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A tribute to Piotr Soyka

In August 2020 Piotr Soyka, the chairman of the REMONTOWA HOLDING Capital Group died.

On Wednesday, the 12th of August - the day of his funeral - the sound of ship horns could be heard all over Gdańsk, where the Remontowa shipyard operates. In this symbolic way the shipyard's workers and ship crews bid farewell to the deceased.

For many years Piotr Soyka was the chairman of Remontowa Shiprepair Yard, the founder, chairman, co-owner and author of the global success of REMONTOWA HOLDING Capital Group, -the largest Polish shipbuilding group and one of the biggest in Europe.

He was and will always be for all of us - employees and associates - the greatest authority and guiding light, a man who committed his entire life to developing the companies of our Group. He opened the shipyard to the world. Sharing his knowledge, wisdom and great experience, he was always with us, in good and bad moments, celebrating successes together and raising our spirits when the failures happened.

He inspired, advised, motivated, supported and encouraged us to defy the odds and to move on, achieving what seems unattainable and changing the reality around, which he himself was the best example of.



Piotr Soyka 1943-2020

For us he was and will always be a signpost, a mentor and a Friend. It was an honour to work with him.

He has taught us to respect Shipowners and to meet their expectations. He also made us aware that taking care of Shipowners and strengthening mutual cooperation contributes to the continuous development of the shipyard and the improvement of our services.

And we continue to pursue his vision, working with Shipowners around the world, just as he taught us...

**Grzegorz Landowski
Communications Director**



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REMONTOWA
HOLDING



Grane R with new sponsons departing from Remontowa.
Photo: Marcin Koszałka

Rare solution on an offshore ship

Grane R got new sponsons

In September, the project to retrofit the multi-purpose offshore vessel *Grane R* owned by Rohde-Nielsen A/S was completed at the Remontowa shipyard.

Grane R is a powerful offshore grab dredger and stone placing vessel capable of performing a variety of projects related to trench dredging and backfilling, boulder removal, rock installation and other offshore activities.

The most important task was to retrofit the ship with sponsons – the projections (buoyancy casings) from each side of the hull, used to enhance its stability.

It is worth recalling that since the end of the 1990s Remontowa has modernised

several dozen ships in this way, but mainly Ro-Pax ferries. Installation of sponsons on ships such as the *Grane R* is rare.

The implementation of this project involved additional modification of virtually all ship's systems. The challenge was limited time for logistics and execution of works, but the retrofit project was completed as scheduled and according to the shipowner's expectations.

Prefabrication of the sponsons began even prior to the ship's arrival in Gdansk.

On the *Grane R*, the shipyard installed two sponsons, each 1.6 m wide, containing six tanks on each side. The total weight of the entire assembled structure has reached 203 tonnes.

Six new tanks were partially connected to the old ballast tanks, while the two anti-heeling tanks - one on each side - were supplied with a new pipeline of the ballast system. All the new tanks have been fitted with probes and the connections to the measuring system have been prepared.

Tank venting has been modified and the outboard outlets of the waste system and engine room systems from the bow section have been extended. The works in the hold included completing the rinsing system, assembling the brackets and making the gratings leading to the sewage ducts.

Other works include the installation of new rails on the starboard side, modification of the fuel system in the engine

room, construction of a new sea chest for the BWT system, installation of a new sonar structure, modification of the sprinkler system, construction of a new technical room in the bow section of the hold, installation of a foundation on board for a new backhoe loader as well as prefabrication and installation of a foundation for the chute to be used for dumping aggregate.

The azimuth thruster was inspected and overhauled under the surveillance of the service technician, and the boat landing ladder was mounted on the starboard side. Moreover, the hull with sponsons underwent maintenance and was painted, as well as all new constructions made by the shipyard.

During the conversion project the ship was docked on the REM LIFT 25000 heavy lift semi-submersible barge.

Photo: Marcin Koszałka





Atlantic Star – one of the largest ships visiting Gdansk, leaving Remontowa after completion of the repair project.
Photo: Marcin Koszałka

Longest and heaviest ship in the largest dock

Atlantic Star set a record!

In August, *Atlantic Star* - one of the largest con-ro ships in the world - entered the Remontowa S.A. shipyard. It is one of five representatives of the G4 series, built in China between 2015 and 2017, which is an example of the largest ships of this type operating in ocean shipping.

