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## Keeping a "remote eye" on repairs...

For several months now, the coronavirus has been hindering shipyard operations worldwide.

According to Clarksons Research, the Covid-19 pandemic and its unprecedented disruption to the world economy has become the dominant theme as 2020 has progressed.

„After a relatively positive 2019, and even though some yards are still protected by forward orderbooks, ship repair volumes are generally trending downwards, influenced by a mix of both operational and economic factors. We estimate an up to 10 percent decline in ship repair activity” – says Stephen Gordon, Managing Director of Clarksons Research.

In this pandemic landscape, some shipyards are doing better and others worse.

In Remontowa Shiprepair Yard we do our best to be in the first above-mentioned group of companies. Special safety procedures introduced in our yard to prevent infections have brought good results. The shipyard operates smoothly, all projects are effectively carried out and our customers, employees, subcontractors and crews are safe.

Ships from all over the world, not only from Europe, but also from America and the Far East, call at Remontowa. During the COVID-19 pandemic, it is not always possible for our Clients to directly supervise the project execution.

That's why in cooperation with them we have introduced remote surveillance techniques that do not require the physical presence of the Shipowner's representative on site. In this way we have successfully accomplished our first projects, which has been highly evaluated by our Customers, whom we thank for their trust. New challenges in these times of uncertainty require innovative solutions.

In May this year Clarksons Research developed a review of the global ship repair market. It shows that in 2019, Poland's share in the entire world fleet modernization sector, covering a wide range of projects, such as: special surveys, scrubber/BWTS retrofits, repairs, cruise refurbishments and other activity, was 3 percent. This is less than in the UAE (4 percent) and Singapore (6 percent), but more than in Japan (2 percent) and South Korea (2 percent). According to this report, a total of 49 percent of the market shares belong to China.

In turn, in the statistics of special surveys carried out by the 20 largest shipyards in the world in this respect in 2019 (data as of May 2020), developed by Clarksons Research and presented in the World Fleet Register, Remontowa has been ranked 8th overall and 1st in Europe.

**Grzegorz Landowski**  
Communications Director



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The Shipowner decided to supervise the repairs of *YM Express* remotely, which was a proof of trust in Remontowa.  
Photo: Marcin Koszałka

## Remote surveillance techniques for ship repairs during the COVID-19 pandemic

# Online bridge to the Far East

**The visit of almost 260 metres long container ship *YM Essence*, which last summer entered Remontowa initiated the cooperation of our shipyard with the Taiwanese Shipowner Yang Ming Marine Transport.**

The successful job done on that ship resulted in the repair of another two twin ships of the same ship owner: *YM Enlightenment* and *YM Express*, which, like *YM Essence*, operate the route North America (Halifax, New York, New Jersey, Philadelphia) - Europe (Rotterdam, Hamburg, Antwerp, Southampton).

Cooperation with the Taiwanese Shipowner has been going very well since the beginning of the project. The contract signing was preceded by a tender, which

was won by Remontowa, beating competitors with docks of the same size as in our shipyard. Even the outbreak of the coronavirus pandemic in the world did not hinder the last of the three contracted ships from being efficiently repaired.

### ***YM Express***

This container ship arrived at Remontowa in March this year, at a time when the COVID-19 pandemic was already spreading around the world and restric-



tions on travel were in place. Due to the closure of the airspace between Asia and Europe, the Taiwanese Shipowner had no possibility to send a superintendent to Gdańsk to supervise the repair works. The Shipowner decided that he would supervise the repairs remotely, which for us was a proof of trust in our shipyard.

The most important work on the *YM Express* was the inspection and overhaul of the main engine, which due to its large size (diameter of a piston is 1 metre!) was quite a challenge for the shipyard workers.

The difficulty of the work was primarily attributed to the size and weight of individual engine components. For example, the cylinder head, instead of the usual weight of about 1,5 tonnes, on the mentioned ship weighed as much as 11 tonnes! Although the container ships being repaired at the yard are not up to the size of the largest, almost 400 metres long giants, the propulsion system is similar in size.

Each stage of the project was reported by us daily through a video chat. The "Eyes" of the Shipowner on site was the ship's master, who confirmed the repair progress. The knowledge about specialist technical details of the conducted works, the Shipowner drew from us. What is most important, he was very satisfied with this form of contact and timely completion of the repair.

## Star Stratos

Yang Ming Marine Transport from Taiwan has not been the only shipowner from the Far East to cooperate with Remontowa. In our shipyard for several years we have also been hosting ships of the Japanese Owner Nissen Kaiun Co. Ltd. This is one of an important returning Client.

