

REMONTOWA

SHIP REPAIR NEWS

MEMBER OF
REMONTOWA
HOLDING S.A.

Customer Magazine
ISSUE 4 (35) 2020

The year of green retrofits

A tribute to the
American hero

The ship commemorating
Major Richard Winters

Page 5

X-PRESS FEEDERS
container ships...

...for the first time
at our premises!

Page 16

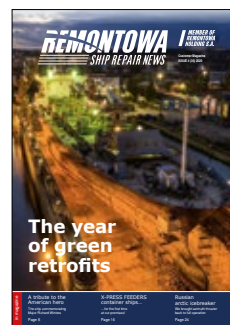
Russian
arctic icebreaker

We brought azimuth thruster
back to full operation

Page 24



The third wave of uncertainty



The year 2020 will certainly go down in history as the most difficult in track record of the global economy. Once COVID-19 vaccines had appeared and began to be distributed, there was hope for a progressive return to normality. However, there is still uncertainty as to whether the third wave of the pandemic will strike and with what effect.

As Steve Gordon, Managing Director of Clarkson Research points out in his analysis „Ship Repair Market Review”: „Although the global economic impact of COVID-19 has been much deeper than the financial crisis, the shipping industry seems to have managed the economic disruption generally better than initially feared”. He also emphasizes, that following the initial COVID-19 related disruption, ship repair activity seems to have now stabilised.

For Remontowa Shiprepair Yard, 2020 was the year of retrofits. Shipowners entrusted us to carry out a total of almost 40 modernisation projects on their ships, involving the installation of both BWMS and scrubbers, which is the largest amount in recent years.

Along with ship repairs for our regular and returning Clients, we also welcomed Shipowners who engaged our services for the very first time.

In 2020, it was not only the sheer ability to manage projects and processes, but also good health man-

agement during the COVID-19 pandemic that was crucial in the operations of all shipyards worldwide. Remontowa has managed this very well. The procedures put in place at a very early stage to prevent coronavirus infection, backed up by good cooperation with Shipowners, resulted in safe project execution.

Our performance in the repair sector has also been recognised by market intelligence specialist Clarkson Research. In its „Top Repair Yards by Region” ranking, published in World Fleet Monitor (data as of December 2020), among the world’s top 10 shipyards ranked by total repair and refurbishment events in 2020, by number of projects Remontowa ranked 5th, being the only European shipyard listed there.

We have also been among the 20 ship repair yards in the world that have carried out the most special surveys, being ranked 3rd among non-Chinese yards and 1st in Europe in this respect. We would like to thank all our Clients, without whose contribution this success would not have been possible. We are ready for cooperation in 2021, wishing all the Shipowners as well as ourselves a speedy recovery from the lockdown and a return to some sort of normality.

Grzegorz Landowski
Communications Director
REMONTOWA HOLDING

3 *Mont St Michel began ferry repair season at Remontowa*

5 *The ship commemorating Major Richard Winters*

7 *LPG carriers arrived for special surveys and BWMS installations*

9 *Largest Polish bulk carriers like mountains*

10 *The Star Care reefer ship retrofitted with scrubber*

13 *We hosted seagoing and river ships owned by Wilson ASA*

16 *X-PRESS FEEDERS joins the circle of our Clients*

20 *Swedish self-unloading bulk carrier followed its three predecessors*

21 *Next car carriers in our docks*

23 *Vox Amalia ready to dredge the fairway leading to the Polish port*

24 *We brought the Russian arctic icebreaker’s azimuth thruster back to full operation*

26 *The historic Polish coal-ore carrier underwent the biggest renovation in 35 years!*

Remontowa Ship Repair News is a customer magazine of Remontowa Shiprepair Yard, member of Remontowa Holding SA

Publisher: PORTALMORSKI.PL Ltd., Na Ostrowiu 1, 80-958 Gdańsk, Poland.

email: g.landowski@remontowaholding.pl

The content of the magazine may be reproduced (except images) provided the source is acknowledged.

REMONTOWA
HOLDING



Mont St Michel moored at the quay of Remontowa in December 2020.
Photo: Marcin Koszałka

Brittany Ferries has started the winter
ferry repair season in our yard

Mont St Michel compliant with BWM Convention

***Mont St Michel* entering our premises at the beginning of December 2020 launched a ferry repair season in Remontowa Shiprepair Yard.**

Mont St Michel entering our premises at the beginning of December 2020 launched a ferry repair season in Remontowa Shiprepair Yard.

