

# REMONTOWA

## SHIP REPAIR NEWS

MEMBER OF  
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HOLDING S.A.

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# Ferry parade

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## We've enjoyed a ferry parade...

Since the beginning of 2018, Remontowa SA has enjoyed a real ferry parade. Within just one day - on January 11, three ferries entered the yard, two of which operate quite far away on a daily basis. *Pride of Rotterdam* (P&O Ferries), sails across the North Sea - on the route linking Rotterdam (Europort) and Hull in the UK.

Another one - *Mont St Michel*, in the colors of the French operator *Brittany Ferries* - arrived at Remontowa from its place of work on the English Channel (La Manche), from the Caen Ouistreham - Portsmouth route. The third one, *Baltic Princess* (Tallink) had to leave the route connecting Turku (Finland), Stockholm (Sweden) and Mariehamn (Åland Islands, Finland). She was moored at the shipyard's quay, while the remaining two ferries immediately entered the floating docks.

The above-mentioned ferries saw other vessels of this type, already berthed or docked in Remontowa SA. It was, among others, the ro-pax ferry *Stena Scandinavica* (Stena Line), that visited the yard to be retrofitted with scrubber.

In the first two months of 2018 there were also other ferries repaired at Remontowa SA: *Stena Spirit* (Stena Line), *Princess Anastasia* (Moby Lines) and *Barfleur*

(*Brittany Ferries*). For several days (until January 25, the day of departing straight from the dock, the *Pride of Rotterdam* ferry), as many as eight ferries of renowned Western European, Scandinavian and Baltic operators were being together serviced at Remontowa, not to mention two other vessels - the *Finnwave* ro-ro vessel, operated by *Finnlines*, lengthened at Remontowa and departed on January 25) as well as the *Spirit of British Columbia* (BC Ferries) ro-pax under conversion to LNG propulsion. Taking this into account the number of ferries being together serviced at that time amounted to as many as nine!

One of these days, the drone video footage was recorded. A video made of this footage, showing an extremely-busy Remontowa Shiprepair Yard in Gdansk, gained a lot of audience not only in Poland but also abroad. It has been also shown by specialist, industry - maritime news portals, including in the United States (popular *gCaptain* website), Turkey and Greece among others.

You can watch the video at <https://youtu.be/crqHkTJUWqQ>

If you want to know a bit more about some ferry projects listed above (and not only about them), just check in this issue of our magazine!

**Grzegorz Landowski**  
Editor-in-Chief



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## 14 years of cooperation with Brittany Ferries

# Express engine repair

**Brittany Ferries is a leading Breton shipping operator in the English Channel, with a fleet of 10 passenger and car ferries, including one fast catamaran, and an extensive network of crossings on routes between France, England, Ireland, and Spain.**



*Barfleur* berthed at Remontowa SA.  
Photo: Sławomir Lewandowski

The cooperation between *Brittany Ferries* and Remontowa Shiprepair Yard SA began in 2004. Since then, every year, this well-known French shipowner entrusts the shipyard with the repair of their ships. In the first quarter of 2018, two *Brittany Ferries*' vessels arrived in Gdansk - *Barfleur* and *Mont St Michel*.

The *Brittany Ferries* company operates its ferries between the ports of Cork, Plymouth, Portsmouth, Poole, Cherbourg, Roscoff, Le Havre, Caen,

St. Malo, Bilbao, Santander. Just 25 km from Cherbourg, there is a small, picturesque fishing village *Barfleur* from which the ferry takes her name.

Built in 1992, the ferry serves a daily route between Poole on the south coast of England and Cherbourg in France. In the Remontowa SA shipyard, the ferry underwent maintenance with a complete overhaul of the four main engines and three auxiliary engines. After completing the work and undocking the ship, the engine room was ready for start-up. The ship was

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Docked *Barfleur* underwent an express repair of her engines.

