

# REMONTOWA

## SHIP REPAIR NEWS

MEMBER OF  
REMONTOWA  
HOLDING S.A.

Customer Magazine  
ISSUE 1 (23) 2017

65 1952-2017



# Demand for green growth

## Breeze series goes green

Remontowa SA will lengthen  
Finnlines' Ro-Ro type vessels

Pages 3 - 4

## Ballast water, scrubbers and more...

Installation of pro-ecological systems  
on DFDS and Finnlines vessels

Pages 5 - 8

## Docking like clockwork

Remontowa SA completed works on  
the *Petrobaltic* rig ahead of schedule

Page 14





## On our 65th anniversary we are looking ahead

*In 2017 Remontowa Shiprepair Yard celebrates its 65th anniversary. A long time ago we started our activity from simple repairs. Today we deal with the most complex and sophisticated engineering projects in the world.*

*Over the last few years however, we have focused on the services which have helped many ship owners to make their fleets more energy effective and less disruptive for the environment. Finnlines is amongst these companies.*

*The renowned Finnish operator has been developing its Environmental Technology Investment program aimed at reducing emissions by retrofitting the company's vessels. The program substantially lowers the environmental footprint and meets the new MARPOL Annex VI sulfur emissions regulations, which came into force at the beginning of 2015.*

*The majority of the program consists of retrofitting Finnlines' current fleet with exhaust gas cleaning systems, complying with the 0,1% limit on sulfur content in the exhaust gasses when operating in the EU Sulphur Emission Control Areas (SECA).*

*According to Finnlines, since 2014 by now 18 out of its 22 Ro-Ro and Ro-Pax vessels have been equipped with scrubbers, 7 have been re-bladed and 2 repainted.*

*In 2015, Finnlines' overall fleet fuel consumption decreased by over 8 percent compared to 2014. The company said it will also implement propulsion and hull efficiency measures on 11 of its ships. All works are set to be completed by early 2017 in shipyards in Poland, Finland, Sweden and Estonia.*

*This year a Finnlines Ro-Pax ferry left Remontowa SA with inline hybrid scrubbers and new improved propeller blades installed at our yard.*

*Finnlines, which celebrates its 70th anniversary in 2017 is still looking at the green growth opportunities. The company has started a new capex programme, the Energy Efficiency and Emission Reduction Investment Programme, which consists of lengthening its existing Ro-Ro vessels.*

*This investment is aimed at increasing capacity and cargo flexibility of the vessels. Once again, Remontowa SA has been entrusted by the Finnish owner with the task of lengthening its four Ro-Ro vessels of the „Breeze” series.*

*We are proud to have our contribution to make these vessels energy effective and more environmentally sustainable. We are ready to support Finnlines and other ship owners worldwide in their efforts towards the fleet renewal.*

**Grzegorz Landowski**  
Editor-in-Chief



### 3 Breeze series goes green

Remontowa SA will lengthen Finnlines' Ro-Ro type vessels

### 5 Ballast water, scrubbers and more...

Installation of pro-ecological systems on DFDS and Finnlines vessels

### 9 54 thousand tons in tow!

Mecklenburg-Vorpommern ferry with the railway deck exchanged

### 12 P&O ferries ready for the next decade

MS *Pride of York* relaunched after refurbishment at Remontowa SA

### 14 Docking like clockwork

Remontowa SA completed works on the *Petrobaltic* rig ahead of schedule

### 15 Fleet for renewal

Russian fishing and research vessels at Remontowa SA

### 17 Engineering workhorses...

Dredgers and fallpipe vessels

**Remontowa Ship Repair News** is a customer magazine of Remontowa Shiprepair Yard, member of Remontowa Holding SA

**Publisher:** Temat Ltd., Na Ostrowiu 1, 80-958 Gdańsk, Poland.

**Editor-in-Chief:** Grzegorz Landowski. Phone: +48 58 307 17 90, e-mail: grzegorz.landowski@portalmorski.pl

The content of the magazine (with the exception of photos) may be reproduced provided the source.

**REMONTOWA**  
HOLDING

Remontowa SA will lengthen Finnlines' Ro-Ro type vessels

# Breeze series goes green

Finnlines has entrusted Remontowa Shiprepair Yard SA to lengthen four of its "Breeze series" vessels, with an option of two additional ones. Thanks to the lengthening, that will increase capacity of each by around 1000 lane metres, the vessels will become more energy efficient and more environmentally friendly by cutting emissions.