Brittany Ferries has been working with our shipyard for more than a dozen years, and its car-passenger ferries regularly call here. One of them is *Mont St Michel*. Since

we have hosted this ferry for the first time in 2008, she has been drydocked at our yard several more times after that, most recently in 2018.

The main purpose of the latest 2020 visit was to retrofit the ferry with an Alfa Laval's BWT system, although the scope of the other work was also impressive. ►

Four main engines underwent repairs and one auxiliary engine was subject to a major overhaul. The shipyard also carried out a number of other overhauls, including: the port and starboard reduction gears, both stabilisers, the bow thruster and the propeller hubs, which together with the blades were dismantled for that purpose. The shaft line seals were replaced.

Steel replacements, including piping, were carried out in various areas of the ship and new cables were laid in several electrical installations. Boilers and pumps of various types were overhauled, as well as hydraulic ramp cylinders and mooring winches. The ropes on the lifeboat davits were replaced, and the davits themselves underwent preservation.

When the ferry was drydocked, the hull maintenance was carried out, as well as the funnels and car decks. A great amount of the ballast, fuel and oil tanks were also cleaned. A number of technical rooms were also subject to maintenance.

All the work carried out at Remontowa will ensure that the *Mont St Michel* ferry not only complies with the BWM Convention, but also continues to operate safely and sail efficiently.

Although the main purpose was installation of a BWT system, the scope of other works carried out on the ferry was also impressive.
Photo: Marcin Koszałka





The *Maj Richard Winters* general cargo ship during her second visit at Remontowa in August 2020.
Photo: Marcin Koszałka

The ship owned by Sealift Inc. from New York
for the first time at our premises

A tribute to the American hero

US ships are rarely spotted in shiprepair yards at the Baltic Sea. Nevertheless, in 2020 Remontowa Shiprepair Yard acquired for maintenance and upgrade over 100-metre long general cargo ship *Maj Richard Winters*, owned by the Shipowner Sealift Inc. from New York. The vessel operates a regular shuttle line from Gdansk to Canada.

Until November 2019 the ship had been sailing under the name *SCM Elpida* and belonged to the German shipowner Krey Schiffahrts GmbH & Co. KG. Interestingly, the general cargo ship was built in 2000 to the order of this Shipowner in Stocznia Gdynia (the Gdynia Shipyard - now non-existent).

In May 2020, the *Maj Richard Winters* arrived at Remontowa for the first time. The scope of the repair did not include the ship's drydocking and primarily focused on light steel replacements on the main deck. Renewals includes works on anchor pocket, hatch cover hydraulics and pipelines in the engine room. Additionally, a survey was

carried out to determine the possibility of future BWT system installation.

Sealift Inc. decided to return to our premises and entrust Remontowa to retrofit the *Maj Richard Winters* with the BWT system, which was one of the main task of the ship's re-visit in July 2020.

The mentioned installed BWT system was Optimarin delivery. In addition, the Owner decided to renew top of cargo holds, including replacement of approximately 42 tonnes of steel. In terms of steel works, also the 80T cargo crane was renovated. Due to the device construction, this was more technologically challenging task.

The last major topic was treatment of the hull, accommodation and equipment surface. Sandblasting of the two cargo cranes, the superstructure and the ice belt

of the hull was also done and a brand new coating system has been applied.

Aside jobs which were carried out, in the meantime the ship was equipped with a modern fire protection system, that utilizes a high-pressure water fog to extinguish the fire - the so-called hi-fog. Four alternators and turbocharger have been overhauled in the engine room, a hydraulically controlled deck equipment, the shaft line, bow thruster and steering gear have been overhauled during the ship's drydock.

It's worth emphasizing, that the *Maj Richard Winters* general cargo ship commemorates the American war hero. As the Shipowner points out, the ship was named after the commander of Company E with the consent of the family of Major Winters, who died in 2011.

Who is Major Richard Winters?

Born 21st of January 1918, died 2nd of January 2011, he was a US Army officer and a war veteran. During World War II he commanded Company E (Easy Company), the 2nd Battalion, the 506th Parachute Infantry Regiment, assigned to the US Army's 101st Airborne Division.

