



In the Year 2020 let us be part of your success!



Remontowa revisits its past

DryDock recapitulates how shiprepair
industry has changed over 40 years

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Wind-assisted ship

Scandlines hybrid ferry
to be equipped with a rotor sail

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The white frigate in the dock

The legendary Polish tall ship
underwent renovation

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It was a good year, the best is yet to come...

In December 2019, for a couple of days there were as many as 25 ships of various types being serviced in the same time at Remontowa SA. Among them were i.a.: tankers, bulk carriers, chemical carriers, fishing vessels, Ro-Ro ships, reefer vessels, as well as car-passenger ferries. A good forecast for the winter season at the shipyard!

It's worth emphasising, that according to Clarksons Research World Fleet Register, as of 29th November 2019, Remontowa Shiprepair Yard was ranked the 7th in the world and the 1st among non-Chinese shipyards in terms of the amount of scrubbers retrofits - historical and scheduled.

So far, the shipyard has retrofitted more than 50 ships with over 100 Exhaust Gas Cleaning Systems. In 2019 we have installed scrubbers on 10 ships. At the end of 2019 they were installed on three chemical tankers, a combined/ro-ro container ship and a car-passenger ferry.

In turn, in 2019 Remontowa SA has also retrofitted 21 ships with Ballast Water Treatment systems.

In December 2019 the DryDock Magazine, this year celebrating its 40 anniversary, published a special supplement dedicated to the shiprepair industry across the

world. In a series of articles they are looking at how the shiprepair business has changed over the last 40 years.

Among the five chosen yards in the world, one of the articles features Remontowa Shiprepair Yard in Gdansk, which - as we can read in the editor's comment - „has seen probably the biggest changes”.

The article shows how the yard, from a typical in our part of Europe state-owned communist workplace has become a modern, private-owned company able to compete on the global market. We have stressed the article in this issue of our magazine.

No doubt, that we owe our development and present market position to shipowners. We are proud to be a member of the international maritime community and a reliable partner for the shipowners worldwide.

To all our esteemed Clients and Friends - we wish you Happy Holidays, full of love, joy and peace. May the New Year bring you a spark of good fortune needed to complete all your endeavours successfully. In the year 2020 let us be part of your success!

Grzegorz Landowski
Editor-in-Chief



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REMONTOWA
HOLDING



Piotr Soyka, the owner and chairman of the Remontowa Holding group in the 1990s at the wheel of the tall ship Krusenstern repaired at that time in the yard.
Photo: Archiv/Remontowa SA

In the 40th anniversary
special edition of DryDock...

Remontowa revisits the past

Remontowa Shiprepair Yard SA is among three shipyards chosen by DryDock to „revisit their past”, as we can learn from the front cover of the magazine.

DryDock, the world's leading magazine for ship repair, maintenance and conversion is celebrating its 40th anniversary. In the December 2019 special issue a number of *Face the Facts* articles from Europe, The Middle East, The Americas and Africa has been published. The articles look at how the shiprepair industry has changed over the last 40 years.

We are presenting some excerpts from the article: „From a communist work-

place to a private enterprise” illustrating how Remontowa has developed since the 1970s until now.

...

Forty years ago Remontowa Shiprepair Yard occupied the same location in Gdansk. In 1979 the shipyard operated five floating docks. The largest one had lifting capacity 25 000 tonnes and docking capacity 85 000 dwt. It was the biggest facility for drydocking in Poland at that time.

At the end of the 1970s there were more than 5000 people employed directly by the yard.

In 1986 the shipyard purchased an even larger dock with lifting capacity 33 000 tonnes. The dock (no. 6) was subsequently converted at the yard which increased its lifting capacity to 36 000 tonnes and 135 000 dwt. It has enabled the company to drydock ships up to 297m long and 44,04m wide. In 2006 one of the docks (no. 3) was also enlarged and is now able to accommodate the vessels of LOA 200m and clear breadth of 35m. Nowadays Remontowa operates six floating docks.

In the last couple of years the yard purchased two semi-submersible barges with lifting capacity of up to 24 000 and 25 000 tonnes for docking offshore platforms and other heavy objects. Additional investments in technology have increased technical and manufacturing capacities including facilities required for Exhaust gas cleaning systems (scrubbers) and BWT systems.