The *Finmill* Ro-Ro vessel entering Remontowa SA in 2017. Finnlines operated vessels have been frequent visitors at Remontowa SA since the Finnish operator has been co-operating with the Polish largest repair yard for years.

Photo: Jakub Bogucki

On May 19, 2017, the first steel cutting for the lengthening took place at Remontowa SA. The fabrication of new structures for the ro-ro ships to be jumboized was initiated by Adam Ruszkowski - CEO of Remontowa SA, Piotr Kubicz - Member of the Board,

Remontowa SA and by representatives of the Finnish Owner - Mikael Lindholm, Head of Ship Management and Juha Ahia, Manager for Newbuildings and Projects.

The Ro-Ro vessels to be lengthened at Remontowa SA are: *Finntide*, *Fin-*





A „family” photo taken on May 19 at Remontowa SA during the first steel cutting for the lengthening of Finnlines „Breeze” series’ vessels. In 2017 Finnlines is celebrating its 70th anniversary.

Photo: Jerzy Uklejewski

*nwave, Finnsky and Finnsun* plus *Finnbreeze* and *Finnsea* in the option. Each one will be lengthened with approx. 30 m long inserts, weighing some 1500 ton each. The hull inserts are being fabricated prior to ships’ arrival in the Gdansk based yard.

As Finnlines explains in its statement, the close to 30% capacity increase will considerably reduce the energy consumption per transported unit compared to the original vessel. According to the contract signed with Remontowa SA, the actual work will commence mid September 2017. The yard is committed to perform this work in less than two months for each vessel. The whole lengthening program will be completed in May 2018.

Remontowa SA is also involved in several other energy efficiency projects i.e. *MS Finneagle*. During its stay at the yard, inline hybrid scrubbers and new improved propeller blades have been installed. Furthermore, passenger capacity has been

increased to 800 by building new passenger areas.

Finnlines’ customers will benefit from more environmentally friendly and sustainable services. Finnlines places great emphasis on environmental and safety matters and these investments are just another milestone in a long series of investing in sustainable growth.

Remontowa SA has been cooperating with Finnlines for years. The first common projects date back to the years 2006-2007, when the three Finnlines Ro-Ro vessels (*Finnpartner*, *Finntrader* and *Finnclipper*) were converted at the Gdansk based yard. Since then, a dozen or so vessels operated by Finnlines have been repaired, modified or converted at Remontowa SA, which resulted in a long-term mutually beneficial and well established cooperation between the companies.

The shipyard has vast experience in repair and conversion projects as well as special services such as Ballast Water Treatment and scrubber systems installation on-board Ro-Pax’es,

Ro-Ro ships and passenger ferries. Remontowa SA has made many such vessels more energy efficient and safe for the environment, optimizing hull shapes, replacing bulbous bows and even converting propulsion systems to green fuels.

Thanks to cooperation with other companies operating within the Remontowa Holding group, the shipyard can assist owners in the most demanding projects.

Remontowa LNG Systems as a producer and supplier of complete LNG power systems can support the yard in the implementation of such systems on-board ships. Remontowa Marine Design & Consulting has designed many advanced LNG driven and hybrid vessels most of which have been built at Remontowa Shipbuilding, one of the biggest manufacturer of LNG powered vessels worldwide. Of 37 car passenger ferries built in the Remontowa Holding group so far, as many as 15 have been LNG fuelled. ●

Installation of pro-ecological systems  
on DFDS and Finnlines vessels

# Ballast water, scrubbers and more...

Over the recent years Remontowa Shiprepair Yard SA has installed over 50 desulphurisation systems on ships of various ship owners (scrubber systems retrofitting), and became a European leader in this area. Now time has come for the installation of ballast water treatment systems.



MS *Finneagle* underwent at Remontowa the installation of inline hybrid scrubbers and new improved propeller blades.

Photo: Cezary Gierszewski/5XMedia

Despite the formal deadline for the implementation of the Ballast Water Management Convention, so far ship repair yards have not noted a massive surge in demand among shipping companies for the service of installation

of such systems on board. However, more and more ship owners decide to equip their fleets with systems which aim to reduce the negative impact of pollutants produced on ships on the natural environment.



*Britannia Seaways* docked at Remontowa in 2017.



Remontowa Shiprepair Yard SA has so far seen several installations of such pro-ecological ballast water treatment systems. There were three this year only.

