

REMONTOWA

SHIP REPAIR NEWS

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Remontowa? It's our life...

In 2017 we celebrated the 65th anniversary of Remontowa Shiprepair Yard. It was a good opportunity to recall how a long way we've gone through from a state enterprise to a private business entity, from the state-dependent plant to the modern company able to compete in the free market.

Thanks to this transition, on and around the Gdańsk island of Ostrów, the heart of the Polish shipbuilding industry is beating today.

There are two shipyards here - one of the largest in Europe, as well as a dozen of the more than twenty companies in Remontowa Holding, the capital group originating from Remontowa Shiprepair Yard, which today gives work to over eight thousand people.

We design, build, convert, repair, and equip ships, naval vessels, oil rigs, and other large marine constructions for ship-owners from around the world.

- Remontowa is our life. I have been with this yard for fifty five years, and through my father - for even sixty-five years now - said the former chairman of the yard and the present co-owner and chairman of Remontowa Holding Piotr Soyka, during the special gala hosted in Gdansk. It was his father, Henryk Soyka, the chief engineer and director of the Gdansk Shipyard, who signed the document founding an independent entity outsourced from a ship repair department of the Gdansk Shipyard in 1952.

Thirty seven years later, his son Piotr, who took control over the Remontowa yard, guided it to a completely new trajectory, resolutely turning the company to Western ship owners and beginning preparations towards its privatization in subsequent years.

He created the vision of and was constantly leading an up-to-date company, which has taken its place among world-wide leaders at the shipbuilding market. Remontowa has made a great contribution to the Poland's economy, being also the leader of Polish export, creating and animating activities of businessmen in the region of Gdansk. That's why the prime minister of Poland, the minister of maritime economy and other state authorities congratulated Piotr Soyka and the company during the above-mentioned gala.

And that's why, at the end of 2017, the year of our 65th anniversary, we find ourselves reflecting on the past year and on those who have helped us shape our business and made our progress possible. The only way, Remontowa Shiprepair Yard as well as the entire Remontowa Holding group of companies can develop is a fruitful cooperation with ship owners. We value our relationship and look forward to working with you in the future.

Dear Clients! May Peace,
Happiness and Prosperity
be yours throughout
the 2018 Year!

Grzegorz Landowski
Editor-in-Chief



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Great modernization of the Canadian *Spirit of British Columbia* ferry

75 tons hanging in the air

Remontowa SA ship repair yard has begun the implementation of one of the largest and most prestigious contracts in 2017. On Saturday, 21 October, the *Spirit of British Columbia* ferry, owned by the BC Ferries shipping company, was moored at the shipyard quay. The propulsion system of the vessel is to be converted into natural gas (LNG).



Spirit of British Columbia upon its arrival at Remontowa SA.
Photo: Sławomir Lewandowski

The ship, sailing on a daily basis in short-sea shipping, had been prepared for a long voyage before being transferred from western Canada to Poland. As part of the preparations, a breakwater in the bow section of the main car deck and equipment facilitating access for pilots had been installed.

The voyage began on 12 September in the British Columbia province of south-western Canada. The route ran on the Pacific Ocean, along the western shores of North America, through the Panama Canal, across the Atlantic, with a refuelling stop in the Canary Islands, then via the English Channel,

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REMONTOWA
HOLDING



The old engines were removed from the vessel using the REM 220 floating sheerleg.
Photo: Sławomir Lewandowski

the North Sea, the Baltic Sea and to Remontowa SA ship repair yard in Gdańsk.

In 2016, the shipyard was awarded the contract to modernize the following two Spirit class ferries: *Spirit of British Columbia* and *Spirit of Vancouver Island*, owned by BC Ferries. The mid-life upgrade includes the conversion of the ships' engine rooms to a dual-fuel system, with the possibility of both low-sulphur diesel and natural gas feeding (stored as LNG).

The reconstruction and modernization of the first ferry, *Spirit of British Columbia*, is expected to continue until spring 2018. The second twin vessel, *Spirit of Vancouver Island*, will be upgraded between autumn 2018 and spring 2019. Such a schedule will allow both ships to return to operation for the summer season, when there is the most traffic.

