

65 1952-2017

Tanker reborn as FSO

Pages 5-6

Inserts grow like weeds

Execution of the contract for
lengthening vessels for Finnlines
happens extremely quickly

Pages 3-4

Grand painting... and more

Giant ships
in the shipyard docks

Page 10-11

Prestigious award

Remontowa Holding ranks second
among Polish export leaders

Pages 13



Ballast Water Management Convention comes into force...

From 3 to 7 of July, the 71th session of the IMO Marine Environment Protection Committee (MEPC 71) was held at the IMO headquarters in London.

The Committee approved a resolution containing a revised implementation scheme for ships to comply with the D-2 biological standard under the Ballast Water Management (BWM) Convention. The revised scheme will be considered by Member States for adoption at MEPC 72 which is scheduled from 9 to 13 April 2018.

The BWM Convention was adopted in 2004 in order to prevent the adverse effects to the marine environment caused by the transfer of ballast water on board ships. The Convention requires ships to conduct ballast water exchange offshore or through BWM systems which meet the standard for the discharge of ballast water. Since the condition of entry into force has been met upon the ratification by Finland on 8 September 2016, the Convention enters into force on 8 September 2017.

As a result of the discussion, the installation schedule for new ships and existing ships, was approved.

New ships the keels of which are laid on or after 8 September 2017 shall install the system at its delivery.

Existing ships which completed IOPP (International Oil Pollution Prevention) renewal survey between 8 September 2014 and 7 September 2017 shall install the system at the first renewal survey following the date of entry into force of the Convention.

Existing ships other than the above shall install the system at the second IOPP renewal survey following the data of entry into force of the Convention, or the IOPP renewal survey on or after 8 September 2019, whichever occurs first.

Existing ships which are not required to possess IOPP certificates (oil tankers of less than 150 gross tonnage and ships other than oil tanker of less than 400 gross tonnage) shall install the system not later than 8 September 2024.

Additionally, ships of 400 gross tonnage and above to which the Convention applies are required to possess the valid Certificate before 8 September 2017, the date of the entry into force of the Convention, irrespective of the System is installed or not.

Remontowa SA has expertise, experience and infrastructure for installing BWM systems. We are ready to assist shipowners who want to have their ships complied with the new legislation.

Grzegorz Landowski
Editor-in-Chief



3 Inserts grow like weeds Execution of the contract for lengthening vessels for Finnlines happens extremely quickly

5 Tanker reborn as FSO One of the most sophisticated offshore projects in Europe is nearing completion

6 Our contribution to new inspection techniques Semi-sub upgraded at Remontowa receives DNV GL's first offshore drone survey

8 REM LIFT 25000 class renewal Survey with the use of drones

9 Returning after five years Overhauls of British Point class vessels

10 Grand painting... and more Giant ships in the shipyard docks

13 Prestigious award Remontowa Holding ranks second among Polish export leaders

14 A Polish invention At the Remontowa Shiprepair Yard we have constructed 11 floating docks

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REMONTOWA
HOLDING

Execution of the contract for lengthening vessels for Finnlines happens extremely quickly

Inserts grow like weeds

Standing near the semi-submersible barge *REM LIFT 25000* mooring by the shipyard quay, one might hardly see the steel constructions installed onboard. These are the two inserts lengthening the ship-owner Finnlines vessels.



Finntide is the first vessel from the "Breeze" series to arrive at the shipyard and to be lengthened at Remontowa SA.

Photo: SHIPSINFO.COM

The first is constructed for *Finntide*, the first of four Ro-Ro vessels to be lengthened at Remontowa SA. The *Finntide* is scheduled to visit the shipyard in September. The whole contract, i.e. lengthening all four ferries, is to be executed by May next year.

Ro-ro *Finntide* vessel, cruising on a fixed line "Travemünde (Germany) – Uusikaupunki (Finland)" was built in a Chinese shipyard, Jinling Shipyard (Nanjing), in 2012. It has a total length

of 188.37 m, width of 26.51 m, deadweight of 11 029 t, draught of 5.6 m, approximate speed of 16 knots, and a maximum speed of 23.4 knots. After the reconstruction in Remontowa Shiprepair Yard SA, the vessel's length will be 217.87 m.