In the 1970s, the shipyard carried out mainly repairs of bulk carriers, oil tankers, general cargo vessels, ro-pax ferries, scien-

tific research vessels, fishing trawlers and large fish factory vessels.

Today Remontowa SA can host virtually every type of a ship or offshore structure that can enter the Baltic (through the Danish Straits). Bulkers, container ships, tankers, car carriers, Con-Ro and Ro-Ro ships, car-passenger ferries, project cargo ships, gas carriers (both LGP or LNG) are serviced here.

The yard also repairs specialized units and naval ships - dredgers, scientific research vessels, diving support vessels, fall-pipe vessels, cable lay vessels, offshore wind support vessels. Other frequent visitors are offshore units – drilling, extraction, production, accommodation, semi-submersible, and jack-up platforms

as well as shuttle tankers, PSVs and AHTS vessels.

40 years ago the shipyard as a typical communist workplace entirely owned by the state wasn't operating on the free market. The shipyard had dealt mainly with fleets of state-owned shipowners from the Eastern Bloc for almost 40 years before the political transformation in Poland began. In 1989 a centrally planned economy collapsed and the shipyard was on the verge of bankruptcy.

The appointment of Piotr Soyka, who won a competition for the post of a new General Director in 1989 was the catalyst for creating the vision of what Remontowa is today. First as the Director, and later as the Chairman of the Board where

he remained for 20 years, he led the yard through a complete reorganisation and restructurisation to privatisation in 2001.

He also started to form a capital group based around the shipyard and today Remontowa is the largest of more than 20 companies comprising the Remontowa Holding group, led by its chairman and co-owner Piotr Soyka.

In the past the shipyard dealt mainly with more simple jobs – class surveys, overhauls, drydockings on a daily basis. Having more than 5000 permanent employees and quite modern facilities the yard was able to carry out large steelworks for which it was well suited. However, Remontowa was quite innovative and placed great emphasis on the technical side of engineering. In the 1960s



Remontowa today.
Photo: Marcin Koszałka

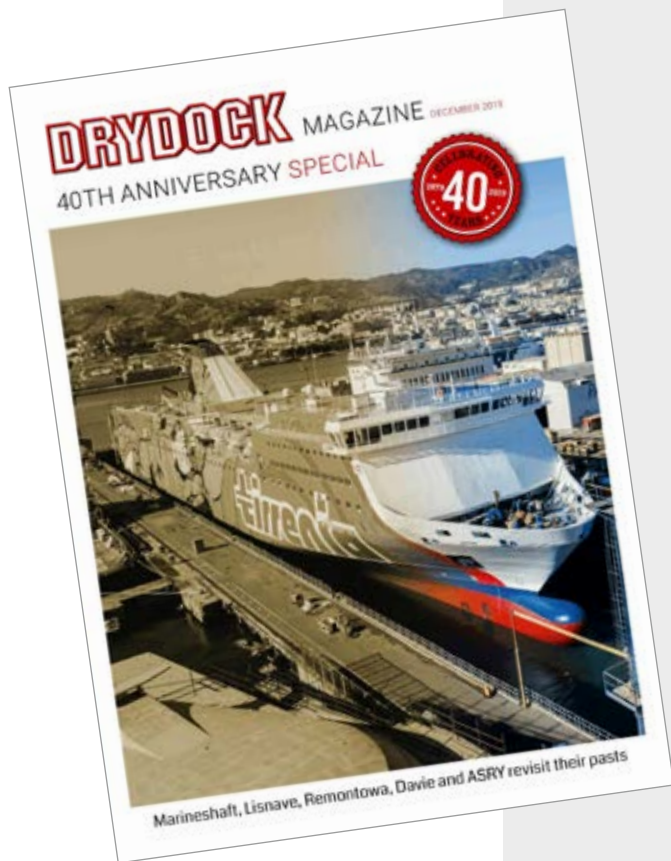
and 1970s the yard built eight floating docks of which three ones were exported to Syria, Bulgaria and Sweden, the latter being the largest in Europe at that time.

We definitely carry out more complex works now. Remontowa can provide a full package for shipowners. Complex solutions start from consultancy and include a design, entire project implementation, procurement and installation in one place.