The *Spirit of British Columbia* ferry was built in 1993 and *Spirit of Vancouver Island* went into operation a year later. They are the largest units in the fleet of the Canadian company, the biggest ferry operator in North America. Both ships operate the Metro Vancouver-Victoria (Tsawwassen-Swartz

Bay) connection, the most frequented ferry lines managed by the BC Ferries fleet.

The main part of the conversion consists of the replacement of engines, which also entails the replacement of automation systems and control systems. In addition to the conversion of the engine room, passenger areas will also be modernized, cabin bathrooms are to be renovated and a new café is to be built on one of the decks. Moreover, the contract provides for a full range of maintenance and painting "from stern to stern".

The period between signing the contract and docking the first of the ferries in the shipyard was dedicated to intense work in the Remontowa Marine Design & Consulting design office, which had prepared the conversion project. It was the time for the purchase of materials, devices and equipment as well as the preparation of prefabricated components.

The technical project was finished and approved by the ABS classification society at the end of August. Then came the time for completing working documentation and prefabricating hull

elements, pipelines, manufacturing new consoles for the bridge and for the engine control room.

In August 2017, four new engines, two main transmissions and an LNG tank supplied by the Wärtsilä company were already waiting in the warehouse.

The old engines were removed from the *Spirit of British Columbia* ferry using the REM 220 floating sheerleg owned by the yard. Extracting a 75-ton engine requires not only time but also thorough preparation. Due to the fact that the ferry's engine room is located in a place which is difficult to access by cranes, a special technology has been applied, using precisely arranged metal blocks and pneumatic pulls.

The operation of removing old foundations and inserting new ones for ecological LNG engines, as well as installing a new part of the hull, was undertaken in the dock. The weight of each of the new engines (compared to the dismantled ones) is only 45 tons.

The work also includes the replacement of two main transmissions, air compressors, pumps and coolers, as well as the removal of one of the five decks. ●

Completion of the conversion of the first of four Finnlines Ro-Ro's

The extended *Finntide* ferry back on track



On 23 November, the Ro-Ro vessel *Finntide*, converted by the Remontowa SA ship repair yard, left Gdańsk. After a few hours of sea trials, she sailed to the Uusikaupunki port (Finland), and then took the first cargo to Travemünde (Germany). This is a fixed route operated by this ship.

The ship's hull after being cut...
Photo: Sławomir Lewandowski

Let us remind you that the contract for the extension of four ferries (with an option for two more) between Finnlines, one of the largest European ferry operators, and Remontowa SA, was signed on 31 March 2017 in Helsinki. The implementation of the entire project is to be completed in May 2018, which illustrates the great challenge faced by shipyard specialists.

The first stage of this challenge – the lengthening of *Finntide* – has already

been successfully completed. The ship-owner did not hide the satisfaction with the effects of the shipyard's work.

The most important task was 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 was returned to the owner according to the rules and rigour being very similar to those applied to new ships, as virtually all ship

Finntide lengthened and ready to departure.
Photo: Sławomir Lewandowski



The hull in two pieces in the dock and the previously fabricated insert, in the background.
Photo: Cezary Gierszewski/5XMEDIA



systems on *Finntide* had been discontinued due to cutting of the hull. On average 500 shipyard workers manned the project on a daily basis and at the peak of the work there were even 650!

Within a few days after the departure of *Finntide*, shipyard specialists had thoroughly analysed the path of the project execution and developed guidelines implemented during the reconstruction of the subsequent ships of the Finnish ship-owner.

Steel inserts used to lengthen the Finnish vessels are 29.5 m long, 26.5 m wide and 23.5 m high, and their weight (including all equipment) is over 1,500 tonnes. The extension of ferries is expected to significantly improve their energy efficiency and thus contribute to the reduction of emissions of environmentally harmful compounds. The transport load capacity is also to be increased.

Good cooperation of Remontowa with the Finnish ship-owner has continued for many years. We have already converted such units as *Finnpartner*, *Finntrader* and *Finnclipper*, while other ships are currently being renovated and modernized in our docks.

The *Finntide* ferry (ro-ro cargo) was built in 2012 in the Chinese Jinling Shipyard (Nanjing). Before the conversion, the dimensions of this unit were as follows: total length 188.37 m, width 26.51 m. Following reconstruction, the length of the ferry is 217.87 m.