Photo: Sławomir Lewandowski

checked on mooring trials. In February, after only three weeks in the shipyard, the ferry left Remontowa SA and sailed to France.

How did Remontowa manage to carry out all the work in such a short time? Specialists from the shipyard went to Cherbourg to start working on the ferry before its arrival in Gdańsk. During the cruise, the shipyard's team intensively cooperated with the French mechanics responsible for the main engine room and auxiliary engine room. This allowed them to save time and properly plan the production capacity necessary to perform all tasks in the shipyard; when the ferry arrived at the wharf, workers, specialists, and mechanics were ready to get on board and start work.

In addition to overhauling the main and auxiliary engines, the pumps, the steering gear elements, the hydraulic system for the stabilizers, and the crankshaft seals on the four main engines were also repaired. The ship also underwent maintenance work



*Mont St Michel* (left) and *Barfleur* moored head to head at Remontowa.  
Photo: Skyland

on car decks, pipelines, and electrical work.

A large scope of work was also carried out on the ferry *Mont St Michel*, which also regularly visits Remontowa Shiprepair Yard SA. This time, general repairs to the four main engines as well as to the auxiliary engines and pumps were carried out.

Work was also carried out in the hotel department as well as numerous steel works in various parts of the ship, including repair of ramps at the bow and stern.

Both of these Brittany Ferries met in the Polish shipyard, mooring board to board. *Mont St Michel*, which was the first to arrive at the shipyard, left soon after *Barfleur's* arrival. •

We help ship owners to make their ships more environmentally friendly

# Pro-ecological *Stena* *Scandinavica*

In January 2018, *Stena Scandinavica*, one of the largest car-passenger ferries in the fleet of the renowned Swedish shipowner Stena Line, moored at the wharf of Remontowa Shiprepair Yard SA in Gdansk.



*Stena Scandinavica* is a frequent visitor to Remontowa SA.

Photo: Sławomir Lewandowski

A ship with a length of 243 m, a width of 29.3 m, a gross tonnage of 57,958 units, a loading length of 3,800 m, able to take on board 1,300 passengers and 300 cars, operating on the Gothenburg (Sweden) - Kiel (Germany) line. It was built in 2003 in the South Korean ship-

yard Hyundai Heavy Industries as *Stena Britannica II*.

This is its second visit to the Remontowa SA yard. In 2010, it came here under the name *Stena Britannica* for a large conversion. Back then, we built





Apart from being retrofitted with scrubber, the ferry has received silicone coatings applied on its hull.  
Photo: Slawomir Lewandowski

100 new passenger cabins on the ferry and a public space - restaurants, bars, kitchens, arranged in a more modern way. The ferry left the shipyard with a new name on the shipboard.

In March 2014, a new 90-ton bulbous bow was installed on the vessel at Remontowa SA. Two years ago, our shipyard workers also carried out an emergency repair at an expedited pace.

This year, the most important point in the repair schedule was the installation of scrubber - a system that radically limits the emission of sulfur to the atmosphere in the exhaust gases generated by the ship's engines.

The implementation of this service was carried out from the initial design of the system, through the supply of

scrubber, assembly and commissioning, to handing over to the shipowner.

So far, Remontowa S.A. has made over 40 such installations on several dozen ships of leading European shipowners.

In addition to the installation of the flue gas desulphurization system, the scope of work on the ferry was very wide. 110 tons of steel were processed, 15 kilometres of cables and approx. 10 km of pipelines were laid. The exhaust system was also replaced with four main engines, and silicone coatings were placed on the hull.

Stena Line has been undertaking environmentally-friendly activities on a large scale for several years now, systematically implementing more environmentally friendly technologies on its

ships. These include scrubbers, ecological propulsion types, or the installation of more streamlined bulbous bows which reduce fuel consumption. A significant number of such projects have been commissioned by the Swedish operator to Remontowa SA.