The project, so important for both the shipyard and the Finnish fleet operator, is executed extremely fast. The contract for lengthening the four ferries was signed on the 31st of March and



The first steel section weighing 55 t for the insert destined for *Finntide* was laid onboard the semi-submersible barge *REM LIFT 24000* on the 29th of June 2017.

Photo: Jerzy Uklejewski

on the 19th of May there was already the first ceremonial plate gas cutting, while on the 29th of June, onboard the semi-submersible barge *REM LIFT 24000*, the first steel section for insert was laid. It was a base construction for *Finntide* vessel weighing 55 t.

Building such an insert is logistically complicated and so, particular sections are constructed in several places in the shipyard. The section was transported by a shipyard floating sheerleg and pulled onboard *REM LIFT 24000* barge. This marked the beginning of building up of the base section comprised of six steel elements. In the next days, the rest of the sections were laid down, thus creating the entire giant in-

sert for *Finntide* ferry, a construction consisting of 26 "lego pieces". The comparison is very accurate as all the sections must fit to the last millimetre.

In late August, when we passed this issue for printing, three inserts were under construction. Two of them were constructed onboard the semi-submersible vessel *REM LIFT 24000*, and the other in a production shipyard Remontowa Shipbuilding, member of Remontowa Holding group.

Plate gas cutting for the fourth insert, also constructed in Remontowa Shiprepair Yard, is planned for September. The shipyard places special emphasis on regularity and complying to the works schedule.

In the final phase of project execution, schedules focus on building inserts. Each one of them weights 1500 t, being 29.5 metres long, 26.5 metres wide and 23.5 metres high.

Insert no. 1, aimed to lengthen *Finntide* ferry in late August, was ready to have its hull works finalised. The next phase was maintenance and painting works. To avoid any conflicts that might appear when building two inserts onboard *REM LIFT 24000* barge, and for optimal use of shipyard infrastructure, the first insert was to be transported on the submersible sister-barge *REM LIFT 25000*, from which, after finishing maintenance and painting works, it was planned to be launched. ●

One of the most sophisticated offshore projects in Europe is nearing completion

Tanker reborn as FSO

The former shuttle tanker *Hanne Knutsen* will get a new life as a Floating Storage and Offloading vessel after conversion at Remontowa SA. The changes make her prepared for operations on the Martin Linge field.

Hanne Knutsen
converted into an FSO
vessel at Remontowa SA.
Photo: Remontowa SA



The Martin Linge oil and gas field is located in the North Sea approximately 180 kilometres west of Bergen, Norway. The project partners are Total E&P Norge (51% operator), Petoro (30%) and Statoil (19%).

Total E&P Norge is leasing the *Hanne Knutsen* from KNOT FSO 1 AS, a wholly owned subsidiary of Knutsen NYK Offshore Tankers AS, for operations on the Martin Linge field. After delivery, the FSO unit will be chartered to Total E&P Norge for eight years plus up to four optional years.

Hanne Knutsen arrived at the Gdansk-based yard in the end of 2015. Remontowa SA together with the Owner's team had commenced necessary preparations

long before that date. Most of the prefabrication was done at that time.

In April 2015, the first steel cutting for the prefabricated structures took place, attended by numerous representatives of involved companies. Svein Berg of Total (FSO Construction Site Representative, Total E&P Norge AS) commenced the first steel cutting by starting up the plasma machine.

The tanker underwent a complete transition. As a result of this, the main deck has been dramatically changed. Cargo tanks have been rebuilt in order to make space available for the wash tank process, where oil is purified and separated from water.

The weight of the vessel before conversion was just less than 30,000 t. When the conversion to an FSO is completed, the ship weighs almost 37,000 t.

Additional division arrangement of cargo tanks was made, as well as installation of new piping. Furthermore, new electrical and electronic systems and an aft offshore offloading system have been installed.

The existing helideck has been replaced with a new structure serving the same purpose, placed higher, and protruding over the edge of deck (beyond the ship's side). The hull structure has been modified to fit a submerged turret loading buoy system.

New safety systems and some 30 major equipment sets have also been installed. The accommodation block (superstructure) has been through a significant makeover and refurbishment, including installation of new piping and HVAC (heating, ventilation and air conditioning). In addition comes architectural upgrades and last, but not least - new furniture. As a result, the living quarters includes rooms for 40 people, split on three decks.