After the completion of the first project, the second vessel from the Finnlines "Breeze" series contracted for extension entered the shipyard. The unit had been docked, and after a few days the process of cutting the ship's hull begun... •

The ship still in two pieces with the insert partially mounted to the hull.
Photo: Sławomir Lewandowski



We have welcomed a ship built in Remontowa 23 years ago...

Back its cradle

For many years, Remontowa SA ship repair yard in Gdańsk (known today primarily for repairs and conversions) has also been associated with the construction of new vessels. They were still being built in the 1990s on the yard's slipway.

Sheksna after renovation carried out in its "cradle" departing Remontowa SA.
Photo: Sławomir Lewandowski



The first was *Sheksna*, a small cargo ship, built in 1994 for a Russian company, followed by a series of car-passenger ferries for customers in England and Norway. The following research and expedition vessels have also been constructed: *Navigator XXI*, built for the Maritime Academy in Szczecin, and *Horyzont II* for the Maritime Academy in Gdynia. Since entering into service in 2000, the latter has been regularly used by the Polish Academy of Sciences in order to maintain communication with the Polish Polar Station on Spitsbergen and to carry out international research programmes in the Svalbard archipelago.

At that time, *Nautilus*, a dredger, was also built for a German ship-owner.

Since 2003, Remontowa ship repair yard has commissioned the construction of new vessels to its subsidiary Stocznia Północna, which in 2011, adopted the name Remontowa Shipbuilding and is currently operating independently as part of the Remontowa Holding.

It is no wonder that when on 2 November 2017, *Sheksna* on her way from Hamburg to Riga arrived in Remontowa SA, she aroused interest especially among those shipbuilders who remember the ship's construction. What is more, the crew had nothing but praise for their ship.

It was once a pioneering project for the shipyard and its staff. Both technological and design recommendations had to be strictly observed. The construction required much consultation with the designers in order to avoid errors when installing the on-board devices.

Sheksna is a versatile ship operating mainly on the Baltic Sea and the North Sea, carrying various cargo such as wood, wheat and containers.

Both the captain and the crew speak very highly of the vessel:

– The ship is easy to manoeuvre, solidly built and in a very good condition for its age. It should be noted that, being the first ship built in the Remontowa shipyard, it was very well designed, which is rarely the case when it comes

to prototypes – said the ship's Captain Evgeny Borodoavka.

Also her "heart" built in Gdańsk is still in shape.

– The machine works very well, the Wärtsilä engines are reliable, easy to repair and do not cause problems. You should build more such ships as *Sheksna* – summed up Pavel Tsuetnikov, the head of the engine room.

During the recent visit in the dock, the shipyard staff worked with great care when repairing the "first child" of Remontowa. The ship's age and its operation requires carrying out a number of tasks. First of all, the owner has requested maintenance of the hull, disassembly of the rudder and the shaft line as well as renovation of the bottom and outboard fittings. Firstly, the rudder plate and the screw shaft have been dismantled; the latter has required additional treatment. The scope of work includes the renovation of some pipelines and minor replacements of steelwork in the ballast tanks and chain lockers, in accordance with the recommendation of the authorized classifier. ●

From left: Evgeny Borodoavka and Pavel Tsuetnikov speak very highly of the ship...
Photo: Sławomir Lewandowski



We have renovated another dredger owned by Royal Boskalis Westminster

The *Medway* project

Hard silicone on the hull, non-standard bottom doors, special paint on the hopper walls, in other words a versatile and interesting repair of the *Medway* dredger.

Repairs of dredgers are one of the specialties of Remontowa SA ship repair yard. The Dutch company, Royal Boskalis Westminster is among the company's clients, along with the largest and most renowned owners of these specialized vessels in the world. The company is a real tycoon in the field of dredging and maritime infrastructure. Its fleet consists of over 300 units!

The cooperation with the Dutch company has been productive for many years now, as demonstrated by subsequent repairs of these type of vessels. At the beginning of 2017, the dock staff successfully completed the repair of the *Crestway* dredger, and most recently the *Medway*. The unit was submitted for class renewal in October, and was immediately moved to the dock for almost a month.

The vessel was built in 2012 in the German shipyard J.J. Sietas KG Schiffswerft GmbH. It is 118.5 m long, 21 m wide and its maximum dredging depth is 35 m. The capacity of the cargo hold is 7,350 m³ and the diameter of the suction pipe is one meter. It is a new acquisition of the Dutch company. Until recently, the ship had borne the name *Eke Mobius* and belonged to the Josef Moebius company, however, it entered the Remontowa yard as *Medway* of the Boskalis fleet.