Good example is scrubber retrofits. All types of the systems are sold at the shipyard, from open-loop systems to closed-loop and hybrids. Everything is done at the

Remontowa in the 1970'.
Photo: Archiv/Remontowa SA





The front cover of the DryDock 40th Anniversary Special supplement in which some leading ship repair companies worldwide revisit their past...

The pages 28 and 29 have been dedicated to the story of Remontowa...

yard, including the initial 3D laser scanning, design of the system, supply, assembly and delivery to the owner.

We also specialize in ballast water treatment installations, hull shape and engine modifications, shortening and lengthening of ships.

For us the future is now. In general it means „going green“. Due to 2020 Sulphur Cap and other pro-ecological legislation, Remontowa is experiencing growing demand and interest from shipowners to implement green solutions into their fleets to comply with the IMO, UE and US Coast Guard regulations.

Environmentally friendly fuels such as LNG, methanol or even hydrogen will require new more energy efficient propulsion systems to be fitted, which means completely new technical, technological and engineering challenges for the yards.

Full version of the article available in the DryDock Magazine December 2019.

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FROM A COMMUNIST WORKPLACE TO A PRIVATE ENTERPRISE

Remontowa used to deal with simple local repairs but now carries out complex works on a world stage



Q On the yard occupy the same location 40 years ago, what facilities were at the yard then, and how many people were employed directly by the yard?

A Remontowa Shiprepair yard occupied the same location in Gdansk, in 1979, the shipyard operated five floating docks, with the largest having lifting capacity 25,000 tonnes and docking capacity of 80,000 dwt. It was the biggest facility for drydocking in Poland at that time. At the end of the 1970s, there were more than 5,000 people directly employed by the yard.

Q How have the facilities changed in the last 40 years to provide what you now have an offer?

A In 1986, the shipyard purchased an even larger dock with a lifting

capacity of 33,000 tonnes. The dock (No. 4) was subsequently converted at the yard which increased its lifting capacity to 36,000 tonnes and 125,000 dwt. It has enabled the company to drydock ships up to 297m long and 84,04m wide. In 2006, one of the docks (No. 3) was also enlarged and is now able to accommodate vessels of LGA 200m and clear breadth of 20m. Nowadays Remontowa operates six floating docks.

In the last couple of years the yard purchased two semi-submersible barges with lifting capacity of up to 24,000 and 25,000 tonnes for docking offshore platforms and other heavy vessels.

Additional investments in technology have increased technical and manufacturing capacities, including facilities required for exhaust gas cleaning systems (scrubbers) and DWT systems.

Q How many people are directly employed by the yard now, and how much do you now rely on subcontractors?

A Employment currently stands at over 4,000, which can surpass 4,500 in total when subcontractors are factored in.

Q What size and ship types were the main calls at the yard 40 years ago?

A In the 1970s, the shipyard carried out repairs mainly to bulk carriers, oil tankers, general cargo vessels, Ro-Ro ferries, scientific research vessels, fishing trawlers and large fish factory vessels.

Q What are the main size and ship types now calling at the yard?

A Today Remontowa SA can treat virtually every type of a ship or offshore structure that can enter the Baltic (through the Danish Straits) Bunkers.



Two Gdansk Landmarks: Head of Communications at Remontowa provides the services about Remontowa is currently operating six floating docks

container ships, tankers, car carriers, Ro-Ro and Ro-Ro ships, car passenger ferries, project cargo ships, gas carriers (LPG or LNG) are all serviced here. The yard also repairs specialised units, naval ships, designers, scientific research, diving support, salvage submergence and offshore wind support vessels. Other frequent repairs are offshore units – drilling, extraction, production, accommodation, semi-submersible, and jack-up platforms, as well as marine carriers, P/Vs and AHTS vessels.



Q Who were your main competitors 40 years ago and why?

A There were no real competitors at that time! The shipyard was a typical communist workplace entirely owned by the state and worked on the free market. All contracts were concluded by a state-owned foreign trade head office. The shipyard had dealt with mainly state-owned fleets from the Eastern Bloc for almost 40 years before the political transformation in Poland began. In 1989, the centrally planned economy collapsed, repair orders from the Soviet Union disappeared, and the shipyard was on the verge of bankruptcy. The appointment of Piotr Siołka, who was a competitor for the post of new General Director in 1989, was the catalyst for creating the vision of what Remontowa is today.

Q What do you see as your main (ship repair) strengths back then?