The converted Martin Linge FSO will feature a remote-controlled system which allows the processing of oil and water to be controlled from a Central Control Room at Total's Onshore Operations Centre at the main office in Stavanger, Norway. The Martin Linge field, including the FSO is supplied with electricity powered from shore through the world's longest high voltage AC sub-sea cable. This makes the Martin Linge FSO more environmentally friendly with regards to CO₂ emissions.

The transition to an FSO is very likely one of the most technically advanced conversion projects recently executed in Europe and now it has entered its final phase.

During the past summer months intensive installation works were carried out, including assembly of electrical systems as well as ventilation and air-conditioning devices.

In August commissioning procedures, start-ups and final acceptance tests commenced. More than 30 kilometres of piping systems have been installed and above 400 kilometres of cables have been laid during the ship's metamorphosis.

The Martin Linge FSO Project is a priority and a prestigious task for Remontowa SA. Every day hundreds of the shipyard's employees and sub-contractors are involved in the conversion. There have been more than 2 million man-hours worked so far without any incident which is a significant achievement.

Training has been carried out in HSE in line with health and safety at work regulations and employees on site have focused HSE through Safety Stand Down meetings. Excellent cooperation between Remontowa SA, Knutsen and Total representatives have also contributed to the safe execution of the conversion. •

Semi-sub upgraded at Remontowa receives DNV GL's first offshore drone survey

Our contribution to new inspection techniques

DNV GL surveyors have carried out the classification society's first offshore drone survey on the semisubmersible vessel *Safe Scandinavia* in the North Sea. Remontowa SA hosted the platform in 2014. The first tests of the new remote inspection techniques were also done at the shipyard which has been cooperating with DNV GL for years.

DNV GL has carried out its first offshore drone survey on board the tender support vessel *Safe Scandinavia*.

Photo: DNV GL



DNV GL surveyor Fryderyk Hoga begins the drone survey on board *Safe Scandinavia*.
Photo: DNV GL

The *Safe Scandinavia* 25,383 GT tender support vessel (TSV) is owned and operated by Prosafe, supporting Statoil's drilling operations off the coast of Norway. Using camera-equipped drones, DNV GL's drone pilots checked the TSV's fairleads and their connection with the vessel's two columns as part of the intermediate survey.

- Innovation is one of Prosafe's core values. We are very pleased that we chose to try the drone survey, as it helped us optimize our survey requirements and allowed us to save significant amounts of time and money. Normally, this kind of operation would cause disruption to our client for several days. The drone survey took only a few hours and was just as effective - says Ian Young, Chief Operating Officer at Prosafe.

Prosafe is a leading owner and operator of semi-submersible accommodation vessels. The company owns/operates eight semi-submersible accommodation, safety and support vessels and one tender support vessel (TSV) that is providing drilling support services on the NCS - a fleet, that consists of a combination of dynamically positioned and anchored vessels.

-This was a great opportunity for us to demonstrate our drones' abilities to check the condition of remote external components in challenging offshore conditions. The inspection only required the semi-submersible to de-ballast, then we flew the drone approximately 25 metres below the main deck to check the condition of the fairleads and their connections to the

columns that hold up the TSV. With wind speeds of approximately 15 knots, this went very well and the survey showed that the fairleads and their connections were in a good condition - explains Cezary Galinski, Project Manager Classification Poland at DNV GL.

The classification society has carried out multiple drone surveys on both ships and offshore units, inspecting many areas on board, ranging from tanks and cargo holds to external structures such as jack-up legs. The inspection of such spaces can be both costly and time consuming, and even in some instances potentially dangerous. Using drones to visually check the condition of remote structural components can significantly reduce survey times and staging costs, while at the same time improving surveyor safety.

DNV GL has built a network of trained drone pilots based in Gdynia, Piraeus, Singapore, Houston and Shanghai. This allows drone survey inspections to be offered from any of these hubs. At the same time, DNV GL is developing guidelines and updating our rule set to reflect the use of remote inspection techniques.

It's worth recalling, that DNV GL's first attempts and early development of the new method, as far as drone inspections are concerned, took place at Remontowa SA, too.