The ship is owned by the Italian Grimaldi Group of Naples and operated by ACL. The G4 ships, like their predecessors in the G3 series, are employed on the North Atlantic line, connecting northern Europe with North America.

This is not the first visit of a ship owned by this shipowner, to the Remontowa shipyard. Over the last two years it has

repaired and retrofitted with scrubbers a total of 11 container/ro-ro carriers, belonging to the Grande Lagos and Grande Marocco series.

However, the *Atlantic Star* has set a record. She is the longest and the heaviest ship ever lifted in the largest floating dock of the Remontowa yard. The overall length of the ship is 296 m, width - 37.60

m and weight - 37 170 tonnes (without ballast). For comparison - the previous „record-breaking” ship docked here in 2017 - a Danish container ship - was „only” 293.18 m long and 32.18 m wide.

In the Remontowa shipyard, the ships 300 metres long have already been repaired at quays.

The challenge for the shipyard was to dock this ship, for which six months earlier a detailed preparation had begun. The dockmasters, supported by the knowledge of the shipyard's general designer, developed a precise procedure for the safe placing and lifting of the ship in the shipyard's largest floating dock.

In addition to the standard technical analyses, the FEM (Finite Element Method) calculations were also carried out, which made it possible to determine very precisely the tensions affecting both the structure of the dock and the keel blocks, as well as the ship itself.

The results of the analyses and the construction of the ship itself required very precise preparation of the substructure with a levelling tolerance of ± 5 mm and

positioning the ship with a tolerance of ± 10 mm, which was a great challenge given the size of the *Atlantic Star*.

Such restrictive boundary conditions were then checked by the shipyard's measurement services and the results of the analysis were approved by the Polish Register of Shipping. Finally, the ship was positioned with zero tolerance!

Calculations and simulations carried out several months in advance have ensured that the drydocking operation for the repair of such a large ship is completely safe.

The *Atlantic Star* called at the yard for a standard dock and maintenance repair, including work on the steering system, replacement of sections of outboard pipelines, maintenance and painting work, overhauls of bottom-board fittings, as well as the scope of steel replacements.

Once the project was successfully completed, the ship left the dock and shipyard safely in late August.

Atlantic Star (first from the top) in the largest dock of the Remontowa Shiprepair Yard.
Photo: Marcin Koszałka





Key Marin underwent a special survey at Remontowa.
Photo: Marcin Koszałka

Special survey of *Key Marin*

Cargo tanks just like new...

One of the main tasks on the oil/chemical tanker *Key Marin*, was the ship's class renewal and full maintenance and painting of cargo tanks. The tanker owned by Key Shipping AS, operated by Columbia Shipmanagement Ltd and managed by Sea Tank Chartering AS, entered the yard in mid-June.

The vessel was docked immediately upon arrival. Many additional repair jobs have also been carried out on the ship, along with the scope related to its class renewal. The anchor windlass-mooring winches on the bow were inspected. The shafts underwent mechanical treatment and bearings were replaced, the rudder blade and drive shaft were overhauled and the propeller was renewed.

The main and auxiliary engines were thoroughly inspected, after their parts had been disassembled, transported to land and repaired in the workshop. The air coolers were also inspected and cleaned, turbochargers, ballast pumps, cooling

pumps, plate and shell-tube coolers and cargo pumps were also overhauled.

Pressure tests of the main deck system fuel lines (FGO and HFO) were conducted. Overhauls of PV valves as well as of any other valves were carried out. The seawater, waste and grey water pipes in the engine room as well as the auxiliary engine cooling system pipes were renewed.

There was also a lot of steel work on the starboard and port side chains and anchors, combined with steel replacements in the chain lockers and in the plating of the condensate tank on the starboard. Anodes on the hull were also replaced.

The scope of work also included repair of electric motors, overhaul of the main and emergency switchboards and alternators, repair of the shaft generator and three auxiliary motors.

The ventilation system in the superstructure was repaired. Load tests of the provisions crane, the rescue boat davit, as well as tests of free fall lifeboats were carried out. Exhaust system insulation was replaced.

Once the cargo tanks had been grit-blasted to SA 2.5 class, two coats of primer and two final coats of paint were applied. Additionally, the hull treatment was completed.