In the second quarter we hosted *Star Stratos*. A few months earlier we were repairing the twin reefer ships *Star Best*, *Baltic Spirit* and *Cool Spirit* which followed two other vessels of the same owner, serviced earlier. Each time it was a large scope of work. On all these ships we installed scrubbers, some of them were also retrofitted with BWT systems.

Due to the COVID-19 pandemic, in case of the *Star Stratos* repair, the Shipowner could not use the services of his superintendent either. However, he decided to hire his representative on site, which also required great confidence in our shipyard.

After last year's installation of the BWT system, this year a scrubber was installed on the same ship. Before the vessel arrived, an additional section, the so-called scrubber house, (i.e. the high room in which the scrubber is placed), was prefabricated in the yard.

This way, when the ship was already in the shipyard, the ready-made section with the scrubber installed inside, was trans-

ported to the ship and installed at the stern. This operation was carried out with use of the *Rem-220* floating sheerleg.

Apart from the scrubber installation, crane pedestals for cranes no. 2 and 3 were replaced with the new ones. The repair of the hydraulic cylinders and minor steel work on the cranes was also performed. Additionally, the hydraulic lines of the hatch covers, as well as CO2 and nitrogen supply lines were replaced, a steel work was a serious part of the scope of work. The steel in the fore peak tank was replaced and the tanks for deck sewer water were separated from the larger tanks. Moreover, within the scope of works, there was a specific item, i.e. reconditioning of the shaft bearing.

Also, after installing an additional superstructure section with scrubber, the ship entered the dock where the hull was maintained and painted.

The repairs of the *Star Stratos* reefer and *YM Express* container ship are an example that in Remontowa we are able to successfully repair and retrofit ships remotely, without the need of personal surveillance of the Shipowner's representative. This is extremely important news for our Customers in the era of the COVID-19 pandemic, when we do not know what may happen in a few months to come.



In case of the *Star Stratos* repair, the Shipowner decided to hire his representative on site at Remontowa.  
Photo: Marcin Koszałka





The *Nordic Giant* backhoe dredger after repair departing from our yard with the assistance of tugs.  
Photo: Marcin Koszałka

## Two ships of different types

# *Nordic Giant* and *Spirit*

**The Dutch Shipowner Royal Boskalis B.V. is a leading global provider of services in the dredging, marine infrastructure and transport sectors, with whom Remontowa Shiprepair Yard has been cooperating for several years. In the second quarter of this year, the shipyard repaired two vessels belonging to this Client - the *Nord Giant* dredger and the *Spirit* cable-lay vessel.**

### ***Nordic Giant***

The *Nordic Giant* is a backhoe dredger equipped with a powerful Liebherr P995 excavator, which enables dredging up to 23 m depth. During operation, the unit is supported on three anchor posts (spuds), i.e. tall steel structures that provide stability during dredging.

During the repairs, hull works prevailed. The maintenance and painting works covered the hull, fresh water tank, deck and superstructure. Deep cracks were repaired in the lower part of the side spuds, and the bow leg had part of its lower, heavily worn structure replaced.



A time-consuming task was to dismantle more than 60 fenders, perform maintenance works on the hull where they were installed and reinstall them.

In the shipyard, the *REM-220* floating sheerleg was also used to transport the dredging equipment - booms and excavator buckets - supplied by the Owner.

It is worth mentioning that the *Nordic Giant* dredger is very similar to another vessel of this type - *Hippopotames*, thoroughly renewed in our shipyard in 2019. As soon as the repairs were completed, the *Nordic Giant* was towed to Sweden to carry out dredging works related to the laying of the power cable on the seabed.

### **Spirit**

Throughout almost the entire period of repairs, the *Spirit* cable-lay vessel was docked onboard the *REM LIFT 25000* semi-submersible heavy lift flo-flo barge on which our shipyard prepared the vessel for the next project.

The most important task was to review all four propulsion thrusters (including 2pcs. retractable azimuth thrusters).

Bioblock (sewage treatment plant) was replaced with a new one. Numerous steel and piping works as well as maintenance and painting works on the hull, including painting of fresh water tanks and other areas of the ship, such as: tweendeck, crane, inner part of the bulwark, railings, etc.) were carried out. In turn, electrical and access works were related to the modification of the DP2 system.

Most of the ship's areas, including tanks and rooms, were renovated. A new access to the engine room was arranged, for which part of the existing social room was modified. A lot of steel work was also done on the open deck and on the hull (including new fendering).

Some of this work was carried out for the purpose of placing equipment on board, including the fixing of containers in which specialist equipment for underwater work was to be stored.