Let us also remind you that in 2014, the *Stena Germanica* ferry was converted in the shipyard. The ship has been adapted to be supplied with methanol, a colorless biodegradable fuel that can be produced from natural gas, coal, biomass, and even CO<sub>2</sub>, reducing sulfur emissions by 99%, nitrogen by 60%, and carbon dioxide by 25% compared to currently used ship fuel.

The modernized, pro-ecological *Stena Scandinavica* left Gdańsk in February this year. •

Our new client - *Princess Anastasia*, property of Moby SPL

# The Princess after renovation

After repair, the car- passenger ferry *Princess Anastasia*, belonging to Moby SPL, left the Remontowa Shiprepair Yard SA company. This was the first ship from this shipowner to visit the shipyard.

*Princess Anastasia*, 176.8 m long and 32 m wide, has 834 cabins and can take on board 2,500 passengers and over 300 crew members at one time. This is one of a record number of ferries that have joined the Remontowa SA shipyard in the first quarter of 2018.

However, this one is unique, not just because it was in this shipyard for the first time.

This ferry is an example of a joint strategic venture between the Russian shipowner St. Peter Line and the Italian

The Princess in the dock.  
Photo: Slawomir Lewandowski







*Princess Anastasia of Moby SPL is a new client of Remontowa SA.*  
Photo: Sławomir Lewandowski

ferry operator Moby Lines from Milan, specializing in transport in the Mediterranean Sea. Both companies created a joint venture in 2017 called Moby SPL.

The ferry itself, built in 1986 under the name *Olympia* for use by the Viking Line, later known as *Pride of Bilbao* and sailing in the colors of P&O Ferries, in 2010 was sold to the Russian company St. Peter Line.

Anastasia Nikolaevna Romanova was the Grand Duchess of Russia, the youngest daughter of tsar Nikolai II of Russia, the last ruler of the Russian Empire and his wife Aleksandra Fiodorowna, and is commemorated by the current name of the ferry.

Since April of last year, the ferry *Princess Anastasia* has been operating cruises in the Baltic Sea, running on the St. Petersburg - Helsinki - Tallinn - Stockholm route. It is designed to at-

tract passengers from Italy; its decks are decorated with graphics by Riccardo Guasco, the world-renowned Italian painter and illustrator, whose works inspired by the work of artists such as Picasso, Depero, Munari and Rodari, are often also presented in advertising campaigns, magazines, books, calendars, and even... on playing cards.

Paintings on the decks are the result of his cooperation with Armando Testa, the largest Italian group specializing in advertising and communication.

Numerous attractions await passengers on the *Princess Anastasia* deck, among them the specialties of Italian and Mediterranean cuisine.

In Remontowa SA, the ferry underwent, above all, a comprehensive overhaul of three main engines and two auxiliary aggregates. A very important part of the work on the main engines

was the reparation of turbines and air coolers, because these elements have a very large impact on the engines' efficiency.

The reparation of the main engines, made in France, due to their complex construction was particularly difficult and constituted a big challenge for shipyard specialists.

The rescue equipment was replaced on the ferry and the MES (mass evacuation system) was also modified. The infrastructure relating to passenger service was also modernized. The refurbishing of equipment in the catering area of the ferry was carried out by furniture company FAMOS, belonging to the Remontowa Holding capital group.

During the stay in the dock, standard repair work was also carried out on the ferry, including equipment surveys, maintenance, and painting works. ●

Finnlines decides to lengthen two further vessels at Remontowa SA

# The project runs smoothly

**Finnlines** has entrusted Remontowa Shiprepair Yard SA in Gdansk, with the task of lengthening its two ro-ro vessels *Finnbreeze* and *Finnsea*, as a continuation of the entire lengthening programme executed at the Polish yard.

The Finnlines' EUR 70 million Energy Efficiency and Emission Reduction Investment Programme started in 2017 with the lengthening of its four Breeze series vessels: *Finntide*, *Finnwave*, *Finnsky* and *Finnsun* with an option for two additional ones.