Kronprins Frederik in the Remontowa Shiprepair Yard in August 2020.
Photo: Marcin Koszałka

Scandlines' ferries - frequent visitors to Remontowa

Kronprins Frederik – the ship with a rare rudder

The ferry *Kronprins Frederik*, owned by Scandlines, was the next ferry in line, after the ferries *Berlin* and *Copenhagen*, which have undergone planned class check and repairs at the Remontowa shipyard.

Since April 2017, *Kronprins Frederik* has been operating on the Puttgarden-Rødby route as a freight vessel to meet the increased demand for this kind of service on the route. Before that time *Kronprins Frederik* sailed on the Rostock-Gedser route. Since the ferries *Berlin* and *Copenhagen* (both underwent planned class check by Remontowa in 2019) entered into operation on the Rostock-Gedser route, *Kronprins Frederik* has been used as a standby ferry there.

Kronprins Frederik called at Remontowa in the beginning of August. One of the most

important works on this ship was to replace parts of the ballast system's pipelines.

A big task was also an overhaul of the right propeller shaft weighing 35 tonnes (together with the propeller - 50 tonnes), involving its disassembly, transport to land, execution of works, return transport and reassembly on the ship.

The transport operation itself required care and precision. The propeller shaft was first lifted up by a floating crane and then lowered onto an onshore self-propelled wheeled platform, which transported it to the hall of the shipyard's marine

power plant department. Once the overhaul had been completed, the propeller shaft was returned to the ship by a floating sheerleg, which lifted the shaft from the quayside and helped to mount it into the drydocked ferry.

The rudder blades were also overhauled during the dock work. It's worth mentioning, that *Kronprins Frederik* has a rare rudder solution, used on only 30 ships in the world.

The ferry is equipped with the bow rudder, that improves the ship's manoeuvrability when mooring or sailing in narrow channels. This solution is also found on ships which are required to go astern for long distances.

In addition to the standard dock work, repairs were also carried out in the fresh water tank as well as in anti-heeling and stern ballast tanks.

Maintenance work in the tanks was also carried out - a complete blasting and painting of the fresh water tank as well as a complete painting of the two anti-heeling tanks. Other works included: inspections of outboard valves, coolers and boiler, electrical works as well as painting of the hull, including parts of the stem. Cleaning of the hull and superstructure was carried out using the UHP (Ultra High Pressure) hydroblasting method.

Class renewal and installation of a BWT system

Second special survey of *Amundsen Spirit*

The crude oil tanker *Amundsen Spirit*, 248.56 m long and 43.82 m wide, flying the Bahamas flag, called at Remontowa in June this year. Previously, the ship underwent an intermediate survey here in 2018. This time she came for the 2nd special survey and installation of a BWT system.

This year's visit was planned well before the ship entered the yard. Due to the order to carry out the overhaul of three retractable azimuth thrusters (one at the stern and two at the bow), special preparations for drydocking the ship were undertaken in advance.

For the duration of the ship's stay in a dock, the thrusters pulled out of the hull

had to be available in previously prepared pits in the floating dock, which was adapted for that purpose.

The azimuth thrusters, which are rarely used on such large ships, allow to maintain the current position at sea in various weather conditions with the ship's own propulsion. In the case of tankers of this class, it makes it easier

to load oil in the close proximity of an offshore platform.

In addition to the scope of work required for class renewal, the ship has been retrofitted with the BWT system of the Chinese company Headway, which is based on electrocatalysis.

The two separate systems have been installed, one connected to the main ballast system and the other one to serve the afterpeak tank. The main devices of the system were installed in the engine room and in the pump room.

Moreover, overhauls of the cargo, ballast and stripping pumps were carried out, as well as inspections of electric motors, tunnel thruster and the retractable azimuth thrusters mentioned earlier. The scope also included work on the rudders and propellers of the ship. After completion of the project, the ship sailed out in the livery of a new owner. The Altera logo has replaced Teekay on the ship's funnel.

Amundsen Spirit has undergone the 2nd special survey and installation of a BWT system at Remontowa.

Photo: Marcin Koszałka



LPG tanker equipped with Gas Detection System

Special survey of *Bastogne*

The ships belonging to Exmar Ship Management have been regularly entered the Remontowa shipyard for many years.

Last year they were, among others, *Angela*, *Marianne*, *Waasmunster* or *Joan*. At the end of August this year, after repairs, the *Bastogne* gas carrier of the same ship-owner departed from the yard. It wasn't her first visit, as she was already here in 2015 for class renewal.