In January 2016 DNV GL announced it had completed several tests using drones to support the hull survey of two vessels. Conducted by the classification team based in Gdansk, Poland, the tests took place at the Remontowa Shiprepair

Yard - as revealed in DNV GL's news release.

Safe Scandinavia itself also happens to be the offshore mobile unit to be refurbished and upgraded at Remontowa SA.

The Prosafe operated accommodation and workshop unit (or tender support vessel) arrived at Remontowa SA late November 2013, to undergo repairs, maintenance and upgrade. It was actually the fourth unit serviced by Remontowa for Prosafe, with the previous being: *Safe Caledonia*, *Safe Esbjerg* and *Safe Bristolia*.

The focus and aims of the project were, amongst others, to increase her mooring capability (by replacing 12 mooring winches and anchor cables), replace the original deck cranes and refurbish the cabins. Berth cabin modules have been replaced with new ones, hulls and columns maintenance and painting have been performed with the unit lifted up on the shipyard's own heavy-lift barge *REM LIFT 25000*. As most of the extensive range of works, mentioned above, had been completed - the undocking of the unit went smoothly on a fine, sunny day of March 8, 2014.

The works were carried out by the shipyard through mechanical completion procedure till full commissioning. Remontowa SA delivered the converted rig as well as the full documentation (mechanical completion documents) reflecting the actual state of the floating unit after completion of the project. The platform departed from Remontowa SA on 13th of April 2014. •



Survey with the use of drones

REM LIFT 25000 class renewal

It has been 5 years since Remontowa Shiprepair Yard SA bought the semi-submersible barge *REM LIFT 25000*. As with any other vessel, it needed a class renewal and this meant docking.



After completion of modernisation, the platform was undocked.
Photo: Remontowa SA

Docking was conducted at night time in difficult conditions but, thanks to the highly professional and efficient operators, the docking was successful. It was supervised by the shipyard's specialists and class surveyors from the Polish Register of Shipping (Polski Rejestr Statków).

Most of the work was focused on surveying and painting the underwater section of the hull, checking the bottom-side fittings, measuring the thickness of plating on a lower part of the hull, and installing additional zinc anodes, etc.

However, the most interesting operation performed during the docking was the survey of ballast tanks with the use of drones. This was an innovative project on a European scale.

During this survey, a total of 25 tanks were checked. The method was very effective and it turned out that, despite very intense exploitation of *REM LIFT 25000*, including numerous dockings of enormous oil rigs modernised in Remontowa Shiprepair Yard SA, from different seas, the lower plating of the submersible section of the vessel is in very good condition.

This was the third docking of *REM LIFT 25000*. The first docking of this very specific vessel, whose aim is to lift heavy large-scale cargos, was performed immediately after it was bought in order to perform a general survey and necessary modifications that would satisfy the shipyard's production needs. It was then docked during an intermediate survey, three years after a class renewal.

Before its third docking for a class survey in 2017, an oil jack-up platform Petrobaltic owned by Polish company Lotos Petrobaltic was on board *REM LIFT 25000* for five months. The shipyard performed a modernisation of the underwater part of this facility before the contracted deadline and upon finishing the platform, it was undocked on June 7th this year.

After that, the barge had the steel elements which previously supported the *Petrobaltic* platform dismantled and its board cleaned. By doing this, *REM LIFT 25000* was prepared for its new task which is lengthening Ro-Ro vessels owned by *Finnlines*. For efficient task completion, two semi-submersible barges owned by Remontowa Shiprepair Yard SA will be used, being *REM LIFT 24000* and *REM LIFT 25000*. •

Overhauls of British Point class vessels

Returning after five years

***Hartland Point*, *Hurst Point*, *Anvil Point*, and *Eddystone* are four British merchant Ro-Ro vessels that, apart from undertaking civilian tasks, may also be used for military transport. Remontowa Shiprepair Yard SA signed a contract to overhaul these vessels.**



Hurst Point during its stay at Remontowa SA.
Photo: Jerzy Uklejewski

The first vessel to undergo repairs was *Hartland Point* in June. In July, *Hurst Point* arrived and in the following month - *Anvil Point*. *Eddystone* has its arrival scheduled for September.