After the repairs had been completed, the *CLV Spirit* sailed out of the shipyard towards the Swedish Karlskrona.

The *Spirit* cable-lay vessel docked onboard the *REM LIFT 25000* semi-submersible heavy lift flo-flo barge owned by Remontowa.  
Photo: Marcin Koszałka





*Boabarge 34* entering Remontowa for conversion.  
Photo: Sławomir Lewandowski

The project completed two days  
before the contractual due date

# *Boabarge 34* ready for new tasks

**At the end of May, the semi-submersible barge *Boabarge 34*, after completion of its conversion left Remontowa Shiprepair Yard.**

The vessel was adapted for new tasks on behalf of Kvaerner Canada Limited, part of the Kvaerner Group, one of the world's largest providers of marine engineering services, offshore and onshore installations, contractor and partner for oil and gas operators worldwide.

The aim of the project was to convert the *Boabarge 34* deck cargo / submersible barge in order to enable transport of an offshore rig from the gas field, located approximately 250 kilometres from Halifax to the Canadian coast within a decommissioning project.

The converted *Boabarge 34* was to be positioned underneath the platform, be-

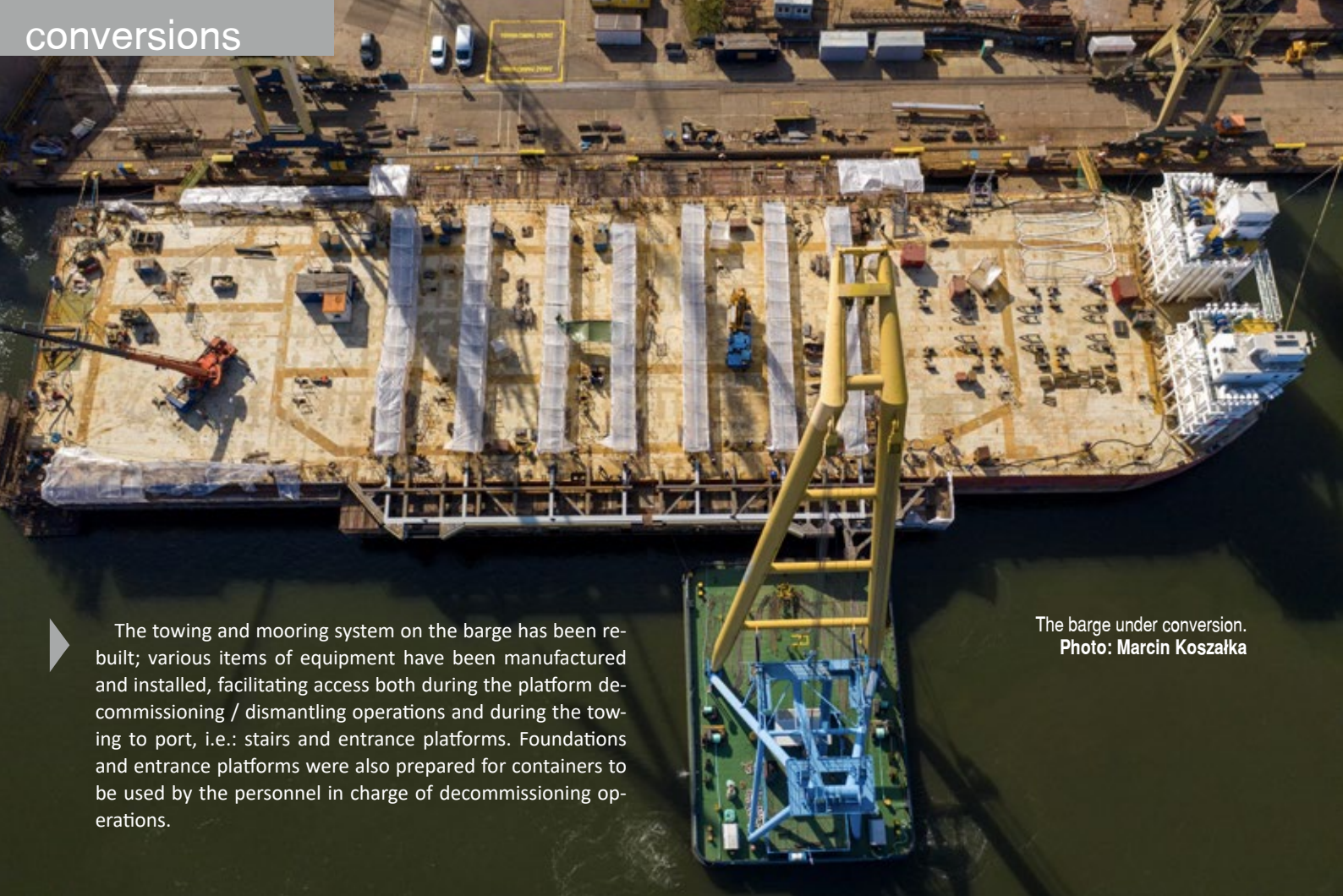
tween its legs. After lifting the legs, the jack-up rig was to lower itself onto the barge, settling on the barge and be attached to a structure prepared at Remontowa, and then withdraw its legs from the seabed to be finally towed off the gas field.

