At the ceremony it was announced that Rolls-Royce Poland is being now included in prestigious register of Golden List of Employers.

The company was also awarded as an „Employer - the organizer of safe workplace” in Pomeranian region in the category of medium-sized companies (50 - 250 employees). During the ceremony of handing of this award, on November 20, the company was represented by Michał Frąckiewicz and Adam Plath.

By taking part in such a noble competition, the companies involved proved that the life and health of the employees is their top priority and the value worth the efforts taken. The obtaining of the „Mecum Tutissimus Ibis” statuette is an evidence of proper implementation of safety policy.

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