The first ships where the shipyard has installed the BWT systems were the car-passenger ferries of a Danish shipowner DFDS Seaways, *Suecia Seaways* and *Britannia Seaways*.

*Suecia Seaways* came to the shipyard not only to have the BWT system installed, but also for a class renewal survey and maintenance services. The installation of an Alfa Laval system was conducted in one of the ballast water tanks, after prior modification of pipeline systems and other facilities. *Suecia Seaways* is the first ship to have a

BWT system by Alfa Laval installed at Remontowa SA.

On 30 January 2017, *Britannia Seaways*, another vessel belonging to the same ship owner, was brought to the shipyard. As in the case of the previous ship, also this time, apart from the typical maintenance works, an Alfa Laval BWT system was installed.

The working documentation for the system was prepared by Remontowa Marine Design & Consulting design office which is a member of the Remontowa Holding. The system was installed in one of the ballast water tanks, the bulkhead of which was unsealed and moved. As a result a small additional space in the ballast tank was obtained for the installation of a BWT

system, and the ballast waters will pass through the water treatment system.

Apart from the installation of the BWT system *Britannia Seaways* underwent the following maintenance and repair works: maintenance of decks, ramps and the hall, renovation of the main engine, survey of actuators securing the exit ramps, repair of ventilation ducts, exchange of shaft line sealing, the sealing under the blades of the propeller, steelworks on ballast water tanks and on the exit ramps, exchange of the cable ducts in the superstructure, etc.

DFDS Seaways is one of the biggest ferry operators in Europe on the Baltic and North Sea. In the last two years Remontowa SA worked on several car-passenger ferries from the large



*Suecia Seaways* (first on the right) docked at Remontowa in 2017.  
Photo: Cezary Gierszewski/5XMedia



The working documentation for the BWT system was prepared by Remontowa Marine Design & Consulting design office belonging to the Remontowa Holding group.  
Illustr.: RMDC



fleet of this Danish shipowner, including *Sirena Seaways*, *Athena Seaways*, *Regina Seaways*, *Clown Seaways*, *Patria Seaways*, *Pearl Seaways*, *Princess Seaways* and *Anglia Seaways*. *Suecia Seaways*, *King Seaways* this year only, as well as *Athena Seaways*, which was the last DFDS Seaways ferry that came to us this season.

Remontowa SA has installed scrubbers on many of those ships. This year, the car-passenger ferry *Finneagle*, brought to Gdańsk on 29 March 2017, was the first ship to be equipped with scrubbers.

The scope of works on this ship was a lot broader. In short you can put it in three words: scrubber, deck, reno-

vation. The ferry has already visited Remontowa SA in 2014 for a class renewal. This time around the scope of works was considerably broader. One of the main tasks was the installation of a system of scrubbers. The ferry has four main engines, therefore four Wärtsilä scrubbers were needed, two each for both of the stacks, which were first cleaned, equipped with new structures including new exhaust installations.

The *Finneagle* ferry also had its passenger space enlarged by a way of extension of a fragment of the deck, where 177 airplane seats were installed. The new structures on the deck required approximately 56 tons of steel.

The ship also underwent survey and maintenance overhaul which included a renovation of the main engines and power generators.

The *Finneagle* car-passenger ferry (ro-ro/passenger ship) was constructed in 1999 at a Spanish shipyard Navantia Carenas - Puerto Real belongs to Finnlines (Grimaldi Group Company), a leading operator of ro-ro and passenger shipping operating on the Baltic and the North Sea. Their fleet is comprised of app. 30 cargo and passenger vessels.

For several years Remontowa Shiprepair Yard has been cooperating with Finnlines in drydockings and conversions of ships.



*Britannia Seaways* has an Alfa Laval BWT system installed on-board.



## Mecklenburg-Vorpommern ferry with the railway deck exchanged

# 54 thousand tonnes in tow!

The *Mecklenburg-Vorpommern* ferry, which is part of the Stena Line fleet, is being re-routed from Rostock to Trelleborg after repair and replacement of the deck at Remontowa Shiprepair Yard SA. In Gdańsk, on the occasion of renovation, it twice made a trip, unusual for ships visiting repair shipyards.



In January 2017 the Remontowa's largest floating dock with the ship inside was towed in order to temporarily release the dock depth.