This year, *Bastogne* underwent a special survey, too. However, in addition to the class renewal, the ship was retrofitted with the Alfa Laval BWT system. The

installed equipment included filter, UV reactor, CIP module (Cleaning In Place) responsible for cleaning the reactor after the ballasting operation and three control cabinets of the system.

Another important point of the project was the installation of a gas detection system on board the ship, consisting of 21 measurement points located from bow to stern, connected to the control cabinet in the cargo control room by means of a 2200

m long tubing (10 mm diameter stainless steel pipes). The system provides safety by sampling and checking the composition of the atmosphere in a given enclosed space to alert to any possible gas leaks.

The main engine repair carried out in the shipyard included an overhaul of all seven systems of the MAN B&W 7S50MC drive unit. Maintenance was also carried out of the ship's four ballast tanks, the surface of which was cleaned with the use of UHP (Ultra High Pressure) hydroblastic system.

In addition, the water spray system for the propane storage tanks on the main deck and the superstructure water spray system were replaced. The waste line connecting the so-called bioblock (biological sewage treatment plant) to the after peak was also modified. While the ship was dry-docked, maintenance and painting works were also carried out.

Bastogne has undergone its class renewal combined with BWT system installation at Remontowa.
Photo: Marcin Koszałka





Bow Condor moored at the quay in Remontowa.
Photo: Marcin Koszałka

BWT system, special survey
and much more done on *Bow Condor*

30 tonnes of steel replaced

The chemical tankers owned by Odfjell regularly enter the Remontowa Shiprepair Yard for repairs. In the last few years they have been among others *Bow Fagus*, *Bow Atlantic*, *Bow Aratu*, *Bow Star*, *Bow Clipper*, *Bow Faith*, *Bow Guardian*, *Bow Gallant*, *Bow Pioneer*, *Bow Summer* and *Bow Oceanic*.

In the third quarter of this year another ship from the Norwegian shipowner's fleet - *Bow Condor* - entered the yard. She underwent a special survey and departed with a BWT system installed.

Due to insufficient space in the pump room, the main components of the system,

including filters, UV reactors and pumps, was installed on board in a specially designed deckhouse. The pipes of the new system were installed between the main deck and the pump room, which has undergone many modifications as a result. New ballast pumps were installed and connected.

When the ship was drydocked, the tunnel thruster was overhauled, after being dismantled and transported to land. Propulsion system components, such as the shaft and the propeller, were pulled out to be measured and processed. The bow thruster electric motor was pulled out through an access opening in shellplating, which was reassembled after the electric motor had been rewinded.

In addition, dozens of other electric motors were overhauled, the turbocharger was overhauled, switchboards were cleaned and cargo valves have been replaced.

A considerable scope of work concerned replacement of supports under pipes on the main deck, repairs of cargo manholes and replacement of most manholes in the ballast tanks. A new gangway was mounted on the port side and rescue boat davits were repaired.

A large number of pipes were replaced in the engine room. On the main deck, the foam and fire protection system pipes

were replaced and the sewage system pipes were modified. The mooring winches were overhauled, and most of the windows in the superstructure were replaced with new ones.

A total of approximately 30 tonnes of steel have been replaced on board, among others in the chain lockers and the fuel and ballast tanks - the latter have also undergone coating maintenance. Stainless steel in the cargo tank was also replaced. In addition, a lot of minor work was done in the tanks, mainly ballast tanks. The hull of the ship underwent coating maintenance.

The main components of the BWT system were installed on board in a specially designed deckhouse.
Photo: Sławomir Lewandowski





The drydocked *Chiquita Express* captured from above...
Photo: Sławomir Lewandowski

Chiquita Express with a BWT system installed and hatch covers renewed

Specialised banana carrier

The container ship *Chiquita Express* (ex *Maersk Narbonne*) for a few years has been sailing in the livery of Atlanship S.A. from Switzerland, carrying bananas from South America to Europe.

Probably every European consumer knows the bananas with the 'Chiquita' label. However, certainly not everyone knows where they come from and how they get to some countries of our continent, such as the Netherlands, the UK, Sweden, Norway or Finland.