Point class consists of six vessels. These vessels mostly transport cars with container trailers. They might also be used as service vessels for the British Armed Forces with the aim of transporting strategic military cargos



and vehicles. In times of crisis, these vessels can become part of the British Armed Forces and within a short time be used for military purposes. Four of them were constructed by a German shipyard, Flensburger Schiffbau-Gesellschaft, and the remaining two by a Belfast shipyard, Harland & Wolff.

Hartland Point was built in 2002 in a British shipyard and it flies the Great Britain flag [Union Jack]. The vessel has several decks with a total load line of 2650 metres length which can contain motor vehicles. The ship can also transport 130 armoured vehicles and 60 trucks if necessary. It has a total length of 193.3 m, width of 26.07 m, deadweight of 13 274 t, draught of 5.6 m, and an approximate speed of 21 knots. The ships visiting Remontowa are Foreland Shipping owned and Andrew Weir managed.

Harland Point was the first vessel to undergo an overhaul at the Remontowa Shiprepair Yard SA. During the docking, maintenance and painting of the hull, chimney, front of the superstructure, and crane were conducted, as well as maintenance of internal ramps and the lower deck.

The overhaul also included dismantling the line shaft, modernising stern seals, repairing plating on the lower part of the hull (changing approx. 20 tons of steel), and repairs to the stern ramp. Electrical installations on the bridge were modified and the whole radio navigation system was changed, including antennae, radars, wires, and navigation lights. 19 crew cabs and 4 social rooms were renovated. A particularly important operation included replacing the whole hydraulic system and exchanging all lubricating oils for biodegradable oils.

It is also worth mentioning that this was not the first time the vessels visited the Remontowa Shiprepair Yard; all four were repaired here in 2012. Additionally, the shipyard installed a complete Ballast Water Treatment system on the *Eddystone* vessel. •

Giant ships in the shipyard docks

Grand painting... and more

On the list of the largest vessels serviced in Remontowa Shiprepair Yard SA during the first 8 months of 2017, the first three are a huge container vessel with a total length of 294.1 m, a vessel currently being converted into an FSO vessel, with a total length of 265.1 m, and a tanker with a total length of 264.5 m.



Hafnia Green in the dock no. 3
Photo: Cezary Gierszewski/5XMEDIA

These, of course, are not the biggest vessels in the world. In terms of size they are smaller than, e.g. the container vessel *OOCL Hong Kong* which is 400 m long and 60 m wide and visited the container terminal DCT in Gdansk this year.

But for the biggest shiprepair yard in Poland, and one of the biggest in Europe, able to service every ship with a maximum length of 300 m capable of passing through the Denmark Straits and entering the Baltic Sea, these are real giants that require special

treatment, especially because they usually need a lot of work.

This was true for the longest vessel, that has visited Remontowa Shiprepair Yard SA so far in 2017. The container ship *Seago Piraeus* featuring total length 294.1 m, max. width 32.2 m, deadweight 53 807 t and GT 48 788, owned by Maersk, entered the longest dock no. 6 this year and, after the repair, was successfully undocked.

The ship is huge so there was lots of work to perform, including painting which was truly a grand-scale

operation - covering 12 thousand m² of the underwater part of the hull and 5.5 thousand m² of the surface part of the hull with paint. This was preceded by cleaning the hull and fouling. Before the painting, the dock also had to be properly cleaned. Maintenance and painting works were conducted by a cooperative company, Remontowa Coating & Equipment, which belongs to Remontowa Holding capital group. Preparation of the hull and dock was necessary to coat the sides of the underwater section with silicone. The





The giant while being painted - the Danish container ship.
Photo: Jerzy Uklejewski



Navion Oceania moored at the shipyard quay.
Photo: Jerzy Uklejewski

flat bottom of the vessel was covered with antifouling paint.

Additionally, many installations and systems on the vessel were repaired, including the bow thrusters, the fuel tanks were cleaned and a detailed survey of the on-board equipment was conducted, together with replacement of damaged or worn parts. Metal works on board and joinery works in the superstructure were also surveyed.

The comer hasn't been the only record-breaker among the huge container vessels that underwent a complete service in Remontowa Shiprepair Yard SA. The next vessel to undergo an in-dock maintenance survey in August was its 294 m long sister ship - *Seago Bremerhaven*. The works included large scale painting and applying silicone to the underwater section of the hull.