Photo: Cpt. Carsten Watsack/Stena Line

The twenty-one-year-old *Mecklenburg-Vorpommern*, is the second largest German combi ferry, i.e. car-passenger-rail and one of the largest in the world (the largest German ferry - *Skåne*, was also served in Remontowa SA).

Still in December last year, *Mecklenburg-Vorpommern* entered Remontowa SA for a typical class renewal. Its main scope included, among others, laying the new asphalt on railway deck No. 3, covering an area of 1320 square metres.

During the ferry's stay in the yard, in January 2017, unfavorable weather

conditions, was carried out the operation of its docking, and later the largest floating dock in the shipyard was moved along with the ship that was placed on it.

Towing the dock, together with the ferry lifted on it, meant a total displacement of about 54,000 tonnes, which included a ferry mass of nearly 16,500 tonnes, a dock almost 13,000 tonnes, and almost 25,000 tonnes of water in partially filled ballast dock. The surface of the wind pressure on the wall (the tower) of the dock was approximately 6740 m<sup>2</sup>. The immersion of the dock





*Mecklenburg-Vorpommern* after its refurbishment prior to departure from Remontowa SA.  
Photo: Jakub Bogucki

during the towing operation was 4 m. The dock length is 256 m and the width is 53 m. The *Mecklenburg-Vorpommern* ferry is about 200 m. long and nearly 33 m. wide.

The necessity of moving the dock together with the ship was due to the current technological needs of the yard. For the next docking in the Remontowa SA shipyard carried out on its semi-submersible heavy-lift barge *Rem Lift 25000*, it was necessary to temporarily release the dock depth occupied by the largest dock No. 6.

At the time of the initial refurbishment work, after the deck was uncovered by breaking up the old asphalted pavement, it turned out that the rail deck No. 3 along with its steel plating required almost complete replacement, which greatly increased the ferry's stay in the shipyard - the shipowner commissioned an extra wide range of works.

First, 98 percent of the plating of the deck had been replaced, and then it was fitted and laid the new surface. Nearly 100 tonnes of steel and about 40 tonnes of railway rails were laid onto

the new deck surface. The next stage was pouring 200 tonnes of asphalt and painting.

On the ferry, parts of other decks have been replaced in a lesser extent, and repairs have been carried out, among others in the engine room and on the bridge. The ferry has received new radars and anti-collision systems (including other radar antennas installed on the main mast in place of the old ones).

In early March this year *Mecklenburg-Vorpommern* left the shipyard and





returned on the 165 km Rostock-Trelleborg line. Next to *Skåne*, it is one of two ferries on this route, the covering of which takes only 6 hours.

The recent visit of the ferry in Gdansk was not the first one. The ferry was built in 1996 at the German SSW Schichau Seebeck Shipyard (Bremerhaven). After seven years, in 2003 *Mecklenburg-Vorpommern* went to Remontowa Shiprepair Yard SA for conversion, consisting in, among others, the addition of a new car deck and enlargement of the cargo line from 2150 to 3160 m, and the related reconstruction of the decks and superstructure.

The total length of the unit is 199,95 m, width - 28,9 m, height - 45 m, maximum speed - 22,5 knots, achievable with all four main engines, which produce a total of 25 200 kW. The ferry can accommodate 600 passengers and 440 passenger cars. There are 161 cabins available for passengers. On the ferry there is also a cinema and a swimming pool. ●

New railway deck exchanged.  
Photo: Jerzy Uklejewski





## MS *Pride of York* relaunched after refurbishment at Remontowa SA



# P&O ferries ready for the next decade

The *Pride of York* during docking works at Remontowa SA.  
Photo: Jakub Bogucki

**Zeebrugge-Hull route operating sister vessels the *Pride of York* and the *Pride of Bruges*, built in 1987, have undergone their refit. The refurbishment of the 880-passenger ro-pax ferries at Remontowa Shiprepair Yard SA in Gdansk included major work on their physical infrastructure and passenger areas allowing for future operation into the next decade.**

The *Pride of York* had undergone the intensive refurbishment since January 26 until February 16, when she left the Polish yard. Afterwards, the *Pride of Bruges* entered Remontowa SA. After completion of its repairs and upgrade the second ferry departed Gdansk on March 18.

On March 22 at King George Dock in Hull P&O Ferries celebrated the relaunch of the *Pride of York*. Some business clients were treated to lunch, wine and also given a tour of the ship. Its sister vessel, the *Pride of Bruges* was expected to be relaunched from Zeebrugge after having a similar refit.