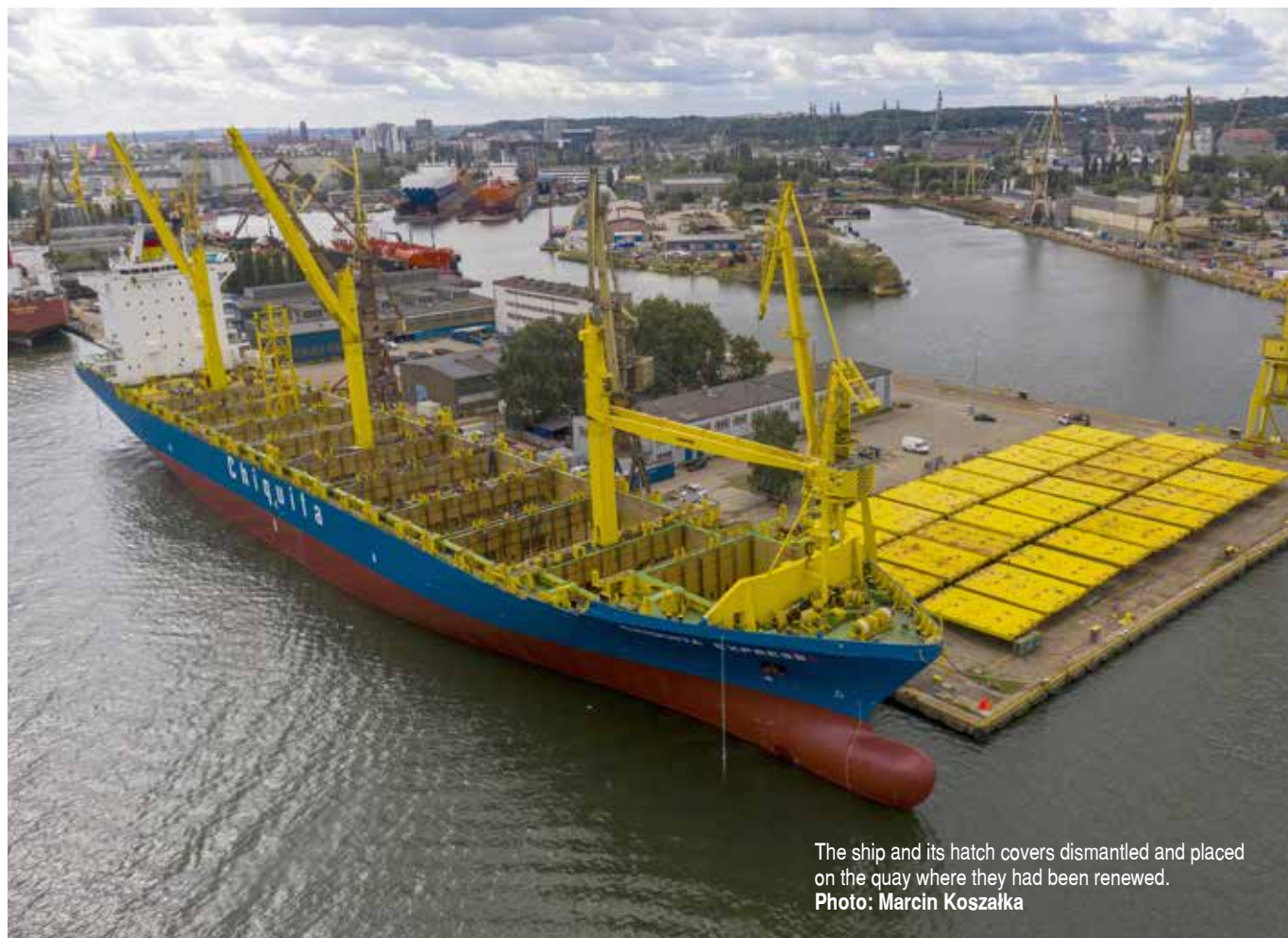
According to Atlanship S.A., this company is involved in full ship-management activities and operations of specialised vessels employed in food industry, particularly ships transporting fruit juices in bulk under refrigeration.

Chiquita Express, along with *Chiquita Trader* is one of the two full reefer capacity ships carrying containers, each of which can hold 1080 boxes of bananas. Both ships are equipped with Controlled Atmosphere (CA) containers fitted with state-of-the-art technology for refrigerated transport. Both sail between Costa Rica, Panama, and the port of Vlissingen.