Eventually he was promoted to the rank of Major and took command of the 2nd Battalion. He took part in the fights in Normandy from the early hours of 6 June 1944 (D-Day). Then he fought in France, the Netherlands, Belgium and finally in Germany. Upon the German capitulation in May 1945 he was stationed in France.

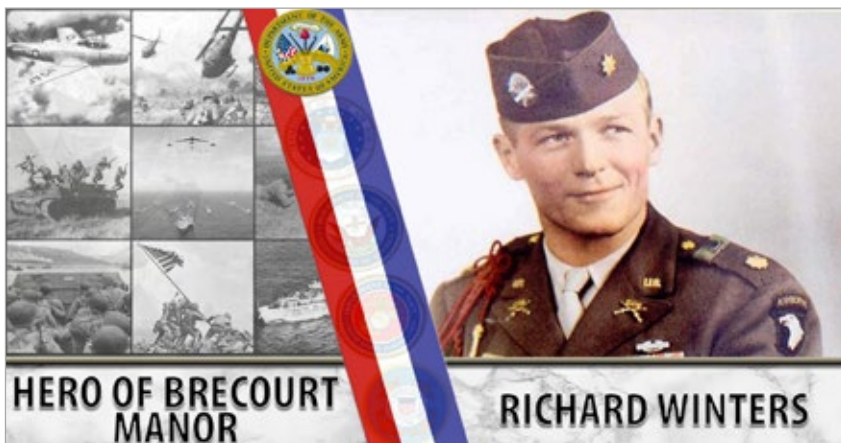
In November 2019 the front page of the „American Maritime Officer“ magazine reported on acquiring and reflagging the *Maj Richard Winters* multipurpose ice-class cargo ship into US registry.



The history of Company E was popularized by the HBO miniseries „Band of Brothers“ (2001), where the role of

the, then still Captain, Richard Winters was played by the English actor Damian Lewis. The series of 10 episodes was created thanks to a script based on the book written by the American historian Stephen E. Ambrose, dealing with the subject of landing in Normandy.

Both, series and the book, turned out to be hits, and the soldiers of Company E became the most famous veterans from the Second World War. This led to an increased interest in the person of Richard Winters.



A Veterans Story graphic created by Kimber Garland for the U.S. Department of Veterans Affairs.



Antwerpen has been retrofitted with a Ballast Water Treatment System at Remontowa.
Photo: Marcin Koszałka

Class renewals and BWTS installations

LPG carriers

The gas tanker *Antwerpen* sails under the flag of Hong Kong. In 2020 the ship returned to Remontowa Shiprepair Yard for another special survey, extended by the installation of a BWT system.

A Techcross BWT system was installed in the pump room. Unlike others, this system does not have a mechanical filter and disinfection of marine organisms is conducted directly in the ballast water by means of a single treatment consisting of full direct electrolysis.

A similar BWT system from the same supplier was installed for the first time in 2020 at Remontowa on the ship *Western Boheme* in September.

While in the dock, on the *Antwerpen* gas tanker, in addition to hull maintenance,

the outboard valves were inspected and welding repairs on the rudder blade were executed.

The shaft line was overhauled, which required earlier disassembly of the propeller. A lot of steel was replaced on the main deck. The pipelines in different parts of the ship were renewed and the anchor chains required welding repairs.

Inspections and load tests of deck cranes have been carried out, the actuators of the hose operating crane and the

provision cranes have been overhauled. Many electric motors were inspected, some of which were located in explosion zones.

Partial inspections covered the main engine, air cooler, turbocharger and auxiliary engine speed controllers. Boiler valves were repaired and cracks in the boiler were repaired. Time-consuming work was also replacement of low-temperature steel in the tanks.

The other gas tanker that called at Remontowa was *Temse*, managed by Exmar Management. This ship is a frequent guest in Gdansk. During her last visit to our shipyard in 2018, the ship was retrofitted with a BWT system supplied by Alfa Laval. In 2020, the *Temse* underwent a class renewal extended with additional scope of work.

While in the shipyard, the ship was equipped with booster pumps. On the main deck a complete unit was installed, consisting of the foundation, pumps, control switchboards and valves, to which

the pipelines and electrical equipment to power and control the entire system have been connected.