The *Pride of York*, originally built in Glasgow in 1986 and named the MS *Norsea*, was then refurbished in 2001

before being part of the service from Hull to Zeebrugge in 2003.

The ship which weighs 32 000 tonnes and can carry up to 880 passengers on its 12 hour sailing between Hull in the UK and Zeebrugge in Belgium, has benefited from a major refurbishment in Poland designed to improve the on-board freight facilities, shopping, dining and sleeping experience.

Passenger cabins have been further improved, while freight driver facilities, on-board shops (480 sq m) and the Brasserie - completely transformed. On board freight facilities, shops and bars have received hotspot wi-fi.

- We are delighted that this relaunch has transformed freight driver facilities, on-board shops, Brasserie and improved the cabins for everyone who

sails with us - said Janette Bell, managing director of P&O Ferries.

- Imagine stepping on board a ship which takes you to the continent in comfort and importantly provides you with a good night's sleep, whilst giving you time to relax over a meal and take advantage of some great shopping deals. It is the ideal package for tourists who don't want to endure a budget airline and for freight drivers who want to relax overnight and reach their destination on time in the morning - she emphasized.

P&O Ferries which has been heavily promoting Hull as a launch destination to Europe, described the investment as a „major boost for North Sea travel” which will secure the future of the tourist and freight services „into the next decade”.



- We aim to enable as many tourist customers as possible to experience and enjoy our new ships for themselves. This year, we are offering 33 mini-cruises to destinations such as Bruges, Ostend and Ypres - Janette Bell added.

Some other Polish companies also took active part in upgrading of the two North Sea operating ferries at Remontowa as subcontractors. Besides upgrades to passenger spaces and facilities, Remontowa SA has also performed an extensive range of docking and maintenance works.

It is worth mentioning, that two other ferries operated by P&O Ferries apart from the above mentioned ones have been also recently repaired at Remontowa SA in Gdansk. The *Pride of Canterbury* repaired in January was followed by the *Pride of Burgundy* that entered the yard at the end of February 2017. ●



The shop onboard *Pride of York* after refurbishment.  
Photo: Jerzy Uklejewski




Watch a video showing the refurbishment works on board *Pride of York* at Remontowa SA in Gdansk:  
<https://youtu.be/o-PhVURz13U>  
<https://www.youtube.com/watch?v=o-PhVURz13U&feature=youtu.be>



From left to right: Nicola Tompkins - Head of Merchandising & Buying at P&O Ferries, Neil R. Farquhar - Technical Operations Manager at P&O Ferries and Małgorzata Kleidysz - Gulbińska, Project Manager at Remontowa SA in the shop on-board the *Pride of York*.  
Photo: Jerzy Uklejewski

## Remontowa SA completed works on the *Petrobaltic* rig ahead of schedule

# Docking like clockwork



The *Petrobaltic* jack-up rig was docked onboard the heavy lift unit *Rem Lift 25000* on 7 January 2017 at Remontowa SA.  
Photo: Remontowa SA

**Remontowa Shiprepair Yard SA has completed works on the former drilling jack-up platform *Petrobaltic*, commissioned by Lotos Petrobaltic SA.**

On the platform, docked onboard the yard's own semi-submersible, heavy-lift unit *Rem Lift 25000*, disassembly of scaffolding has recently been carried out.

The Owner of the rig, Lotos Petrobaltic, has commissioned Remontowa SA to perform steel works and upgrade of the underwater part of the mobile offshore unit. The contracted range of works has been completed ahead of schedule. Every day over 250 persons have been employed on this project.

Ultimately, the platform is to be converted into an oil and gas separation production / processing unit and to be deployed on the Baltic Sea, at Lotos

SA Group's oil and gas field B8, on which the Polish company has been operating since September 2015.

The B8 field is estimated to contain 3.5 million tonnes of crude oil reserves. It is expected to produce 250,000 t of crude oil a year, at a rate of 5,000 barrels a day. It will become the third largest oil production facility in Poland, when fully operational.

Let us remind that on 7 January 2017, a Remontowa's team assisted by six tugs, docked the *Petrobaltic* jack-up rig, using the semi-submersible heavy lift unit *Rem Lift 25000*. In order to improve stability while floating and

safety of docking, the barge had received sponsons to its hull. The entire operation went smoothly and precisely like clockwork.