In August this year, *Chiquita Express* called at the Remontowa shipyard for the installation of an Alfa Laval's BWT system. Prior to its arrival, the shipyard prefabricated the elements needed for the installation of the BWT system, including pipelines and foundations. The docked ship underwent a repair with steel replacement in the holds. The propeller seals were also replaced and standard hull maintenance was carried out.

An important operation was the dismantling and reassembling of 28 hatch covers, which had been placed onto the shipyard's quay using a floating sheerleg and repaired there. In addition, the cabin of one of deck cranes underwent a comprehensive refurbishment.

In October, the *Chiquita Trader* called at Remontowa for a BWT installation.





Evrotas after completion of the retrofit project at Remontowa.
Photo: Marcin Koszałka

The Greek ship sailed out with
a BWT system from a Greek supplier

Second visit of *Evrotas*

In 2019 the Greek oil tanker *Nestos* owned by Pleiades Shipping Agents S.A. of Athens was repaired in Remontowa. The ship was then retrofitted with a Ballast Water Treatment system. The twin ship of the same owner - *Evrotas*, which previously visited us in 2013, called at Remontowa this year.

Similarly to *Nestos*, the main task on the *Evrotas* was to install the BWT system made by the Greek company Erma First – in this case with one, large filter version.

In order to integrate the system a lot of pipelines have been laid, including also the valves. Engine room and the pump room were adapted accordingly. Many elements

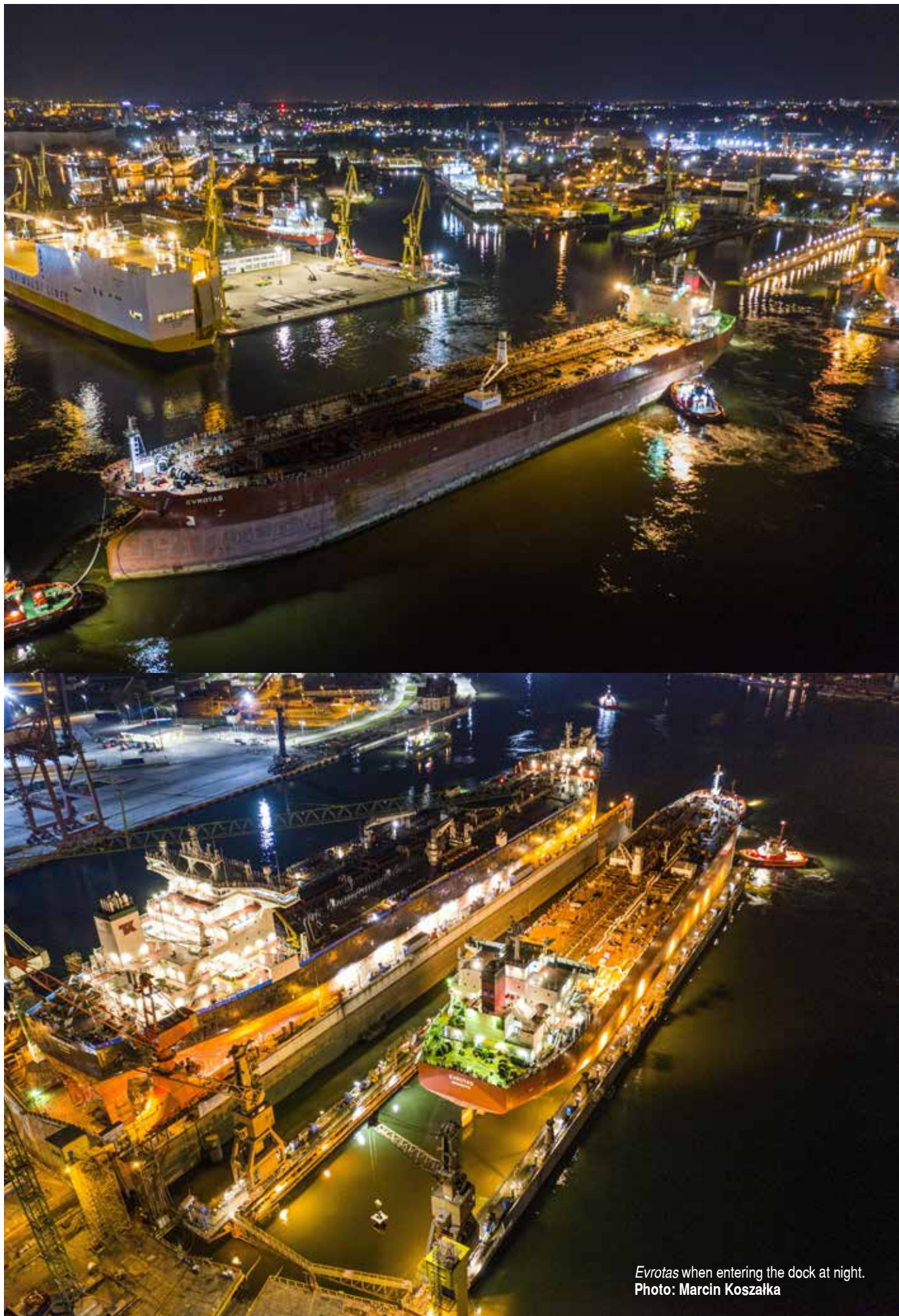
of the BWT system, such as backflash pumps, filters and electrolytic devices, controlling its operation, were connected to the electrical and automation systems. Among others, 4 km of cables have been laid. In order to fit the 3.5-tonne filter on board, a proper technological opening was made in the hull.