An important task was the replacement of oil distribution boxes (the so-called OD-boxes used to adjust the controllable pitch propeller blades tilt angle), including part of the propeller shaft, as well as the replacement of the SKF clutch. The cooling water pipes for the main engine and for the power generators were also replaced, as well as the glycol pipes on board.

The inspections included pumps in the cargo pump room and safety valves as well as electric motors and fans in the engine room.

Other works included: cleaning of the all ballast tanks, inspection of the propeller hub along with replacement of seals under the blades, overhauls of the main engine and generator set, inspection of bottom-board fittings and painting of the hull.

In 2020 the *Temse* gas tanker underwent a special survey at Remontowa.

Photo: Marcin Koszałka





The *Jawor* Panamax class bulk carrier has been the biggest Polish ship of this type ever retrofitted with a BWT system at Remontowa.
Photo: Marcin Koszałka

One of the largest Polsteam panamaxs with new BWT system

Bulk carriers like mountains...

The second special survey of the *Jawor* bulk carrier, 230 m long, 32 m wide and 80 thousand dwt was completed in Remontowa Shiprepair Yard. It is one of the largest ships of this type from the fleet of Polsteam (Polish Steamship Company).

The bulk carrier *Jawor* is one of a series of four Polish panamaxs built in China in 2010-2011 and bearing the names of Polish mountain peaks. The others are *Ornak*, *Giewont* and *Rysy*. The bulkers carry coal, grains and iron ore.

Remontowa has retrofitted the *Jawor* with an Alfa Laval BWT system, which purifies the ballast water using filtration and ultraviolet light. The system's deployment in the existing space of the ship required the installation and connection of an addi-

tional equipment as well as laying of pipelines. In the shipyard, the ship's space was scanned and on this basis a 3D model of the arrangement of such a system for other similar bulk carriers was developed.

Work on the ship's class renewal was also carried out. The cargo hold and hull, anchors, chain lockers and chains underwent maintenance. Steel in one of the holds was replaced, and all the holds were washed and prepared to receive grain cargo in the Port of Gdynia.

The repair of hatch covers included the replacement of seals as well as of natural ventilation covers and shutters. Mooring winches and anchor windlasses, roller fairleads and gangways were overhauled. Maintenance of bottom and side fittings, including sea chests and sea chest filters as well as repairs of outboard valves were carried out.

The overhaul of the ship's propulsion system components included shaft sealing, polishing of the propeller and work on the steering gear. Electric motors were repaired, switchboards were cleaned. The ship's hull underwent maintenance and painting.

Polsteam is the biggest Poland's Shipowner and one of the biggest in Europe. Its fleet comprises 61 ships with a total dwt capacity of 2.2 million tonnes, including 56 bulk carriers. Remontowa Shiprepair Yard has been cooperating with Polsteam for years. In the years 2005 - 2020 alone, the yard was visited by almost 60 ships of this type, which underwent a total of almost 70 repair projects, including special surveys and maintenance drydockings.

Another similar Panamax bulk carrier from the Polsteam fleet, which in 2020 underwent a similar scope of repair at Remontowa was the *Ornak*.

Another ship owned by Nissen Kaiun
got a scrubber in Gdansk

The *Star Care*

The *Star Care* reefer ship during maintenance
works in the Remontowa's dock.
Photo: Marcin Koszałka

reefer ship



The *Star Care* refrigerated ship is already the second one of this type owned by the Japanese Shipowner, to enter Remontowa in 2020 for installation of an Exhaust Gas Cleaning System.



As in the case of the *Star Stratos* reefer ship, which had been retrofitted with a scrubber here at the turn of May and June 2020, intensive work began when the *Star Care* was still mooring at the shipyard quay.

The main task at that time was the pre-fabrication of an additional deckhouse, in which the scrubber system was placed. Once the ready-made section with the scrubber installed inside had been completed, it was then transported from the quayside and mounted at the stern of the ship with the assistance of a floating sheerleg owned by Remontowa.

As on the previous ship, on the *Star Care* the Shipowner ordered to renew the two crane pedestals. The operation of dismantling and transporting those steel structures weighing about 10 tonnes from ship to shore also took place using the above mentioned floating crane.

Once the scrubber house had been installed and the crane pedestals had been dismantled, the ship was then drydocked.