The conversion technology was developed by the Remontowa Shiprepair Yard Technology Office. The project consisted of the prefabrication and assembly on board the barge of a steel structure measuring 62 m × 55 m and 0,5 m deep (weighing approx. 530 tonnes), which was covered with 10 cm thick wood.

In addition, wooden and rubber fenders were mounted on the sides of the barge, as well as eight pieces of storm fastenings for the platform were mounted on board. These are structures made of thick steel plates, difficult to weld, containing a large number of parts requiring machining, weighing about 5 tonnes each.

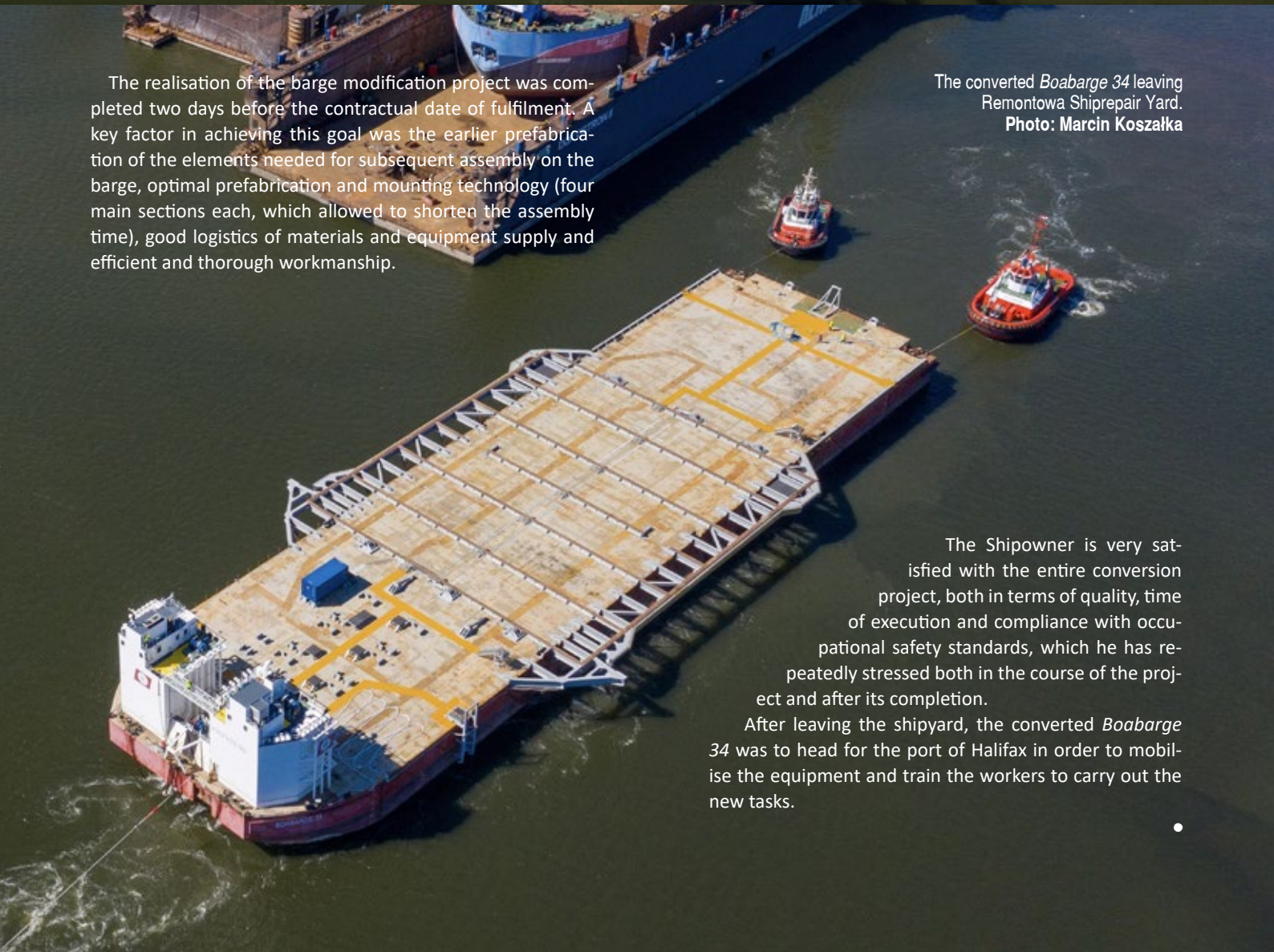
The shipyard also installed a boat landing ladder, i.e. the pilot and tugboat mooring station, ensuring safe entry in all weather conditions from the tugboat to the barge, as well as a hydraulic retractable system for blocking with fenders.