The LOTOS Petrobaltic SA is a company that implements the strategic objectives of the LOTOS Capital Group in the area of exploration and production of hydrocarbons. The company operates in the Polish economic zone of the Baltic Sea, and through its subsidiaries, conducts exploration and prospecting of hydrocarbons deposits and extraction of crude oil and natural gas in Norway and Lithuania.



## Russian fishing and research vessels at Remontowa SA

# Fleet for renewal

Vessels of all types from the Eastern European market are frequent guests at Remontowa SA ship repair yard. However, recently their numbers reached record highs both in the docks and by the shipyard quays. There were times vessels had to moor side by side for a temporary want of space.



Russian research vessels, *Akademik Mstislav Keldysh* and *Akademik S. Vavilov* moored side by side at Remontowa SA.  
Photo: Jerzy Uklejewski

The reason for the prolonged stays, often stretching over several months, were the very broad scopes of overhaul and modernization works, the aim of which in many cases was giving new life to vessels which have been operating on seas and oceans around the world. These projects significantly

exceed the scope of works typical for 5-year class renewal surveys or maintenance services.

Advanced works connected with the exchange of many devices and systems were executed on three research vessels, two twin ships: *Akademik Ioffe* and *Akademik S. Vavilov* (length 117.17 m,

breadth 18.72 m) as well as on the famous (due to its appearance in the film *Titanic*) *Akademik Mstislav Keldysh*.

In May two Russian factory trawlers were moored side by side on the quay: *Boris Syromyatnikov* (length 120.7 m, breadth 19.03 m) as well as *Kapitan Kravchenko* (length 120.4 m, breadth 19.03 m). The latter is a record breaker when it comes to the scope of works and length of stay at the ship repair yard, where it arrived in November 2016.

The modernization of the vessel included: exchange of two main engines, installation of a new fish meal production plant, as well as an extension of hold no.1 and the related modification of fuel tanks. The new, huge engines, each weighing 48 t, had already been transported to the shipyard and installed in the power station together with a new very-efficient boiler in April 2017 with the use of the REM-220 floating crane. Prior to that the old engines were dismantled. It turned out they were produced in...the German Democratic Republic!

*Kapitan Kravchenko* also got a new, 32-ton gearbox and two shaft generators, each weighing 9.5 t.

The construction of a new fish meal production plant is a pioneering project. It will be processing fish from arctic seas, and the meal will be produced in granules. The works included dismantling of old facilities and docks, the construction of new docks including the

conveyor belt passing through to almost the whole length of the ship, as well as the modification of tanks.

*Kapitan Kravchenko* belongs to a very known Moonsund series of fishing vessels, often referred to by their shipyard name - Atlantik 488. Constructed in 1990, it is one of the 37 trawlers of this type. They were constructed in mid-1980 for ship owners from the USSR. They were built in VEB Volkswerft shipyard in Stralsund (in the former East Germany). Until this day the trawlers from that series constitute one of the main type of vessels in Russia's long distance fishing fleet. A relatively small number of them has been used by Western ship owners.

Initially, until 2005 the ship sailed under the name of *Yuozas Aleksaonis*, then under *Widad 2* (until 2011). Tonnage - 3 372 t, total length - 120.7 m, breadth - 19.03 m, total immersion - 6.5 m, speed - 11 knots. The ship is registered under Russian Maritime Shipping Register classification society.

However, it was not the only Russian fishing vessel that got new engines at Remontowa SA. A similar operation was previously conducted on *Kurshkaya Kosa*. This vessel has also initially had two engines produced in East Germany. It received modern engines, as well as new gearboxes, couplings, pump coolers. Moreover, a general overhaul of two generators was conducted. The

central manoeuvre cabin and power station instrumentation are also new.

Moreover the ship repair yard has also executed an overhaul of the trawl, the LBH freezing system, electric engines. The electric installations in the engine room were reconstructed, new systems were put in place.

*Kurshkaya Kosa* was constructed in 1989, total length of the unit - 121 m, breadth - 19 m, immersion - 6.63 m, tonnage - 3372 t, develops speed of up to 14.2 knots, it sails under Russian colours (home port - Kaliningrad). The ship sails out in the Barents Sea region, Sea of Okhotsk, and North Sea.

A few months ago Remontowa SA was visited by the twin trawlers *Obelay*, *Bootes*. They were put in one dock - no. 4, which is 150 m long. They were subject to a major maintenance overhaul.