In addition, the afterpeak tank was re-arranged and divided into three smaller tanks. The two additional tanks are now used as technical water tanks. The fuel tank on the starboard side was also modified and a new bulkhead was inserted. The job required the fitting of many installations as well as the conversion of both – the heating and fuel pipes – as well as the installation of new sounding and alarm sensors.

Two mooring winches were dismantled to undergo the mechanical treatment and repairs. The crane was inspected, along with a rope and hydraulic gear replacement. During docking, the propeller was removed for inspection, the shaft cone was checked for damage and the rudder blade was measured.

The hull has undergone comprehensive maintenance. About 14,000 square metres of its area have been grit-blasted up to SA2 class and new coatings have been applied.

A comprehensive overhaul of the main engine, including the inspection of cylinder covers and liners, pistons, turbochargers and bearings was done by the yard.



Evrotas when entering the dock at night.
Photo: Marcin Koszałka



Sten Baltic and Sten Nordic drydocked side by side at Remontowa.
Photo: Marcin Koszałka

Chemical tankers *Sten Baltic* and *Sten Nordic*

The twins docked side by side

The Norwegian shipowner Rederiet Stenersen AS based in Bergen, which owns the chemical tankers *Sten Baltic* and *Sten Nordic*, has been cooperating with the Remontowa shipyard for years.

The company operates a fleet of 18 chemical/product tankers ranging in size from 13.000-19.000 dwt. All vessels are deployed in North West European Trade and equipped at the highest standard in order to meet the customers requirement and the harsh conditions in North Europe.

In the last three years we have repaired seven ships from its fleet in total. In 2018, we hosted - at the same time and in one dock - two chemical tankers: *Stenberg* and *Sten Frigg*. In 2019, we carried out a major

overhaul of the ship *Sten Skagen* and earlier this year, we have already serviced *Sten Fjell* and *Sten Idun*.

In 2020, we retrofitted *Sten Baltic* and *Sten Nordic* with Alfa Laval BWT systems. On both ships a similar scope of repair works was also carried out.

Sten Nordic underwent maintenance of ballast tank and cleaning of other tanks, including fuel tanks. The overhauls were carried out on electric motors and main engine gearboxes.

Steel replacements were carried out in sea chests, as well as repairs of the shaft alternator and generators, inspections of boiler mountings and PV valves, washing of boilers, overhaul of plate coolers and replacement of box coolers with the new ones.

The dock work included overhauls of the tunnel thruster and main propeller with the dismantling of blades and replacement of seals, as well as inspection of outboard fittings (inlet valves).



Stena Polaris with the BWT system installed in two deckhouses (the white casings visible on the main deck) at Remontowa.

Photo: Marcin Koszałka

Special survey of the P-MAX tanker *Stena Polaris*

BWT system in deckhouses

***Stena Polaris*, owned by Concordia Maritime and operated by Stena Bulk, is one of the ten P-MAX tankers, which can carry 30 percent more cargo, than a standard MR tanker. The ship entered the Remontowa Shiprepair Yard in Gdansk for a special survey combined with the installation of a Ballast Water Treatment System, supplied by Alfa Laval.**

In the implementation of this project, the shipyard used the previous experience gained during the repair of the twin ship *Stena Progress* in 2019.