▶ The towing and mooring system on the barge has been rebuilt; various items of equipment have been manufactured and installed, facilitating access both during the platform decommissioning / dismantling operations and during the towing to port, i.e.: stairs and entrance platforms. Foundations and entrance platforms were also prepared for containers to be used by the personnel in charge of decommissioning operations.

The barge under conversion.  
Photo: Marcin Koszałka



The realisation of the barge modification project was completed two days before the contractual date of fulfilment. A key factor in achieving this goal was the earlier prefabrication of the elements needed for subsequent assembly on the barge, optimal prefabrication and mounting technology (four main sections each, which allowed to shorten the assembly time), good logistics of materials and equipment supply and efficient and thorough workmanship.

The converted *Boabarge 34* leaving Remontowa Shiprepair Yard.  
Photo: Marcin Koszałka

The Shipowner is very satisfied with the entire conversion project, both in terms of quality, time of execution and compliance with occupational safety standards, which he has repeatedly stressed both in the course of the project and after its completion.

After leaving the shipyard, the converted *Boabarge 34* was to head for the port of Halifax in order to mobilise the equipment and train the workers to carry out the new tasks.





*Irenes Remedy* underwent class renewal at Remontowa.  
Photo: Marcin Koszałka

Container ship of the Greek Shipowner Tsakos

# Special survey of *Irenes Remedy*

**Remontowa has been cooperating with Greek Shipowners for several decades. The majority of ships from this market repaired in the shipyard are mainly tankers and bulk carriers. This time, however, in April, the container ship *Irenes Remedy* moored to the shipyard quay. The ship belongs to the Tsakos Group, one of the largest Greek Shipowners.**

At Remontowa the ship underwent a class renewal, supplemented by steel works, maintenance and painting works, engine room and propulsion repairs.

Inspection and repair of sea valves was carried out and load tests of davits and overhead cranes were also performed. The scope of work also included a comprehensive overhaul of electric motors, repairs of

injection pumps on the main engine and overhauls of auxiliary engine turbochargers, plate heat exchangers and governors.

A range of steel works was also carried out in cargo holds, which had previously been thoroughly cleaned. The shell plating was repaired in three places along with container guides. A significant item of work specification was the overhaul of

12 hatch covers. This task required the dismantling them with the shipyard's floating sheerleg *REM-220*.

While the ship was docked, the most important tasks were to dismantle the propeller in order to modify the stern tube seal as well as maintenance and paint works on the hull.



repairs



Overhaul of the ship's hatch covers  
required the shipyard's floating  
sheerleg *REM-220* assistance...

**Photo: Marcin Koszałka**





In Remontowa the *Klara* chemical tanker has been retrofitted with a BWT system and on-board equipment allowing the ship to pass through the Panama Canal.  
Photo: Marcin Koszałka

## The chemical tanker *Klara*

# Panama modification and BWTS

**The over 180-metre long chemical tanker *Klara* is one of many ships retrofitted with the Ballast Water Treatment system in the second quarter of this year at Remontowa. The ship has also undergone the so-called Panama modification, adapting it to the new conditions of passage through the Panama Canal.**

As on the *Gerakas* chemical tanker, from the same Client - World Tankers Management Pte Ltd. (serviced at Remontowa in 2019), the heart of the BWT (deck house), in which all the most important components for monitoring the operation of the system are mounted, was installed in a container on board.

The Shipowner decided to covert and use a room on the port side to accommo-

date the BWT system. The container was placed in such a place, close to the existing pipelines, as to allow the BWT system pipelines to be integrated into the surrounding piping without any major interference with the deck space.

The Erma First supplied system was installed on the ship. According to the manufacturer, it is an advanced modular system with a capacity of 50 up to 3000 m<sup>3</sup>/h.



Its main components are high-class filters and a high-performance electrolytic cell.

Another big task was to alter the mooring system, precisely - the so-called Panama modification - to adapt the ship to the new conditions of passage through the Panama Canal.