During stay in the dock, the reefer ship underwent modification of tanks consisting in separating the tank for deck rain water. The pipelines of the CO₂ and nitrogen supply system on board were also replaced, the hull underwent maintenance and painting, not counting other minor works commissioned on a daily basis.

The entire retrofit project was completed ahead of schedule.

It is worth recalling that the ships from the Nissen Kaiun fleet, such as *Star Spirit*, *Star Stratos*, *Star Trust* and *Star Best* already called at Remontowa in 2019 for installation of BWT systems. On one of those ships, the shipyard also replaced two crane pedestals on board with the new ones.

Along with the scrubber installation, the two crane pedestals on the *Star Care* were also renewed.

Photo: Marcin Koszałka





On *Wilson Maas* about 3 tonnes of steel have been replaced.
Photo: Marcin Koszałka

The series of general cargo ships owned by Wilson

Seagoing and river fleet

The fleet of Wilson ASA consists of bulkers in the range 1500 - 8500 dwt and general cargo vessels. The ships from this Norwegian Shipowner are a frequent sight in Remontowa Shiprepair Yard which in the last three years has repaired a total of over 20 vessels, mostly with the characteristic blue hull.

In 2018, three ships entered the yard and in 2019, there were the nine ones. In 2020 as many as 11 vessels called at Remontowa to undergo special surveys, in addition to the standard dock work extended by steel replacements and painting works.

The *Wilson Onega* is a new asset in the Norwegian Shipowner's fleet. At Remontowa

the ship has undergone thorough maintenance of the hull and coamings. Cargo hold was cleaned and pipelines have been renewed. Pumps, alternators, compressed air tanks and valves were inspected, sealing on the rudder stock and the shaft have been replaced, the main engine, auxiliary generators and the reduction gear were overhauled.

On the *Wilson Holla* general cargo ship, hull maintenance was carried out, the box cooler was replaced, minor pipework was done and all the ballast tanks were inspected.

One of the biggest ships of this type on the repair at Remontowa was *Wilson North* (length 123 m, width 16.5 m, 8294

dwt). The largest task for the shipyard to perform on this ship was repair of the main engine as well as overhauls of mooring winches and anchor windlasses.

The box cooler was repaired, standard dock work was carried out and minor steel replacements were made in the holds as well as in the fresh water tank. The shipyard workers gritblasted the entire underwater part of the hull and applied new coating.

On the *Wilson Maas*, on the other hand, in addition to hull maintenance, the hatch covers which had been previously dismantled, were renovated. The hatch cover hydraulic cylinders were also replaced. The main engine was overhauled, ballast and fire pumps and power generators were inspected. About 3 tonnes of steel have been replaced on the ship.

Another ship - *Wilson Alster* - has undergone maintenance of the hull, the cargo hold and the movable bulkhead in the hold. The flap link rudder system was repaired, the main engine, generator sets in the engine room and ballast pump were also overhauled.

A similar scope of repair was made on the sister ship *Wilson Weser*. In addition, the ship required the repair of the anchor windlass shaft, the running wheels from the hatch covers (replacement of sleeves and pins) as well as the replacement of pipes from the fire-fighting system on board. About a tonne of steel was replaced, mainly in the bow section.

In case of the ship *Wilson Nice*, the main work also consisted of the hull and cargo hold maintenance including painting. The main engine was also overhauled.

On the *Wilson Narvik* the main task was repair of the main engine, replacement of a coating system including gritblasting of the underwater part of the hull and maintenance of the cargo hold.

A small crane was installed on board, which will be used for plankton capture. With its help, the so-called Continuous Plankton Recorder (CPR), which is immersed in the water during navigation, will collect plankton samples over huge areas of the ocean for scientific research. The CPR, which weighs 85 kg and measures 106cm x 43cm x 37cm, can be used at speeds from 6

to 25 knots. Its operation will not interfere with normal ship operation.

A slightly smaller scope of work was carried out on the ship *Wilson Holla*, on which the work covered repairs of the cargo hold and its hatch covers.

Wilson ASA is a Shipowner operating mainly in the short sea shipping sector. Its blue hull ships are a common sight in European sea and river ports. The small size of these ships and their low draught enable them to sail freely both in sea areas as well as on rivers and canals.