The most important and the biggest of the scheduled works was maintenance

of the hopper with a total area of 3,300 m². The application of two types of paint, specially selected for this purpose, required to blast the entire hold, up to the standards of the SA 2.5 class. The maintenance process was divided into two stages: the upper part of the cargo hold was painted with a special paint (Multistrength) and the lower part was covered with paint (Sprayguard) with a coating thickness of 2,500 microns. Both paints create a hard surface resistant to abrasion and impact as well as sea water, mineral oils, etc.

An interesting task (yet standard in the case of Remontowa SA ship repair yard) was maintenance of the hull, which was painted with a special paint manufactured by an American company SeaCoatTechnology.

The paint creates a hard silicone coating and is applied similarly to epoxy paints. However, it requires a careful observance of short periods between applying successive layers. Each error in the frequency of painting results in the need to remove previous coatings and to restart the paint application. Although the weather conditions were unfavourable, perfect organization and coordination of work enabled to paint the hull's surface in accordance with the schedule and the recommended standards.

In the case of dredgers, replacement of sealing of bottom doors is a standard repair job. However, those on *Medway*

The *Medway* dredger moored at the shipyard quay.
Photo: Ireneusz Gradkowski

are non-standard, to say the least. In most such units, bottom doors are flat and mounted on hinges (same as "normal" doors), yet the ones on *Medway* look and work similar to engine valves (cones with spindles), operated from the top by hydraulic cylinders.

The main "weapon" of the vessel is the dredging head. Maintenance

works of this part were very excessive and included the replacement of the steel and gouging/rewelding of seams. In total, over 10 tons of steel were renewed in different locations.

The shipyard specialists also conducted a survey of two rudders. It is also worth mentioning the inspection of the hopper flushing system's

valves, treatment of the crane and the masts (using alpinist methods), as well as the replacement of window seals on the bridge. It was necessary to perform test runs of the sliding piece due to the replacement of the wearing liner of the main inlet of the dredging system. •



The hull has been painted with a special paint manufactured by an American company.

Photo: Sławomir Lewandowski

A beautiful Norwegian old-timer in need of maintenance

The pole star arrived

Nordstjernen (Norwegian for pole star) shares its beautiful name with the star called "the leading star" by the Vikings. "The star always showing the way north and illuminating the way which leads MS *Nordstjernen* to the magical Svalbard archipelago" – it is with these words that the Hurtigruten shipping company encourages taking a trip on board this historical ship, which has arrived at Remontowa SA ship repair yard.

"The pole star" dropped anchor in Remontowa at the beginning of November 2017. The ship has undergone maintenance of the afterpeak, the hull and pipelines. The scope of the renovation is modest, however, due to the age of the ship and its riveted hull and therefore the work requires extraordinary care.

Nordstjernen is a marvellous historical vessel with a length of only 81 m and a width of 12 m. It was built and launched in 1956 in Hamburg, in the Blohm&Voss shipyard, revived after the Sec-

ond World War. Her current home port is located in the Norwegian city of Bergen.

She is the oldest floating unit in the Hurtigruten fleet, suited for cruises in the polar region. The ship connects continental Norway with the islands of Svalbard, Spitsbergen being the largest in the archipelago. Due to its small size, the ship is able to reach places inaccessible to larger units.

The vessel is dedicated to tourist trips and can take on board up to 108 passengers. The crew includes an international expedition team with an additional support of Scandinavian guides speaking a number of languages, including English and German. •

Nordstjernen shares its beautiful name with the star that the Vikings called the leading star. The star which always shows the way north, and lights the way that MS *Nordstjernen* will head this summer, as she once again heads to magical Svalbard.

...from
the ship-owner's
website



Nordstjernen in the Remontowa ship repair yard.
Photo: Sławomir Lewandowski

Subsea 7 fleet, a frequent visitor to us...

Ships with the number "Seven" in their name

Subsea 7 is a leading British company in underwater engineering. Its fleet is composed of several units, which always spur a lot of interest due to their intended use, as their equipment varies significantly from merchant ships.