A In the past, the shipyard dealt mainly with more simple jobs – class surveys, overhauls, and drydockings, having more than 5,000 permanent employees and quite modern facilities that the yard was able to carry out large shipworks, for which it was well suited.

However, Remontowa was quite innovative and placed great emphasis on the technical side of engineering, and in the 1960s and 1970s built eight floating docks, of which three were exported to Syria, Bulgaria and Sweden, the latter being the largest in Europe at that time.

Q What do you see as your main (ship repair) strengths now?

A We definitely carry out more complex works now. One of the key differences between Remontowa and its competitors is that the yard can provide a full package for shipowners. Complex solutions start from consulting and include a design, entire project implementation, procurement, and installation in one place.

A good example is scrubber retrofit. All types of the systems are sold at the shipyard, from open-loop systems to closed-loop and hybrids, and more than 100 scrubber systems have been installed in more than 40 vessels. Everything is done at the yard, including the initial 3D laser scanning, design of the vessel, and supply, assembly and delivery to the owner.

Shipworks from all four Siołka led Remontowa through a complex transformation in 1989. Remontowa in the 1970s, the yard was the largest ship repair facility in Poland. The floating dock designed for Sweden, which was the largest in Europe at that time. It lasted the first ship built in Poland after World War II, in Gdansk at Remontowa in 1951.



Q How do you use the future in terms of ship repair activity, both for your yard, and in more general terms for yards in the region?

A For us the future is now, which means „going green“. Due to the 2020 Sulphur Cap and other pro-ecological legislation, Remontowa is experiencing growing demand and interest from shipowners to implement green solutions into their fleets to comply with the IMO, UE and US Coast Guard regulations. Environmentally friendly fuels such as LNG, methanol or even hydrogen, will require new, more energy efficient propulsion systems to be fitted, which means completely new technical, technological and engineering challenges for the yards. But these challenges will also mean a steady growth in profit margins in the repair sector – and that's good news.

Q Is there anything you would like to add?

A Along with an infrastructure, excellent efficiency, operational structure and excellent managerial skills, the most important factor for the development of the ship repair industry is availability of well trained, experienced and motivated employees. The industry must attract more young people and encourage them to choose a career of a shipyard specialist.



We also specialize in ballast water treatment installations, hull shape and engine modifications, and shortening and lengthening of ships.

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The Scandlines' hybrid ferries
ready for further service

Wind-assisted ship

The hybrid ferries *Copenhagen* and *Berlin* owned by Scandlines are among the world's largest hybrid ferries. They are equipped with a propulsion, which combines the traditional diesel engine with battery power supply.

Both ships sail on the Rostock-Gedser route. These modern car-passenger ferries can take 96 heavy goods vehicles or 460 passenger cars. Scandlines offers 1300 seats for passengers during each cruise.

In the spring of 2019, the hybrid ferry *Berlin* underwent an intermediate survey at Remontowa Shiprepair Yard SA. Its ferry-twin, the *Copenhagen*, arrived at the shipyard soon after.

The scope of works on the *Copenhagen* included: repairs of the bulbous bow, replacement of seals in propellers, replacement of insulation in the engine room, cleaning of box coolers and tanks, replacement of ropes on lifeboat davits. Pipeline repairs, maintenance and painting works, including the underwater part of the hull, were also carried out.

The hybrid ferry *Copenhagen* while being undocked at Remontowa SA.
Photo: Marcin Koszałka



In addition, the shipyard built the foundation for a 'Rotor Sail' - a device that imitates the operation of a sail. The device itself will be installed in Q2 2020. A new mast was also mounted as the stern top light must be placed in front of the rotor sail.

The rotor sail uses the Magnus effect for propulsion. It is a force acting on a rotating body in a moving air stream, that generates a force perpendicular to both the direction of the air stream and the rotor axis. Under favourable wind conditions, the ship's propulsion is assisted by large vertical rotors, occasionally called rotor sails. Another name for this device is Flettner rotors. It comes from the German engineer Anton Flettner (1885-1961), who built a ship using the Magnus effect for propulsion.

According to Scandlines, the ferry *Copenhagen* will be retrofitted with one large-sized Norsepower Rotor Sail unit that is 30 m in height and 5 m in diameter. This solution is a modernised version of the Flettner rotor.