For the safety of navigation on rivers, especially those with larger and stronger movement energy, the ships are equipped with an additional quick-drop anchor mounted at the stern. If necessary, the crew can use this anchor so that the river current does not automatically turn the vessel. Collapsible masts and a movable superstructure are also suitable for inland navigation as they can be lowered by several metres when approaching a low bridge, thanks to the installed hydraulic cylinders.

Wilson Alster drydocked at Remontowa.

Photo: Marcin Koszałka





Wilson Nice moored at the Remontowa's quay.
Photo: Marcin Koszałka



Wilson North was the biggest general cargo ship from the series owned by Wilson ASA repaired at Remontowa in 2020.
Photo: Marcin Koszałka

The next Shipowner has joined
our circle of Clients

X-PRESS FEEDERS container ships



X-Press Elbe moored at the shipyard quay.
Photo: Marcin Koszałka



X-PRESS FEEDERS, the Shipowner headquartered in Singapore owns a fleet of more than 110 ships (up to the size of New Panamax), serving the world's major hubs in Asia, Africa, the Caribbean, Latin America, Europe and the Middle East.

In 2020, the Shipowner used the services of our shipyard for the first time. In June 2020 *Baltic Fulmar*, the first container ship from its fleet called at Remontowa Shiprepair Yard in Gdansk.

On the *Baltic Fulmar*, the hatch covers hydraulic cylinders were inspected and maintenance of the hull was carried out. The container cell guides have been partially repaired. The aft seal liner has been

replaced, which required pulling out both the shaft and the propeller. A large scope of work was also related to the replacement of steel in one of the fuel tanks. In July 2020 Remontowa was visited by the *Baltic Petrel*, which went through a similar scope of work to its predecessor. Steel in the fuel tanks was replaced and the container cell guides have been partially repaired.





X-Press Agility docked at Remontowa in autumn 2020.
Photo: Marcin Koszałka



The Baltic Shearwater sailed out of the shipyard under the name SCA Munksund.
Photo: Marcin Koszałka

When the ship was in dock, the bow thruster and stern thruster were overhauled and the aft sealing of the shaft line was replaced. Maintenance of the entire hull was also carried out. The ship left the shipyard under a new name - *SCA Tunadal*.

Once the above mentioned repair projects had been completed, the Shipowner continued to cooperate with our shipyard by commissioning repairs of the two further container ships: *X-Press Elbe* and *Baltic Shearwater*. The latter one sailed out of the shipyard under the name *SCA Munksund*.

The scope of the *Baltic Shearwater's* work was similar to the previous ones. On the *X-Press Elbe* overhauls of valves and fans in the engine room were also carried out.

In the autumn of 2020, the *X-Press Agility* container ship followed the ships previously serviced and entered Remontowa for a similar scope of work.

The *Baltic Petrel* was renamed *SCA Tunadal* (in the picture) while at the shipyard.
Photo: Marcin Koszałka



Swedish self-unloading bulk carrier

Lister followed three predecessors

The Swedish Shipowner Rederi AB Uman is currently operating four ice-class self-unloading bulk carriers. Previously, three of them had already been serviced in Remontowa Shiprepair Yard. In 2020 another one followed.

At the beginning of 2020, the *Listervik* called at Remontowa. This ship already underwent emergency repairs here in 2019. Once it was completed, the Shipowner then entrusted us with the two other ships: *Listerland* and *Listerhav*. In October 2020, the yard hosted the last of the four, called *Lister*.

One of the main tasks of the repair on this ship was inspection and treatment of the shaft lines, as well as an overhaul of, among others, the rudder blade, the hub and blades of the controllable pitch propeller. All these works were carried out af-

ter dismantling those parts and transporting them onshore.

The shipyard workers also carried out repair of the main engine. This required the dismantling of all major parts such as liners, pistons, heads and valves. Several sections of ballast line have been replaced and the main engine pumps were also overhauled.

The superstructure and open deck of the ship required a lot of attention. The hydraulically controlled gear on the discharge conveyor boom was overhauled

including replacement of the bearing. The gantry crane, cargo hold and hatch covers were inspected and cleaned. The fore mast and box coolers were overhauled.

Windows in the superstructure were repaired, which involved their disassembly, cleaning, replacement of seals, reassembly and a leak tightness test. In addition, equipment and furniture were also replaced - on the bridge, in the mess hall and hospital room as well as in the living area.

The *Lister* was serviced at Remontowa in October 2020.