Seven Osprey is a quite frequent visitor at Remontowa SA. Recently she visited the yard in 2017.
Photo: Cezary Gierszewski/5XMEDIA



The company specializes in seabed-to-surface engineering, construction and services, mainly in the offshore energy sector. It operates almost 40 ships featuring impressive onboard equipment.

Its fleet consists of vessels ranging from high-performing global pipelay and heavy construction enablers to versatile support vessels for flex-lay, light construction and diving and remote intervention activities.

Remontowa Shiprepair Yard has so far welcomed several vessels belonging to Subsea 7. Over the last few years especially diving support vessels have been frequent visitors to the yard.

We have hosted among others: *Seven Atlantic*, *Seven Falcon*, *Seven Osprey* and *Seven Pelican*.

The first three vessels were serviced here within a year. The first one – *Seven Atlantic* (144,70 m LOA), built a few years ago but still one of the most advanced DSV in the world, visited the yard in 2015 and underwent intensive repairs crucial for its further safe and

efficient operations. The scope included i.a. azimuth and propulsion thrusters.

In 2016, *Seven Falcon* (120,21 m LOA) and *Seven Osprey* (101,71 m LOA) arrived and were consecutively serviced at Remontowa Shiprepair Yard SA. The latter, built in 1984, "oldie but still goodie", underwent an extensive range of works, including dismantling and overhaul of its six drives, two electric motors and three generators, repair of its offshore deck cranes, overhaul of the diving bell handling system and maintenance of the two diving bells, not to mention hull maintenance, full overhaul of the safety systems, modification of electrical diving support related systems and other minor works.

In 2017 *Seven Osprey* called the yard again. The ship left in March, after a major class renewal. The most important position of the work schedule was the renovation of two electric bow thruster engines. The engines were dismantled, removed and transported to the warehouse. The ship was docked twice.

We also carried out the following work on the unit: steel work, repairs and construction of the shell, the replacement of hydraulic cylinders using a 150-ton crane and the replacement of ropes on all lifting devices, including the diving bells.

In November 2017, another DSV of the Subsea 7 company, *Seven Pelican* arrived in Remontowa SA for interim docking (carried out between class renewals). During the docking, the ship has undergone maintenance and repair works including the replacement of steelwork, tank and hull maintenance, inspections of bow thrusters, bottom and outboard fittings as well as the azimuth thrusters.

Seven Pelican was built in 1985. Her load carrying capacity is 2,333 tons, total length 94 m, width 18 m and draught of 6.5 m. •

During the docking, *Seven Pelican* underwent maintenance.
Photo: Sławomir Lewandowski



Energy-saving LED light sources in shipyard halls

We care about people and the environment

Remontowa SA ship repair yard carries out a full range of services including docking surveys and repairs related to class upgrades, to complex modernization work lasting many weeks. Such a wide range of services is possible not only due to specialized staff, but also the modern infrastructure.



LED lighting improve work convenience in production halls.
Photo: Sławomir Lewandowski



The yard is constantly investing millions of Euros in the modernization of docks and quays, as well as refurbishes division production halls along with their equipment. It provides safe working conditions for employees and contractors by means of systematic training and improvement of social standards.

Many of the technology investments are related to services undertaken for ship-owners. New halls and working stations equipped with modern ventilation and air-conditioning systems, as well as energy-efficient lighting, enable repairs of powerful marine engines, shaft lines and steering systems as well as prefabrication of ship pipelines. Remontowa SA is a safe and environmentally friendly company that meets the strictest ecological standards.

Light sources in shipyard halls are an essential element that determines efficiency and accuracy of employees, as well as comfort and safety at work. An equally important incentive to use LED light sources is their energy efficiency which makes them more environmentally friendly.

These factors have had a decisive influence on the modernization project of general lighting in the production halls of Remontowa S.A. ship repair yard, in which LED light sources have been used. Modern fittings have also been installed to illuminate the area of the new steel warehouse.

Thus, a new quality in production halls has been introduced. Previous fittings and the colour of the light were bothersome. After the modernization, the lighting is more convenient and light fittings match the structure of the hall.

Moreover, LED systems consume up to 80 % less power. They are also more durable, even up to 100 thousand hours, which translates to 11.5 years of continuous lighting or 27 years when turned on 10 hours a day.

The use of LED lighting also entails the protection of the environment. No mercury, lead, UV radiation, as well as the reduction of CO² are the main advantages of this technology.