In March 2018 Finnlines decided to exercise the option for the lengthening of *Finnbreeze* and *Finnsea*.

Thanks to the lengthening, the vessels will become more energy efficient and environmentally friendly by cutting emissions. Each one is to be lengthened with an approximately 30 m long insert, weighing some 1,500 tons each. After the modification the vessel is 217.7 metres long and has a capacity of around 4,200 lane metres.

The project has been executed on schedule. The first two vessels have al-

Finnsky lengthened by 30 metres at Remontowa SA.  
Photo: Sławomir Lewandowski





Upon its arrival at the yard, the ship's hull was cut and divided into two parts.  
Photo: Sławomir Lewandowski



ready been converted at Remontowa, while the third one was scheduled to departure by the end of March. The fourth vessel was expected to arrive in April and planned to be lengthened by the end of May, whilst the lengthening of Finnbreeze and Finnsea will be carried out in September–December 2018.

According to Finnlines, the first two vessels, Finntide and Finnwave, have already been operating in their extended length.

- These two lengthened vessels in addition to the previous four, will help us meet increased demand and enable us to serve our customers more efficiently - says Tom Pippingsköld, CFO of Finnlines.

- One of our strategic decisions is to focus on improving our operational performance. This decision to lengthen another two vessels will help us to

increase competitiveness and improve efficiency of capital employed on our fleet. This investment is also in line with sustainable development: by increasing our energy efficiency further we will contribute to reducing emissions per transported tonne - he emphasizes.

The most important task is to lengthen the ship by 29.5 m, as well as to adjust the new insert to the existing hull. It has proved to be a great technological challenge. In the final phase of the project, the ship is delivered to the owner according to the rules and rigour being very similar to those applied to new ships, as virtually all ship systems are discontinued due to cutting of the hull. All the sections must fit to the last millimetre, with surgical precision.

As Michał Habina, the CEO of Remontowa SA explains, the lengthening of the Finnlines' ro-ro vessels is of primary importance for the ship-





The steel insert before being welded and integrated into the ship's hull.  
Photo: Sławomir Lewandowski

yard. Remontowa has vast experience and a long track record in lengthening or shortening projects as well as in virtually any kind of ships' conversions.

- Good cooperation between Remontowa and Finnlines has continued for years - Habina emphasizes.
- We have already converted its vessels as Fin-

npartner, Finntrader and Finnclipper. Many other Finnlines-operated ships have also been serviced and modernized in our docks. We are very happy, to help the renowned Finnish owner to make his ro-ro fleet both more efficient and more friendly for the environment - he adds. ●

We host the largest self-discharging bulkers

# A giant which was given a second life

In the beginning of 2018, two massive twin ships called at Remontowa. One of them triggered our memories...



Yeoman Bridge in the largest dock of Remontowa SA.  
Photo: Sławomir Lewandowski





In 2018 *Yeoman Bontrup* underwent significant renovation work at Remontowa SA.  
Photo: Sławomir Lewandowski



Almost 9 tons of steel being internal structure and external sheathing was exchanged on the *Yeoman Bridge* self-discharging bulk carrier.  
Photo: Sławomir Lewandowski

Almost 250 metres long, *Yeoman Bridge* underwent renovation, during which almost 9 tons of steel being internal structure and external sheathing was exchanged. This year in February, a twin unit - *Yeoman Bontrup* arrived at Ostrów Island.

Both bulk carriers have regularly moored at Remontowa SA for several years, undergoing scheduled surveys. However, the second above-mentioned ship was particularly memorable. At the end of 2010, she arrived at the shipyard for a complicated and time-consuming reconstruction.

A few months earlier, during mooring at the aggregate terminal at Glensanda, on the Morven peninsula in Scotland, a dangerous fire broke out on the bulk carrier (the conveyor belt of the aggregate caught fire), which in turn caused a dangerous explosion in the steering

gear room, the force of which ejected part of the stern deck together with superstructure.