It is the first data-verified and commercially operational auxiliary wind propulsion technology for the global maritime industry. When wind conditions are favourable, it enables the electric propulsion thrusters to be throttled back, reducing emissions - while providing the power needed to maintain speed and voyage time. Because it generates supplementary thrust from wind, the solution is compatible with all other emissions saving technologies.

Scandlines will reduce carbon emissions owing to investments in wind propulsion technology. This is just one of the many investments, the company makes to lower emissions.

As Scandlines points out, the route between the Danish Gedser in the north and German Rostock in the south, on which the ferry *Copenhagen* sails, is almost perpendicular to the prevailing wind from the west. This creates favourable conditions for the use of rotor sails on the ferry crossings in this area. By installing a rotating sail on the ferry *Copenhagen*, the projected reduction of CO2 emissions on the route is expected to be 4-5 percent.

The use of wind power to support traditional ship propulsion has recently gained popularity among shipowners. In 2017, the ferry *Viking Grace* owned by the Finnish Viking Line underwent such modernization, thus becoming the world's first hybrid ferry that uses LNG fuel and wind energy. What is more, in 2021 Viking Line will add to its fleet a completely new ferry powered by LNG and supported by wind power owing to a rotor sail.

The examples of the Viking Line ferries and the Scandlines ferry *Copenhagen* show, that this solution can be implemented on ships already in operation as well as on newly built ones.

This is how the ferry will look like after being retrofitted with the Norsepower Rotor Sail unit.
Image: courtesy of Scandlines





Bretagne after being undocked at Remontowa SA.
Photo: Marcin Koszałka

A successful start of the winter
ferry season at the shipyard

The sixth visit of *Bretagne*

Brittany Ferries, operating regular ferry connections from Great Britain to France and Spain, is one of the shipowners that has been cooperating with Remontowa Shiprepair Yard SA for the longest time. Its car-passenger ferries have been constantly calling at the shipyard for 15 years, especially in the autumn and winter season, although not only then.



A "family" picture in front of the ferry *Bretagne* at Remontowa SA.
Photo: Maciej Bieleś

This cooperation began in 2004. It was then, that the *Barfleur* ferry first came here, followed by the *Normandie*.

Since then, the majority of Brittany Ferries fleet namely, the *Pont-Aven*, *Mont St Michel*, *Armorique*, *Coutances*, *Duc de Normandie*, *Bretagne*, *Pont L'Abbe*, *Cap Finistère*, *Cotentin*, *Etretat* and *Baie de Seine* have been regularly called at Remontowa SA.

The *Bretagne* ferry entered the Remontowa SA shiprepair yard for the first time in 2007, then in 2009 and in 2011, 2015 and 2017 respectively.

It was no different in 2019, when the *Bretagne* called at the shipyard in early November. This time, the scope of repair works carried out on the ferry included: inspections and repairs of four main engines and two auxiliary engines, overhaul of bottom and outboard fittings, work on pipeline systems in various areas of the ship, hull maintenance, tunnel thruster inspection, works on the shaft line as well as hull works and electrical installations.

The next three ferries of this shipowner are expected in the shipyard in 2020.

An extended scope
of works and a short deadline

A special survey of *Finnfellow*

**Ships of the Finnlines fleet regularly arrive
at Remontowa Shiprepair Yard SA
in Gdansk for repairs and conversions.**

The largest and longest-lasting project implemented for this shipowner in 2017-2018 was the extension by thirty metres of six ro-ro ships of the "Breeze" series (*Finn-tide, Finnwave, Finnsky, Finnsun, Finnbreeze, Finnsea*). As a result of the lengthening, the capacity of each of them has increased by 30 per cent, and the amount of harmful substances emitted from exhaust gases into the atmosphere is significantly reduced per each transported tonne.

Finnfellow is one of the Finnlines ro-ro/passenger/cargo ships that has recently been

served at Remontowa SA. This was not her first visit - she was here previously in 2015.

This time, the *Finnfellow* arrived for a special survey, extended by an additional two major and extensive items in the work schedule.

The first one concerned the ship propulsion system. The shipyard quickly overhauled the controllable pitch propeller, including two hubs and elements controlling the position of the propeller blades. Two tunnel thrusters, two steering gears, and rudder blades were also renovated. Two propeller shafts were removed and their

seals were replaced with a new type, including the lubrication system.