Another vessel belonging to the top three biggest ships serviced by the shipyard in the first 8 months of

2017 was a Norwegian tanker, *Navion Oceania* which underwent a class survey in Gdansk.

Navion Oceania is an oil products tanker constructed in 1999 in a Spanish shipyard, Astilleros La Naval - De Sestas, with a total length of 265 m, max. width of 42.5 m, deadweight of 126 355 t, gross tonnage of 72 449 t, side height of 224 m and overall draught (with cargo) - 19 m, flying the Bahamas flag.

It was not its first visit - 3 years ago it was also repaired here. Similarly to the aforementioned container ship, *Navion Oceania* was also berthed in the biggest dock in the Remontowa Shiprepair Yard SA.

One of the most important tasks was to survey its 18 cargo tanks. It was a CAP SURVEY, performed periodically on vessels working in the offshore oil and gas sector. The survey included checking steel construction in the tanks and measuring the steel thickness.

The project also involved main engines overhaul, including turbines and electrical engines, steering gear and other on-board equipment survey, together with their cleaning, marking, and calibration; numerous repair works, metal works in engine rooms and pump rooms, cables replacement in the helideck lightening and in-dock maintenance survey with hull painting.

Another ship painted in Remontowa, however not so big (182 metres long) as the above-mentioned was a chemical tanker *Hafnia Green*. The ship underwent its second five-year class survey. Among the works commissioned for the ship's stay at Remontowa, there were i.a. the overhaul of the main engine, repair of the tunnel thruster. An important part of the scope was also painting preceded by cleaning the hull and fouling. The ship's hull has been entirely painted including its underwater part and the propeller covered with silicone. ●

Remontowa Holding ranks second among Polish export leaders

Prestigious award

On May 29, 2017, in the hall of market indices at Warsaw Stock Exchange (GPW) the winners in the prestigious economy ranking of the "Wprost" weekly were announced. Second place on the "Ambassadors of Poland" listing, with top 100 of the Poland's largest exporters in 2016, was taken by the Remontowa Holding capital group.



Piotr Soyka (in the centre) with exports vice-leader award statuette during the ceremony at Warsaw Stock Exchange.

Photo: Grzegorz Landowski

The chairman Piotr Soyka, received the award, handed by „Wprost” weekly editor in chief, Jacek Pochłopeń.

„Wprost” weekly, once more announced the list of 200 largest Polish entrepreneurs, containing the companies with Polish capital (interests), where they have been ranked by sales value in 2016.

Among the hundred of largest exporters, Remontowa Holding ranking the second, had 81% share of exports in consolidated sales value. The first rank belongs to large Polish, state owned, mining and metals trading company KGHM Polska Miedź SA, so Remontowa Holding appeared as number one among the largest privately owned exporters, with Grupa Azoty SA (on 4th place) and oil and energy company Grupa Lotos SA (9th) among others in top 10.

Remontowa Holding is the only company representing the maritime sector in the „Wprost” ranking (design, construction, repairs and conversions of ships and offshore units, marine equipment). On the general ranking of the Poland's top 200 companies it was ranked 68th.

Greeting the chairman of Remontowa Holding in GPW hall, the editor in chief of „Wprost” weekly named him „the legend of Polish shipbuilding industry”. Piotr Soyka, accepting the award made some remarks on current very difficult situation on the shipping market including support sectors, such as yards. Nevertheless, as he emphasized, many companies manage to offer innovative products, successfully finding customers worldwide. •