After modernization, this channel's locks are served by larger locomotives for pulling ships, which in turn requires the adjustment of mooring equipment for larger pulling forces. This involved the modification of existing bollards, rollers, chocks and fairleads, as well as additional prefabrication of the new ones.

The ship also underwent a standard maintenance works and dock inspection, which included, among other things, overhaul of the propeller, replacement of seals on the shaft line (aft and fore) as well as inspection of the shaft cone. The repairs

covered over 20 electric motors, a turbo-charger, main engine air cooler and regulators.

Framo ballast pumps were modified, adapting their functions to the needs of the installed Ballast Water Treatment system. The scope also included cleaning and repair of boiler valves as well as steel replacement in the hull structure, work in tanks and replacement of one of the anchors with a new one.

A lot of work also covered deck cranes. Hydraulic hoses were replaced on the midship hose handling crane and the provisions crane, with the motor overhauled in one of the cranes. Additionally, on the midship crane, the hydraulic cylinders were repaired, just like on the davit of the free fall lifeboat.

The heart of the BWT system was installed in a container on board the ship.  
**Photo: Sławomir Lewandowski**







*Grande Sierra Leone in the dock.*  
Photo: Marcin Koszałka

## Final phase of the scrubber installation project on ships of the Grande Marocco series

# Meeting at the docks

**In the second quarter of 2020 Remontowa continued to retrofit Grimaldi Group ships with EGCS systems. In the final stage of work in the shipyard's docks, two of the company's ships met.**

The first ship in the Grande Marocco series this year to leave the shipyard in March with a scrubber installed was *Grande Gabon*. She was followed by the further ones in the series that benefited from a similar scope of work: *Grande Marocco*, *Grande Sierra Leone*, *Grande Congo*, *Grande Guinea*.

It is worth recalling that the first one - *Grande Marocco*, as a prototype of the entire series, in 2010 was included in the prestigious list of "Significant Ships of the Year" published by the Royal Institution of Naval Architects (RINA), each year presenting 50 selected technically most interesting ships from among



those leaving the shipyards around the world.

The Grande Marocco series, named after the first ship of this generation, was built in 2010-2011. These ships are five years older than the Grande Lagos series, which was earlier serviced in Remontowa SA. All ships in that series, i.e. *Grande Lagos*, *Grande Dakar*, *Grande Tema*, *Grande Abidjan*, *Grande Luanda* and *Grande Cotonou* were retrofitted with scrubbers in Remontowa in 2018 and 2019.

Unlike those ships, the Grande Marocco series hadn't been designed with a view to be equipped with EGCS in the future. That's why, prior to the scrubber installation, the shipyard had to adapt an appropriate room from the cargo space and equip it with the necessary systems, such as ventilation, fire-fighting systems, etc.

Another difference is that the Grande Marocco series ships have been equipped with Alfa Laval scrubbers (previously, the EGCS supplier was Wartsila) at Remontowa.