According to the shipowner's wish, the *Stena Polaris* has been retrofitted with the BWT system installed on the main deck in two deckhouses weighing a total of almost 45 tonnes, which had been prefabricated

at Remontowa prior to the ship's arrival. When the ship was in the yard, the deckhouses were installed on the port and starboard sides.

The installed BWT system can treat a total of two thousand tonnes of ballast water per hour. Its deployment on the main deck, to which the ballast water to be purified has been piped, required

the installation of some additional equipment.

Two additional booster pumps have been installed in the deckhouse, allowing water to flow more quickly to the deck and back to the ballast system. To operate these pumps in the engine room and in the superstructure, additional power supply systems have been installed as well as control systems, inverters, cooling system, etc.

When the tanker was drydocked, two shafts and rudders were dismantled and the seals were replaced. Moreover, the cargo, slop and ballast pumps were overhauled. As each of them measures 17.5 metres, they were pulled out by two cranes, then transported individually to land and after repair back to the ship. The work mainly focused on replacing bearings and seals as well as carrying out the pressure tests.

During the ship's stay in the yard, the shipowner also ordered to overhaul the main engine of the MAN B&W 6S46MC type. The engine parts, such as cylinder covers, exhaust valves, pistons and air coolers were inspected. There were also many fitting works in the superstructure, among others.

Remontowa in Clarksons' TOP 20 shipyards of the world

How to deal with disruption?

Remontowa Shiprepair Yard S.A. has been scored as the only European shipyard among those ones, that carried out the most special surveys in 2019. The company is also among the 10 top ship repair yards in the world in the Clarksons Research ranking.

The British maritime intelligence analysed fleet modernisation projects carried out in 600 biggest ship repair yards in 2019. The results have been published in the report: "A ship repair market review", a summary of which was included in the June issue of the well-known industry magazine DRYDOCK.

As highlighted, following last year's increase in ship repair and fleet modernisation services in various regions of the world, including projects involving the installation of various systems to reduce fuel consumption or emissions by ships, the COVID-19 pandemic and its unprecedented impact on the global economy has become a dominant theme in 2020.

"With economists now expecting global economic GDP to decline by more than 3 percent across 2020, at Clarksons Research we now estimate this will produce

a decline of over 5 percent in global sea-borne trade, the sharpest decline for over 35 years. Even for an industry with a long track record of dealing with disruption, the scale and nature of the impact is unprecedented" – stresses Stephen Gordon, Managing Director of Clarksons Research.

The report shows that in 2019, Poland's share of the entire global fleet repair sector, covering a wide range of projects such as: drydocking, maintenance, class renewals, retrofitting ships with scrubbers and ballast water management systems, ferry and passenger ship refurbishments and others, was 3 percent. This is less than in the United Arab Emirates (4 percent) and Singapore (6 percent), but more than in Japan (2 percent) and South Korea (2 percent).

Clarksons Research has compiled a ranking of shipyards that performed most

special surveys in 2019. Of the 20 largest shipyards in the world in this respect, 16 operate in China. There are only four others and Remontowa is the only European yard on this list being ranked ninth (two other shipyards are located in the United Arab Emirates and one in the Asian part of Turkey).

Clarksons Research has also developed a ranking of the 10 best ship repair yards operating in different regions of the world (Top Repair Yards by Region) due to the total number of projects carried out in 2019, including major ship repairs and modernisation. In this ranking Remontowa is also the only European repair yard to be ranked halfway.

The authors of the report point out that this year is very difficult not only for shipbuilding yards but also for the global ship repair sector. The difficulties directly related to COVID-19, consisting in disruptions in logistics, equipment or spare parts supplies, as well as in travelling to the shipyards of service technicians and inspectors of classification societies, are compounded by the indirect – economic effects of the pandemic, including the reduction of the price spread between high-sulphur fuel (HFO) and low-sulphur fuel (LSFO), from over USD 300 to USD 40 per tonne, which slowed down or even stopped many projects to install exhaust gas cleaning systems (scrubbers) on ships.

In this difficult market, shipyards are better off with a recognisable brand and good reputation, and are able to carry out ship repairs using e.g. remote inspection and project supervision. Remontowa is among them.





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