At the Remontowa Shiprepair Yard
we have constructed 11 floating
docks

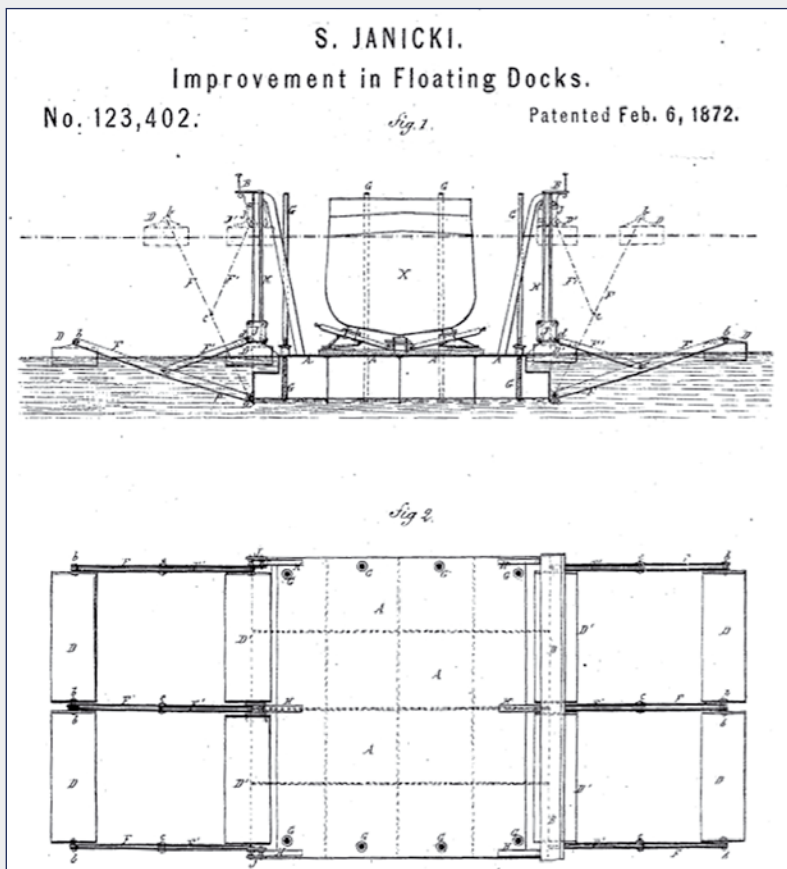
A Polish invention

The Floating dock was invented by a Polish engineer,
Stanisław Janicki, 146 years ago.

One half of the largest floating dock ever built by Remontowa Shiprepair Yard in 1978 under tow to Sweden. Photo: Remontowa SA



The idea of a floating dock patented by a Polish engineer Stanisław Janicki in 1871.



This information comes from the book *"Polish engineers of 19th and 20th century, Vol. VII, 100 most prominent Polish technicians"* (*"Inżynierowie polscy w XIX i XX wieku. Tom VII. 100 najwybitniejszych polskich twórców techniki"*), edited by Józef Piłatowicz and published by the Polish Association for the History of Technology in 2001.

This Polish engineer was primarily a bridge builder. He built, among others, Kierbedź Bridge - the first steel bridge on the Vistula river, constructed in the years 1859-1864 and based on the project by Stanisław Kierbedź.

As an employee of a French company, Janicki also made a significant contribution to the construction of the Suez Canal. His work was recognised by the French empress Eugenie and, on the opening day of the Suez Canal, November the 17th 1869, the empress decorated him with the Legion of Honour. Janicki's correspondence from the Suez Canal construction site was published in the newspapers of the Kingdom of Poland.

In 1871, Janicki patented an original idea for a floating dock designed for ship repairs in England. One year later, he patented the dock in the United States. The invention received positive feedback and was quickly put into general use.

Today's docks, as regards their functioning and stability, are almost the same as those built 140 years ago, constructed in the era of small wooden ships. The needs have changed, together with the development of technology, and floating docks have been modernised and equipped with many advanced devices.

Constructing floating docks is also rooted in the history of Gdansk Remontowa Shiprepair Yard, which this year celebrates 65 years of operations.

This shipyard has constructed a total of 11 floating docks! The first one, with a deadweight of 3.5 thousand t, was constructed in 1965. Some of them were constructed for the shipyard's own use (docks 1, 4 and 5, all of which are still exploited), the rest of them for use by other Polish shipyards and for export. The latter were sent to, among other places, Syria, Nigeria, and Bulgaria.

The biggest of them, with a deadweight of 55 thousand t, was passed to a Swedish shipyard, Gotaverken in Goeteborg in 1978. Its construction was supervised and passed to the Swedes by Piotr Soyka, current head of Remontowa Holding SA. Up until today, it is the biggest floating construction built in the area of the Baltic Sea. •



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