Reconstruction of the unit after the fire was, at that time, one of the largest shipyard production tasks. Winning a contract to perform this prestigious and very complicated task was not easy. The choice of our offer was decided by the trust we had with the shipowner, with whom we have been cooperating for many years.

At the beginning of 2015, we installed a desulfurization system (scrubber) on the bulk carrier. *Yeoman Bontrup* had become an environmentally friendly ship, not only because during fuel consumption, much less sulfate is now released into the atmosphere. Scrubber also allows more efficient burning of heavy fuel and more economical and efficient operation of the ship.

During this year's visit to the Remontowa SA shipyard, *Yeoman Bontrup*

underwent significant renovation work. In the holds, approx. 33 tons of steel were replaced - of which 8,7 tons was in the tanks and 24,2 tons on the bulkheads of the holds. In addition, on the lower parts of the bulkhead and sides of the holds, a surface of approx. 241 sq m Teflon plates have been added which are attached to the ship's structure. They enable better load transfer onto conveyor belts, preventing damage to the steel structure of the hold.

There were numerous steel works, among others locksmith work and steel repair. All hatch covers were removed, and rubber gaskets replaced. Measurements were made on the rudder and the propeller was polished. The dock work also included an inspection of outboard valves as well as painting and maintenance of the hull.

The painting of the sides of the holds was carried out by Remontowa Coat-

ing & Equipment from the Remontowa Holding group, while a company indicated by the shipowner was responsible for painting the bulkhead. Our specialists helped this company in obtaining access to the cargo hold in shipbuilding conditions, thanks to a proprietary solution that saved our client time and money.

*Yeoman Bontrup* (previously named *Western Bridge*) was built in 1991 in the Japanese shipyard Tsunishi Tadotsu Factory. The overall length of the ship is 249.9 m, width - 38 m, speed - up to 15 knots and draft - 15 m.

The ship is owned by the British company Western Bridge Shipping Ltd and managed by SMT Shipping. The bulk carrier is distinguished by a characteristic red hull and superstructure, as well as the boom conveyor used for unloading, placed in the front of superstructure,

in the axis of the ship. The unit is designed for the transport of aggregate. She visited the ports in the Triple City

area several years ago with a cargo of aggregate for the construction of the Pomeranian Metropolitan Railway. •



On *Yeoman Bontrup*, measurements were made on the rudder and the propeller was polished.  
Photo: Sławomir Lewandowski



Unlucky cruise of a new ship with a happy shipyard ending

# Ronia Diamond as good as new

**It is extremely unfortunate that a newly built ship, only two months after being handed over to its owner, would run aground and suffer serious damage. However, even after such an event, this unfortunate fate can be reversed, as was proved by the story of the ship *Ronia Diamond*.**

It is one of the most modern ships in the world, designed for loading and unloading fish direct from breeding grounds. It is fully equipped for transporting fish in open, closed, and semi-open cargo tanks with the use of UV radiation. The tanks can hold up to 500 tons of cargo.

The shipowner is Sølvtans, the world's largest company operating ships for the transport of live salmon and trout. It is a leader in the development of environmentally friendly technology for a "closed system" of transport, limiting the risk of infection, having a positive impact on animal welfare, and ensuring cost-effective transport and handling of fish.

*Ronia Diamond*, with a hull built and partly equipped by one of the Polish companies operating on the site of the

former Gdańsk Shipyard, was equipped and delivered to the shipowner by the Norwegian shipyard Kleven Myklebust from Gursken. At the end of December 2017, instead of sailing to the recipient with the next load of Norwegian salmon, it headed towards the friendly Baltic Sea, finally arriving at Remontowa Shiprepair Yard SA in Gdansk.

The reason for this change of plans was the event that took place on December 14, of the last year. In the morning, the ship had settled on the rocks near Klo in the archipelago of the Vesterålen islands, in northern Norway.