A large range of works on *Grande Gabon* also included the stern ramp, which

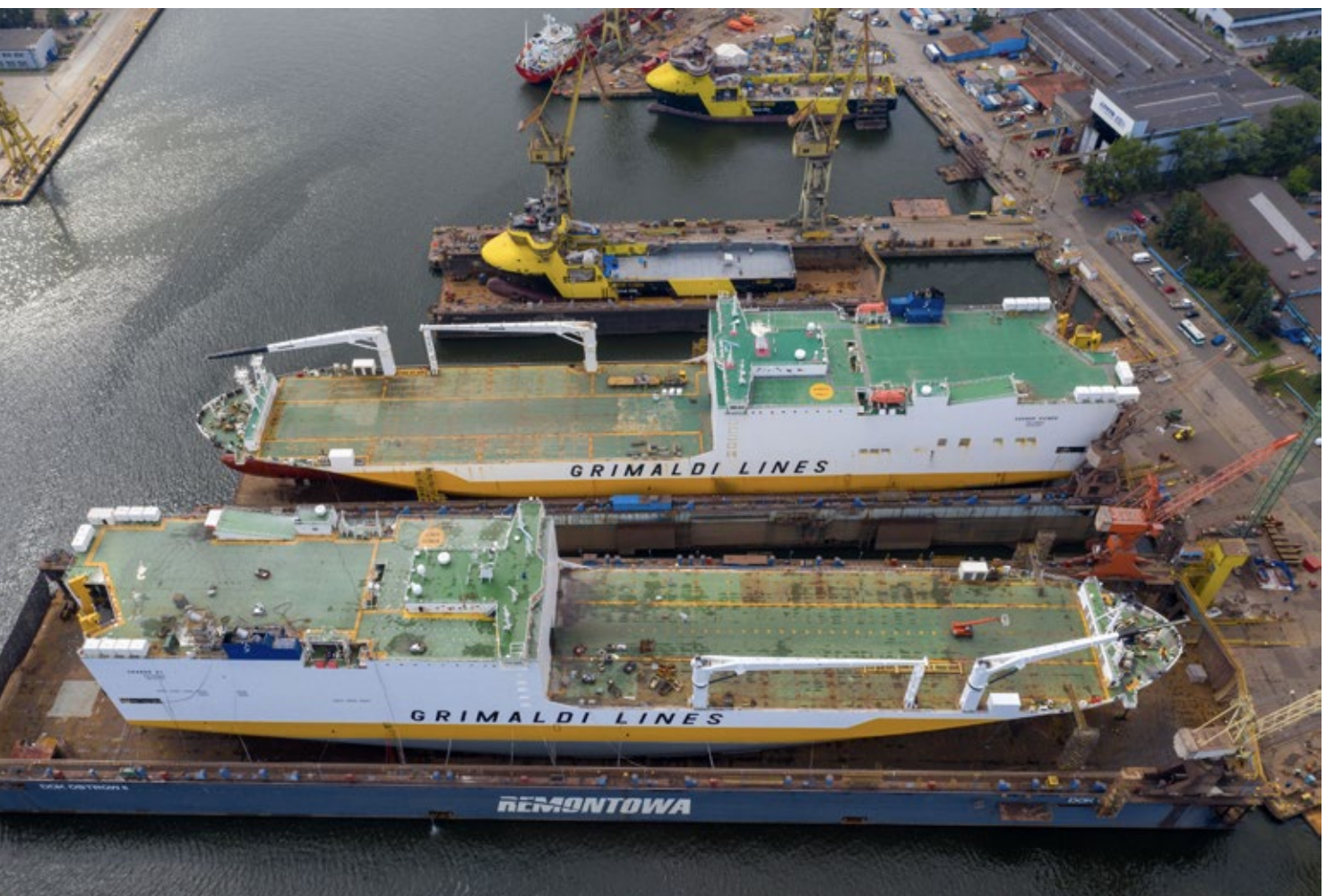
was dismantled for extensive repairs. The ship retrofitted with scrubber left the shipyard in March paving the way for *Grande Marocco* to arrive in the same month.

In the second quarter, the last three ships of this series arrived at Remontowa and their subsequent pairs even met at the shipyard docks. In May, *Grande Guinea* was the last one to enter the manoeuvring basin and immediately entered dock no. 5, meeting in the neighbourhood of *Grande Congo*, on which the repair works were almost completed.

Along with the class renewal and a number of related works, the main task was the installation of an Alfa Laval scrubber.

After the departure of *Grande Guinea*, the goal of the entire programme to retrofit two large series of the Grimaldi Group ships at Remontowa was successfully achieved!

Meeting at Remontowa. *Grande Congo* (the first one at the bottom of the picture) and *Grande Guinea* docked alongside.  
Photo: Marcin Koszałka







*Stena Gothica* (in the foreground) and *Princess Anastasia* in the shipyard landscape.  
Photo: Marcin Koszałka

Safe and timely execution of various projects on passenger ships

# Ferries and Ro-Ro ships

**Despite the serious disruption caused by the COVID-19 pandemic, Remontowa is visited by a large number of car-passenger ferries and Ro-Ro vessels from various Shipowners. In addition to the typical drydocking and repair work, the shipyard has also modified some of these ships, increasing their functionality.**

Due to restrictions all over the world, it was necessary to change the way the projects are carried out, which is constantly being done in conjunction with Shipowner consultation.

The additional procedures implemented and rigorously followed at the yard to

prevent the coronavirus infection have enabled safe and efficient execution of these projects.

## ***Princess Anastasia***

The ferry *Princess Anastasia* is also a frequent guest at Remontowa visiting the yard





*Athena Seaways at Remontowa.  
In the background Baie de Seine.  
Photo: Marcin Koszałka*



*Gothia Seaways and the twin ship  
Belgia Seaways in the background.  
Photo: Marcin Koszałka*



for the third time within the last three years. A shaft line was installed on the ferry during this year's stay. The shaft line had previously sustained damage and was transported separately to the shipyard by land.

In the shipyard, the whole shaft line was reassembled, and a complex operation of its insertion and aligning, with the use of special sliders and subsequent assembly on the ship, was preceded by calculations. A large scope of steel replacement works was carried out in ballast and fuel tanks. The reconstruction of the insulation of the exhaust gas lines in the funnel stack was also essential.