Owing to the excellent planning and organization of works, these tasks were carried out in a very short time and according to the schedule, which was difficult due to the accumulation of many different works in one area of the ship.

The second item of the extended scope of the special survey was the repair of the damaged stern transom. Shipyard technologists developed documentation for this area of the *Finnfellow* hull on the basis of parameters of a "Clipper" class twin ship, that enabled the prefabrication of necessary components.

The shipyard has also completed a full range of works within the class renewal survey, including dry-docking. An overview of the bottom-outboard fittings was carried out, short sections of pipelines were replaced in several places, maintenance and painting works were carried out, etc.

The *Finnfellow* is a vessel which was built in 2000 at the Navantia Puerto Real Shipyard in Cadiz, Spain. She is 188 metres long and nearly 29 metres wide. She can accommodate 1300 passengers, 300 cars and 170 trucks; has a loading line with a length of 2918 meters. Recently, she has been operating connections between Sweden and Finland (Kapellskär - Långnäs - Naantali).



The Finnfellow ferry underwent a special survey in Remontowa SA.
Photo: Marcin Koszałka

Gas carriers managed by V.Ships

Express repair of *B-Gas Venus*

Over the course of five years Remontowa Shiprepair Yard SA has serviced five gas carriers operated under the technical management of V.Ships from Monaco.

In 2018, the shipyard was visited by the *B-Gas Maud* and *B-Gas Champion*. This year, three ships in total called in here: the *B-Gas Crusader*, *B-Gas Neptune* (ex. the *Marte*) and - as the last of the five - the *Venere*, which left the shipyard under the new name the *B-Gas Venus*.

The biggest challenge during the repair project of the latter gas carrier, was the tight schedule for carrying out the entire range of complex works, just 9 running days.

The shipyard made, e.g. overhaul of the tunnel and azimuth thrusters. The propeller blades of the latter ones required reconditioning. Overhaul of auxiliary en-

gines, ventilation ducts, hose handling cranes were also carried out, as well as overhaul of chain lockers.

A lot of steel works were carried out on the ship's deck, as well as in the ballast and fuel tanks. Mooring and anchor windlasses were repaired including shaft reconditioning. All works were completed with hull surface treatment.

The shipyard workers replaced one of the main engine ME turbo chargers with a new one. The damaged turbine previously disassembled was repaired.

B-Gas Venus (in the foreground) during dry-docking at Remontowa SA.
Photo: Marcin Koszałka





Trans Iberia moored at the shipyard quayside after completion of the repair project.
Photo: Marcin Koszałka

We retrofit SeaTrans' chemical tankers

The *Trans Iberia* with Ballast Water Treatment system

The *Trans Chemica* and *Trans Emerald*, owned by the SeaTrans company came to Remontowa Shiprepair Yard SA in 2018. A year later, in 2019, yet another vessel, *Trans Iberia*, visited the shipyard to be equipped with the Alfa Laval ballast water treatment (BWT) system (Pure Ballast3)

When installing a BWT system on a ship, shipyard workers first prepare a place on the vessel for devices that will be the heart of the entire system, such as a filter, located on the penultimate level of the pump room, and an electric cell. On the *Trans Iberia* chemical tanker, this required an adaptation of a part of the pump room, i.e. removing some elements and burning a special hole in the plating in order to transport devices and system components.

In addition to the central unit of the BWTS, the *Trans Iberia* system consists of a new backflash pump designed to flush it and the pipes connecting the entire system routed along with the valves.

A large scope of works involved the assembly of electrical installations and automation. The new BWTS was connected to the existing ballast system of the ship, including the ballast pumps operating in it.

The installation of all devices, especially, sections of pipelines in a small pump

room presented a serious technical challenge. Therefore, some pre-existing pipes with smaller diameters than those of the ballast water system were dismantled or converted. These were mainly pipes for air systems, filter venting, and sea water heating. This allowed for installation of new large diameter pipelines.

The next stage was the reconstruction of the previously dismantled pipe systems and a small change in the arrangement of the room itself, necessary to fit all devices in it.

Apart from the installation of the BWT system, the shipyard also carried out other works on the ship, including the repair of the main engine as well as the replacement of a set of blades in the turbine. The electric engine of the tunnel thruster and air coolers were also overhauled.