- What actually happened? They made a wee miscalculation and veered slightly off course - Sølvtans Managing Director Roger Halse-

bakk, told Norwegian portal Salmon-Business.com.

The crew was forced to direct an 80-meter ship to the Sortland port, where divers checked the hull cover, which, as it turned out, required immediate repair.

The unit underwent the first repair in the Norwegian shipyard Myklebust Verft AS from Gursken, which allowed it to cruise to Gdansk. The task of the Remontowa SA shipyard was to restore the ship to its condition before the collision with the rocks.

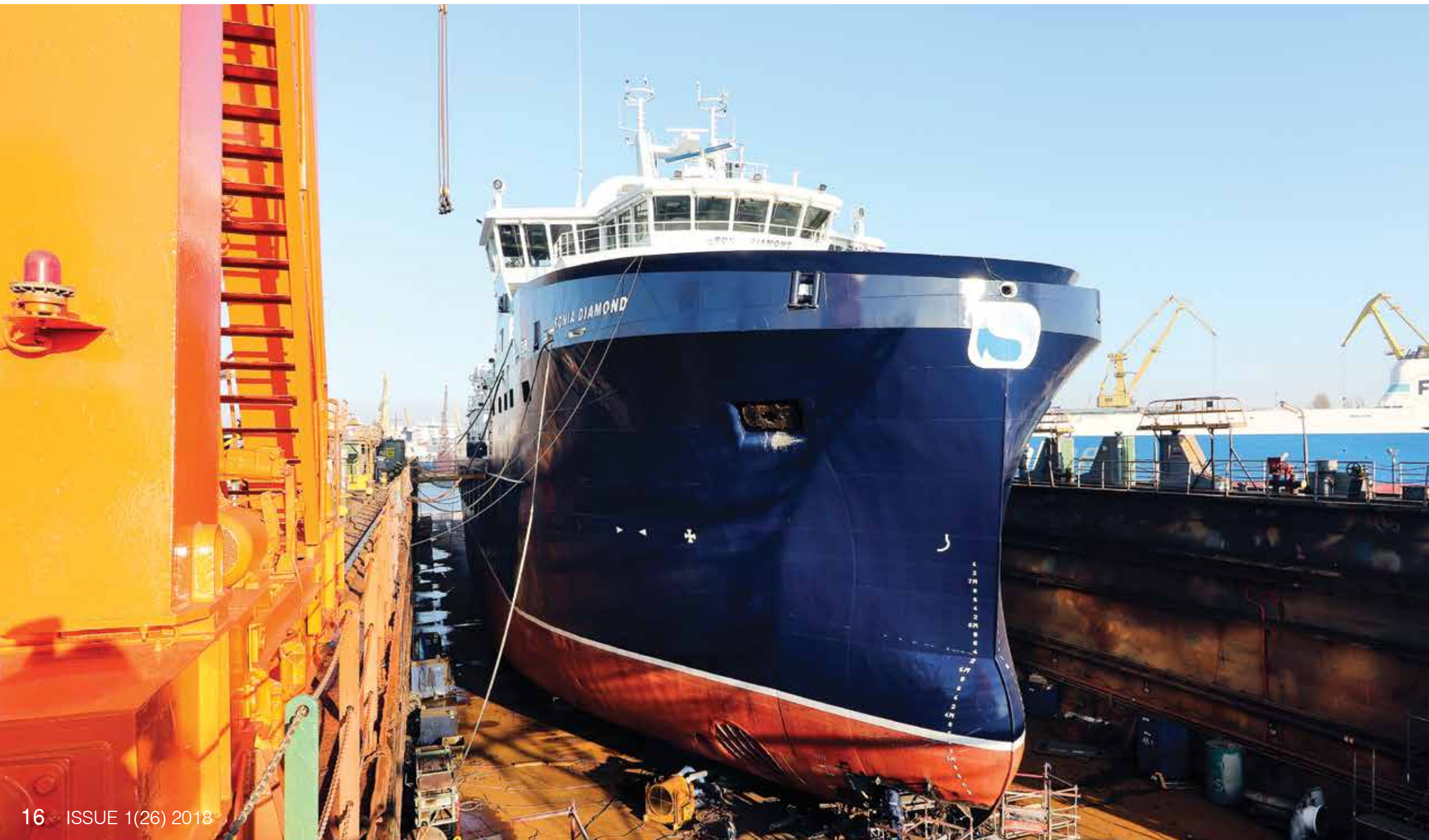
After entering the Polish shipyard on December 29, 2017, *Ronia Diamond* immediately went to the floating dock. Inspection showed the scale of damage to the hull to be extensive. The length of the cover to be replaced was about 25 metres and extended from the bow to the area around the 77th hull frame. In addition to the outer shell, part of the internal structure of the hull also required replacement.