The yard also prepared the ferry for the prospective installation of the ballast water treatment system BWTS by arranging space for the required pipeline systems. The vessel also underwent maintenance works and protective coatings application.

### **Athena Seaways**

The *Athena Seaways* originally called at Remontowa for dock and maintenance repairs three years ago. In 2015, a scrubber was installed on this ship in the yard.

This year the scope of repairs on the ferry included the maintenance of the hull, superstructure, funnel and car decks. The hinges on the stern ramps and mooring rollers were also repaired, and the heavy fuel tank was repaired and cleaned. The speed controllers and oil pumps were inspected, and electrical works carried out including the inspection of fans and electric motors.

While the ship was docked, work on the underwater part of the hull was carried out, including the repair of the rudder blade, which required its disassembly, inspection and replacement of the rudder stock sleeve bearing. Two tunnel thrusters were also inspected. The major overhaul of the two shaft lines included the replacement of the liners, seals and blades on both propellers.

The propeller blades installed on the ship originally belonged to the *Regina Seaways* ferry, which visited the shipyard in January this year. The blades underwent mechanical treatment at the yard to be prepared for re-use

### **Sirena Seaways**

The *Baie de Seine* ferry is a regular visitor to Remontowa. On March 23rd this year, the ferry again entered Remontowa for the overhaul of her main engines, installation of fenders on the port and starboard sides of the ship, repair of the stern ramp, and overhaul of the stabiliser.

Due to the expiry of the ship's five-year charter by Brittany Ferries, the ferry was repainted in the DFDS livery, and was returned to its previous name of *Sirena Seaways*. It is worth recalling that this ferry was previously initially sailing under the name *Dana Sirena*. The brand new ferry was transferred from the building yard to Remontowa at the turn of 2002 and 2003 for conversion and upgrade.

### **Stena Gothica and Stena Vinga**

There are still workers at Remontowa who remember the conversion of this ferry, completed in 2001. It was then called *Ask*, and similarly to the *Urd*, was lengthened here by 20 metres. The ferry has changed its name several times



*Baie de Seine* was repainted in the DFDS livery, and returned to its previous name of *Sirena Seaways*.  
Photo: Marcin Koszałka



in its life to date. Presently, it is known as *Stena Gothica*, and under this name it called at Remontowa in the second quarter of 2020 - this time for a maintenance docking.

An important task was to replace steel in the lower hold, along with cleaning of the three fuel tanks and a ballast tank. The stern tube seal of the port side shaft was replaced, which required removal of the rudder blade.

Technical inspections and overhauls were carried out on the thruster, electric motors, coolers, pumps and boilers, amongst others. The seawater system pipes and valves were replaced, and the sanitary waste management system modified.

In March, the *Stena Vinga* ferry arrived for class renewal repairs. The work schedule included the dismantling and repair of two stabilisers, the dismantling of the two bow thrusters and overhaul of one of them. In addition, the works in-

cluded the inspection of outboard valves, fans on the car deck, cleaning and maintenance of the biological waste treatment plant tank and other tanks, as well as modifications to the pipelines in addition to a lot of hull works. In the aft ramp, the structure was also modified and any cracks repaired.

### ***Belgia Seaways & Gothia Seaways***

A recent major works was the conversion of the two twin Ro-Ros, *Belgia Seaways* and *Gothia Seaways*. New ramps were installed on both ships, allowing Ro-Ro transfers between two decks.

The first ship arrived in April and the second one in June, so both were at the shipyard at the same time for several weeks. Even before the arrival of the ships, the shipyard had prepared all the steel sections on which the new ramp was to be installed. The assembly technology was also developed. More than

130 tonnes of steel were used to pre-fabricate all the sections and made the necessary hull reinforcements and stiffeners in the ramp assembly area. These works, affecting the ship's structure, were carried out in the dock.

The assembly of the ramps was complemented by electrical and hydraulic works related to ensuring power supply and safe operation of the new ramp. The ships have also undergone class renewal, which was extended by a few additional items. The bow thruster was fully serviced, the main and auxiliary engines were overhauled, and numerous repairs were also carried out on the stern ramp.



*Stena Vinga* in the dock.  
Photo: Marcin Koszałka





*Princess Anastasia and Ulysses at Remontowa.*  
**Photo: Marcin Koszałka**



Earlier this year the ferry  
*Nova Star* owned by the  
Polish Shipowner Polferries  
was also repaired at  
Remontowa.  
**Photo: Marcin Koszałka**





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