When the ship was dry-docked, seals on all blades of the controllable pitch propeller were replaced. The scope of renovation also included steel works on board and in ballast tanks, maintenance and painting of windows in the superstructure, replacement of stiffeners on board, and the repair of both anchor chains and anchors themselves.

Special surveys of self discharging bulk carriers

Weser Stahl with new thrusters

In the beginning of December 2019, the self discharging bulk carrier *Weser Stahl* departed from Remontowa Shiprepair Yard SA after completion of its special survey.

The ship operated by Bernhard Schulte Shipmanagement has undergone its class renewal at Remontowa SA for the third time. We have recently hosted the *Weser Stahl* in 2009 and 2014.

This time the most important items in the scope of works were: replacement of two azimuth thrusters with new ones, replacement of a conveyor transfer gear, a Vulkan clutch

overhaul, grit-blasting and painting of the hull, overhaul and rewinding of a couple of electric motors, the plate cooler and watertight doors in the tunnel overhauls.

In the ballast tanks and cargo holds a large scope of steel works has been carried out. When the ship was dry-docked the bottom and outboard fittings were overhauled and renewed.

It's worth mentioning, that it hasn't been the first visit of self discharging ships at Remontowa SA neither in this year nor in the last.

In spring 2019 the *Bontrup Amsterdam* operated by SMT Shipping called at the yard for dry-docking. A new stern thruster was installed on the ship. During the first docking, the thruster together with its tunnel had been transported by use of the shipyard's REM-220 sheerleg and fitted.

In order to continue fitting this device into the hull after undocking of the *Bontrup Amsterdam*, a special steel structure/caisson had been built and fitted to the hull. As the afloat installation had been completed, the ship was docked again and the caissons were removed. Those operations allowed us to optimize docking time.

Apart from the main task, among other works related to the ship's stay at Remontowa, the hull treatment, cargo hold maintenance and overboard valves overhaul were carried out.

In 2018 Remontowa SA also serviced the *Yeoman Bridge* and *Yeoman Bontrup* self discharging bulk carriers.



The *Weser Stahl* (in the dock at Remontowa SA in the foreground).
Photo: Marcin Koszałka

This legendary tall ship is visited by over
100 thousand tourists every year!

The white frigate went to the dock



Dar Pomorza in the dock no. 4 at Remontowa SA.
Photo: Sławomir Lewandowski

One of the biggest tourist attractions of the TriCity (a metropolitan area consisting of three cities in Pomerania – Gdansk, Gdynia and Sopot), the *Dar Pomorza* ship, has undergone renovation which will allow her to function as a ship-museum for years to come.

The tender for the renovation was announced in August 2019 by the National Maritime Museum in Gdansk, which has owned the ship since 1982. The deck of this legendary vessel is visited by over 100 thousand people every year. They can learn about the colourful history of the ship, its equipment and compartments.

For example, one of the cabins presents souvenirs from the home of Karol Borchart, a Polish writer and seaman who in 1938-39 served as a senior officer on the *Dar Pomorza*. One of his most popular books is "Znaczy Kapitan", a collection of vivid stories featuring Captain Mamert Stankiewicz.

In Remontowa Shiprepair Yard SA the *Dar Pomorza* underwent a survey, en-

abling the tall ship to operate as a museum in the subsequent years.

The shipyard has been cooperating with the National Maritime Museum in Gdansk for many years. In 1981, the shipyard adapted the ore-coal freighter *Soldek*, the first seagoing ship built in Poland after World War II, for museum purposes – it has been moored in Gdansk for over 30 years now and still serves residents and tourists visiting the city.

As part of the renovation of the *Dar Pomorza*, the shipyard's most important tasks included: hull cleaning and painting, inspection of the underwater part, inspection of rivets on the hull, measurements of structural sheets and, if necessary, their replacement, propeller inspection, inspec-

The entire hull of the tall ship has been inspected, cleaned and painted.
Photo: Sławomir Lewandowski