Remontowa SA ship repair yard plans to continue replacing light fittings in its production halls. A total of 614 new fittings will replace the existing light sources in 10 indoor facilities.

The modernization of the electrical wiring for the lighting system has been undertaken by Remontowa Lighting Technologies SA, a part of the Remontowa Holding. •

We celebrated 65th anniversary of Remontowa SA

From a state enterprise to a private company

On November 16, 2017, Remontowa Shiprepair Yard SA, part of the Remontowa Holding capital group, celebrated its 65th anniversary.



In the noble premises of the Baltic Opera there was a gala hosted by the company with the participation of the MP's, representatives of state authorities, local government, clergy and institutions and companies of maritime economy as well as shipyard workers.

Today's Remontowa is very different from the one of 65 years ago. It has come a long way from a state enterprise to the private company it is today.

Henryk Soyka, chief engineer of the Gdansk Shipyard signed the document to establish the Remontowa Shiprepair Yard as an independent company.
Photo: Archive

enterprise to the private company it is today.

– Remontowa is our life. I have been with this yard for fifty five years, and through my father - for sixty-five years now – said the co-owner and the chairman of the Remontowa Holding capital group Piotr Soyka during the gala.

Remontowa Shiprepair Yard was established on November 7, 1952 as separate, independent entity outsourced from a ship repair department of the Gdansk Shipyard. The founding document was signed by the - then chief engineer of the Gdansk Shipyard, director Henryk Soyka.

Twenty years later, his son Piotr, a graduate of the Gdansk University of Technology, started his employment at Remontowa. He began as a foreman, later he was a ship repair manager and a production director.

Over the 37 years until late eighties, the yard had been repairing mainly the vessels coming from the so-called Eastern Bloc. In 1989, after winning the competition, Piotr Soyka headed the shipyard, first as the Director, and later as the Chairman of the Board where he remained for 20 years. Since 2011, he has been the Chairman



Remontowa Shiprepair Yard in the 60'.
Photo: Archive



During the anniversary gala, deputy minister of finance Zbigniew Cybulski (on the right) handed over a congratulatory letter from Polish PM Mateusz Morawiecki to Piotr Soyka.
Photo: Sławomir Lewandowski

of the Remontowa Holding Capital Group.

In 1989 the shipyard started to transform into a modern company able to compete in the free market. Since 2001, when the yard had been privatized, the establishing of a capital group of companies began. Nowadays, the Remontowa Holding group with Remontowa Ship Repair Yard SA being the largest company in the group, consists of more than 20 companies engaged in the design, construction, repair, conversions, upgrades and outfitting of vessels and offshore structures. Over 8,000 people work for the Remontowa Holding group both in its own companies and in cooperating business entities.

Every year, Remontowa SA repairs on average 200 vessels of all types, including the largest ones which can enter the Baltic and converts dozen

or so vessels, offshore rigs and other floating units. The company cooperates with hundreds of ship owners from all over the world. With many, it's securely bound with long lasting trade relations.

„Currently, Remontowa is mentioned as the third shipyard in Europe and the fifth in the world” – wrote Polish prime minister Mateusz Morawiecki in a special message.

„This is a place that is aware of its value, potential and history. It is a Polish ownership, enthusiasm and skills built through a strategy for responsible development” – emphasized the Polish PM.

– I congratulate the chairman of Remontowa Holding, the person without whom talent, managerial skills and determination in pursuing the goal the present jubilee of the shipyard would not be occurring, nor the entire shi-

pyard group nurturing the best Polish shipbuilding traditions – said the minister of Maritime Economy and Inland Navigation Marek Gróbarczyk.

Congratulations on the stage were also submitted by Dorota Arciszewska-Mielewczyk, chairwoman of the Parliamentary Committee for Maritime Economy and Inland Navigation, as well as Pomeranian Marshal Mieczysław Struk.

– Repairs include thousands of employees, their families and cooperating companies – said Struk. – I would like to ask you to accept my congratulations with the conviction that not only shipyard workers, but also inhabitants of Pomerania are proud that Remontowa operates in our economy, that it is a great brand, a great showcase and ambassador of Pomerania, Gdańsk and the Republic of Poland. •

Nowadays Remontowa Shiprepair Yard is one of the largest repair yards in Europe.
Photo: Cezary Gierszewski/5XMEDIA





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