They were constructed in 1986 at a German shipyard PS Werften Stralsund for a Russian ship owner from Murmansk. The total length of the vessels - 62.2 m, breadth - 13.8 m, speed up to 9.9 knots, tonnage - 452 t, they sail under Russian colours and their home port is Murmansk. They are registered under Russian Maritime Shipping Register classification society.

In the recent months there were periods when works were executed on five Russian fishing vessels at the same time! ●

Russian factory trawlers *Kapitan Kravchenko* and *Kurshkaya Kosa* at Remontowa. Both have had their old engines replaced by the new ones.  
Photo: Jakub Bogucki





## Dredgers and fallpipe vessels

# Engineering workhorses...

The hull of this dredger is painted green. This is a signature color for the Belgian ship owner DEME (Dredging, Environmental & Marine Engineering), whose dredger *Breughel* was at the shipyard in September last year on its first class renewal. Another vessel - *Charlemagne* – underwent such a overhaul in January and February this year.



The *Tideway Rollingstone* and *Seahorse* fall pipe vessels seen in March at Remontowa SA.

Photo: Jerzy Uklejewski

Returning full technical operability to maritime dredgers has been the specialty of the Remontowa SA for many years. Those vessels, unlike the typical ships carrying various cargo on international routes, are real maritime workhorses, exposed to damage during the execution of their tasks. Therefore, returning them to full operability is an especially exacting project.

The *Charlemagne* dredger has recently worked in the vicinity of Le Havre, Boulogne-Sur-Mer (France), Ostend (Belgium). It was docked at Remontowa SA ship repair yard for over a month. The scope of works included a detailed survey of its facilities, dismantle of a whole array of installations and mechanisms including the suction pipe, exchange of a total of 30 tons of steel, and maintenance.



Another dredger that underwent a major overhaul was *Crestway*, which belongs to the Dutch company Royal Boskalis Westminster.

Last time it was at the shipyard it was for the class renewal. It is a trailing suction hopper dredger. The renovation works included a survey of the suction pipe with the dredge pumps (until now these works were executed by companies appointed by the ship owner), prefabrication and installation of the refill pipe, as well as numerous surveys, repairs and maintenance services.

After the overhaul *Crestway* was to sail to Africa, therefore the ship owner ordered the shipyard to prefabricate and install anti-piracy protection devices.

Another type of ships used in maritime engineering apart from dredgers

are, for example, ships burying underwater cables and pipelines. Remontowa SA dealt with two such vessels; one on 11 March - *Tideway Rollingstone*, and 24 March - *Seahorse*.

These are examples of pipe burying vessels or fall pipe vessels. They may be used for construction of foundations for offshore wind farms, preparation of subsoil for the construction of underwater pipelines and burying of cables and seabed pipelines by dumping crushed stone, which is a type of natural aggregate, in designated underwater locations.

The vessels are equipped with azimuth rudders, a ROV for underwater works, a DP2 dynamic positioning system, a tower with a working platform, belt conveyors and pipelines compris-

ing of over a dozen-metre long sections used for the transport of the crushed stone to the bottom of the sea, excavators in the holds and a moon pool in the middle part of the hull.

The scope of renovation works on both vessels was diverse. On *Tideway Rollingstone* it included the repair of paint coating, exchange of pipelines in the engine rooms, as well as hull work in various areas of the ship and modernization of the central chute.

On the *Seahorse* the scope included steelwork and locksmith work on bulkheads and in the holds, execution of inserts in planking and on the deck, as well as numerous repairs of various systems, cracks in the mid-ship area, covers and shutters of excavators.

*Crestway* was another dredger that underwent a major overhaul at Remontowa SA.

Photo: Jerzy Uklejewski







# REMONTOWA HOLDING

**REMONTOWA**  
SHIPREPAIR YARD

MEMBER OF  
**REMONTOWA**  
HOLDING S.A.