Rivets on the hull have been thoroughly inspected.
Photo: Sławomir Lewandowski

The cradle of Polish navigators

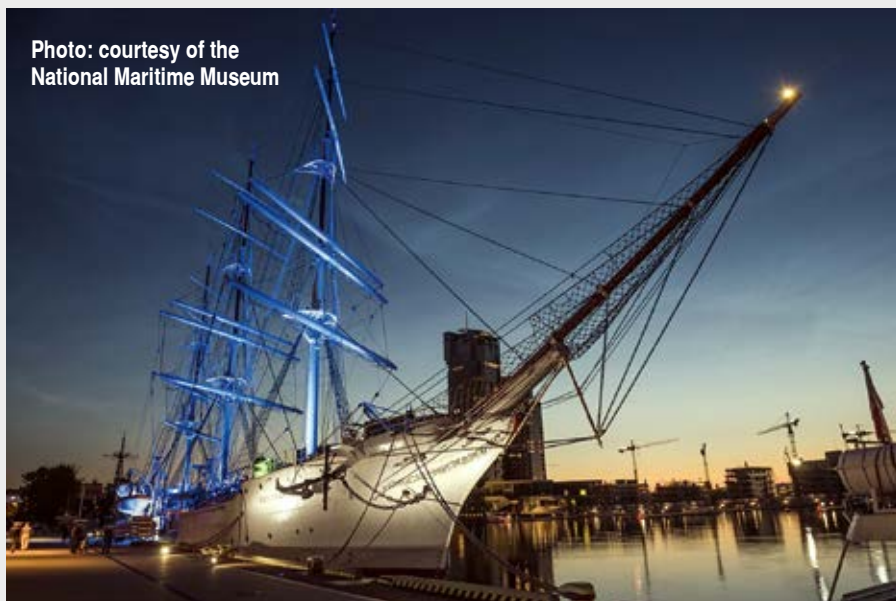
Dar Pomorza (eng.: Gift of Pomerania), also called the White Frigate was built in 1909 in the Blohm & Voss shipyard in Hamburg as a training ship for the German merchant maritime school. After her launch on 18 September 1909 the ship was named *Prinzess Eitel Friedrich*. When Germany lost the First World War the ship was taken over by the French, who brought her to the port in Saint Nazaire. In 1926 she was renamed *Colbert*.

In 1929 the ship was bought from the funds raised at the public collection by the Pomeranian National Fleet Committee for the amount of 7000 pounds sterling. It was to replace the worn school barge *Lwów*. Then the frigate was renamed *Dar Pomorza* to commemorate the generosity of the local community. The frigate was given to the State Maritime School in Gdynia and became the second (after the *Lwów*) cradle of Polish navigators. Within her 51 years in the school *Dar Pomorza* took 102 school cruises, covering half a million sea miles. 13 384 students of the Maritime School were trained on her

decks. On 4 August 1982 the tall ship was formally removed from school operations, and at the same time a flag was raised on her successor *Dar Młodzieży* (the Gift of the Youth), designed and built in Gdansk. On 16 November 1982 the *Dar Pomorza*

was given to National Maritime Museum in Gdansk. Since then the White Frigate, the symbol of dreams about sea adventures to every Pole, has been moored at the quayside in Gdynia serving as a museum ship (in the picture).

Photo: courtesy of the
National Maritime Museum



tion and maintenance of rigging, mast repair, maintenance of lifeboats, as well as renovation of the fire protection system and monitoring system.

This is not the first visit of the *Dar Pomorza* to Remontowa SA shipyard. In 2003, after almost 30 years, the white frigate was towed here for technical inspec-

tion and maintenance of the bottom. The ship, as it turned out after the underwater survey of the hull, was in a good technical condition. She was cleaned off of algae and crustaceans and painted. The museum ship also appeared in Remontowa SA in 2008.

Captain Mamert Stankiewicz



Photo: Wikipedia

Born in 1889, famous pre-war captain of the Great Polish Navy, commander

of the Second Polish Navy, commander of the Lwów tall ship and the transatlantic liners such as *Pułaski*, *Polonia* and *Piłsudski*. The last ship, incorporated into the British Navy and converted into the ship transporting British and Polish soldiers was set off a mine in 1939. Her captain died in the North Sea saving the crew. After inspecting the entire sinking ship that there were no sailors and soldiers left behind and after rescuing sailors and soldiers from the ice-cold Northern Atlantic, he died of exhaustion. He was buried at West View Cemetery at West View Road in Hartlepool near Middlesbrough, on the east coast of England. His life was immortalized by Karol Olgierd Borchardt, whose series of books on Stankiewicz became a best-seller among Polish maritime books.

The renovated and newly painted *Dar Pomorza* departing from Remontowa SA.
Photo: Marcin Koszałka





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