During the reparation work, many components and devices including the pump were dismantled and repaired. Shipbuilding specialists in Remontowa reconstructed all the damaged installations in the interior of the ship and the cargo tanks and pumping station were painted using so-called metallizing coating.

The shipowner's wish was that after the renovation the ship would be like new. This aim has been successfully achieved.

Sølvtans was founded in 1986 and has its headquarters in Ålesund, Norway. In Chile, Sølvtans has its office in Puerto Montt. The company's fleet consists of 21 modern workers, mainly employed on the basis of long-term contracts with leading fish farms in Norway, Scotland, Canada, Chile, and Australia.

Most of the vessels owned by this company are called "Ronja" after its two heirs, Robin and Anji Halsebakk. •



We took care of *Ronia Diamond* reverting her to the previous state.  
Photo: Photo: Sławomir Lewandowski



We have hosted navigation students from Norway

# To see the ships from the "other side"...

On February 2, 2018, a nearly 30-person strong group of navigation students from Maritime Students Navigation of Bergen visited the Remontowa SA shipyard in Gdansk. As it turned out, the choice of this location was not accidental.



Sondre Maelumshagen (from left) and Erlend Grimen in Remontowa.  
Photo: Sławomir Lewandowski



A family picture of Norwegian visitors taken on the Front Quay at Remontowa SA.  
Photo: Sławomir Lewandowski

One of the Norwegian students got in contact with the shipyard on the recommendation of a superintendent who had previously been here several times with a ship under repair. A few months ago, the student sent an e-mail asking if a group of navigation students from Bergen, who wish to work at sea in the future, could visit the Polish yard.

The Norwegians had arrived in Gdańsk the day before. They explained that it was the last year of their studies and the trip was also an opportunity to integrate the whole group. They came to Gdańsk to learn, hence their arrival at the Gdańsk island of Ostrów, where "the heart of the Polish shipbuilding industry" beats.

- Until now I had only had the opportunity to see small Norwegian shipyards, a shipyard as large as this one, I have never seen before. It is amazing, such are the ships being repaired here - said Sondre Maelumshagen, a participant on the trip.

- There is something I have not seen before in any other shipyard, hundreds and even thousands of shipyard workers who work here and such a huge amount of traffic on the street, it all looks a bit like a small town - adds Erlend Grimen.

- It is a great opportunity for my students to see a large shipbuilding organization, which would be difficult in Norway. Another thing is the differ-

ent types of ships that are mooring at the wharves or being serviced in the docks. We could also observe how a large shipyard and its departments work. For us, it is a very valuable experience - emphasizes Eirik Skale, lecturer at Maritime Students Navigation and group supervisor.

During several hours spent here, guests from Norway saw, among other things, production halls, a shipyard fire brigade unit for rescue services, and they also boarded several ships, including the Norwegian ship *Ronia Diamond*. At the end of their visit, they went to the Front Quay, from where they could see one of the most beautiful views of the shipyard. •





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