80-958 Gdansk  
ul. Na Ostrowiu 1  
Poland

[biuro@remontowaholding.pl](mailto:biuro@remontowaholding.pl)

[www.remontowaholding.pl](http://www.remontowaholding.pl)

## Board

Chief Executive Officer  
**Adam Ruszkowski**

Management Board Member  
Commercial Affairs  
**Piotr Kubicz**

## Conversion & Offshore Commercial Offices

**Offshore Conversions,  
Upgrades, Modifications**  
Director: Marek Sokolowski  
tel. (48 58) 307 11 67  
fax (48 58) 307 28 67  
mobile: (+48) 603 641 919  
e-mail:  
[Marek.Sokolowski@remontowa.com.pl](mailto:Marek.Sokolowski@remontowa.com.pl)

**Vessels Conversions,  
Upgrades, Modifications**  
Commercial Manager: Krzysztof Mądrala  
tel. (48 58) 307 25 46  
fax (48 58) 307 25 29  
mobile: (+48) 502 160 176  
e-mail:  
[Krzysztof.Madrala@remontowa.com.pl](mailto:Krzysztof.Madrala@remontowa.com.pl)

## Repair Commercial Offices

**Scandinavian Area:**  
Denmark, Sweden, Finland,  
Iceland, Singapore  
Commercial Area Director: Marcin Mądrala  
phone: (+48 58) 307 23 01  
fax: (+48 58) 307 19 10  
mobile: (+48) 515 178 047  
e-mail:  
[Marcin.Madrala@remontowa.com.pl](mailto:Marcin.Madrala@remontowa.com.pl)

**Norway**  
Commercial Manager: Jacek Mądrala  
phone: (+48 58) 307 17 68  
mobile: (+48) 502 160 381  
e-mail:  
[Jacek.Madrala@remontowa.com.pl](mailto:Jacek.Madrala@remontowa.com.pl)

**British-American and Far East Area:**  
United Kingdom, Irish Republic & Far East  
Commercial Area Director:  
Dawid Piaskowski  
phone: (+48 58) 307 24 32  
fax: (+48 58) 301 12 81  
mobile: (+48) 515 087 260  
e-mail:  
[Dawid.Piaskowski@remontowa.com.pl](mailto:Dawid.Piaskowski@remontowa.com.pl)

**United States, Canada,  
South America**  
Commercial Manager: Paweł Sikorski  
phone: (+48 58) 307 25 26  
mobile: (+48) 509 658 620  
e-mail:  
[Pawel.Sikorski@remontowa.com.plw](mailto:Pawel.Sikorski@remontowa.com.plw)

**Western Europe Area:**  
France, the Netherlands,  
Belgium, Switzerland, Luxembourg  
Commercial Manager: Wojciech Kłos  
phone: (+48 58) 307 23 31  
fax: (+48 58) 307 19 10  
mobile: (+48) 515 087 754  
e-mail:  
[Wojciech.Klos@remontowa.com.pl](mailto:Wojciech.Klos@remontowa.com.pl)

**German - Italian Area:**  
Germany, Italy, Croatia, Monaco  
Commercial Manager: Marcin Seroka  
phone: (+48 58) 307 23 66  
fax: (+48 58) 301 12 81  
mobile: (+48) 501 052 890  
e-mail:  
[Marcin.Seroka@remontowa.com.pl](mailto:Marcin.Seroka@remontowa.com.pl)

**Mediterranean Area:**  
Greece, Cyprus, Turkey, Portugal,  
Spain, Montenegro, Algeria, Morocco  
Commercial Manager: Tahar Chikhaoui  
phone: (+48 58) 307 25 39  
fax: (+48 58) 301 12 81  
mobile: (+48) 504 316 266  
e-mail:  
[Tahar.Chikhaoui@remontowa.com.pl](mailto:Tahar.Chikhaoui@remontowa.com.pl)

**Central Europe Area:**  
Poland, the Czech Republic, Slovakia  
Commercial Manager: Hubert Weiher  
phone: (+48 58) 307 16 23  
fax: (+48 58) 307 11 30  
e-mail:  
[Hubert.Weiher@remontowa.com.pl](mailto:Hubert.Weiher@remontowa.com.pl)

**Navy Units and Steel Structures:**  
Commercial Manager: Arkadiusz Kieda  
phone: (+48 58) 307 14 26  
fax: (+48 58) 307 11 39  
mobile: (+48) 509 905 429  
e-mail:  
[Arkadiusz.Kieda@remontowa.com.pl](mailto:Arkadiusz.Kieda@remontowa.com.pl)



**REMONTOWA**  
SHIPREPAIR YARD

**65** 1952-2017



[www.remontowa.com.pl](http://www.remontowa.com.pl)



***YOUR SHIPYARD  
for SHIP REPAIRS  
CONVERSIONS and  
OFFSHORE PROJECTS***

**MEMBER OF  
REMONTOWA  
HOLDING S.A.**