Photo: Marcin Koszałka





The *City of Oslo* PCTC drydocked at Remontowa in 2020.
Photo: Marcin Koszałka

Continued fruitful cooperation with OSM Ship Management Pte and Gram Car Carriers

Car carriers in our docks

OSM Ship Management operates a fleet of car carriers owned by Gram Car Carriers which have already been repaired at Remontowa Shiprepair Yard in the past. The Shipowner continued this cooperation also in 2020.

The *Viking Odessa* PCTC (Pure Car Truck Carrier) visited our yard back in 2012, 2014 and in 2019. During 2013 we serviced the *City of Oslo* and the *Viking Constanza* which also revisited Remontowa in 2015.

At the turn of August and September 2020, the *Höegh Caribia*, a sister ship to

the above mentioned ones was the first PCTC to enter Remontowa.

The repair project mainly involved dock work. The ship underwent a comprehensive overhaul of the bow thruster, which had previously been dismantled and transported to the workshop. The disassemblies also included the shaft line and



The *Höegh Caribia* was the first car carrier operated by OSM Ship Management to enter Remontowa in 2020.
Photo: Marcin Koszałka



Viking Amber was the last PCTC from the Gram Car Carriers fleet serviced at Remontowa in 2020.
Photo: Marcin Koszałka



the propeller, which blade seals were replaced. The rudder blade was repaired by re-welding and the propeller shaft sealing was renewed. Moreover, the hull of the ship underwent maintenance.

When the ship was moored at the berth, the shipyard workers repaired the quarter ramp and replaced its sealing.

Another car carrier operated by OSM Ship Management, which in 2020 entered Remontowa was *Viking Constanza*. This ship underwent class renewal here 5 years ago.

This time, the scope covered mainly dock work, including comprehensive overhauls of: bow thruster, steering gear, the main reduction gear and a controllable pitch propeller.

Numerous works were also carried out in the fuel tank and cooling tank of the shaft line. The bulbous bow plating was replaced and the hull underwent maintenance. An important task was also to prepare the pipelines for the future installation of a BWT system.

While the ship was at the quay, the quarter entry ramp was repaired and its construction was reinforced. As a result, its load capacity has increased from 50 tonnes to 60 tonnes.

The repair of the *Viking Constanza* was completed in November 2020, and in the same month another car carrier operated by OSM Ship Management, the *City of Oslo* called at Remontowa.

The scope of its repair was similar to that of the *Viking Constanza*. An additional task was to modify the afterpeak vent system. Moreover, numerous works were carried out in the tanks, among others in the fuel tank, in the shaft line cooling tank and in the forepeak. When the ship was docked, maintenance of the hull was carried out.

On the *City of Oslo* PCTC the pipelines for the future installation of a BWT system were prepared.

In December 2020, the *Viking Amber* of the same Owner also called at Remontowa for a repair project.

Viking Constanza (in the foreground) underwent a comprehensive overhaul of the propulsion system.

Photo: Marcin Koszałka

Fot. Marcin Koszałka

We made her ready to work on
the fairway leading to the Polish port

Vox Amalia dredger

In October 2020, the *Vox Amalia* trailing suction hopper dredger owned by Van Oord was drydocked at Remontowa Shiprepair Yard in Gdansk.

The shipyard carried out, among others, modification of pipelines and dredging systems. Due to this modification in the jet pump room several pipelines have been rerouted and modified. Dragheads underwent maintenance.

As the first task of the *Vox Amalia* following her departure from Remontowa was to dredge the fairway leading to one of the Polish seaports, she has been fitted

with explosion-proof screens to protect the crew in the event of hazardous material (unexploded ordnances) being sucked into the system.

As soon as the repairs were completed at the Remontowa shipyard, *Vox Amalia* headed for the Port of Szczecin on Poland's west coast and joined other dredgers working on the Świnoujście-Szczecin fairway.

The Świnoujście – Szczecin fairway currently has a depth of 10.5 m. Together with their joint venture partners Van Oord, DEME is responsible for deepening and widening the fairway along a section of approximately 62 kilometres. After the completion of works, the contractors will dredge the fairway to 12.5m, enabling the port of Szczecin to handle bigger ships.



Varandey at Remontowa. The arctic icebreaker is capable of cutting through solid ice over 1.5 metres thick and can operate in extreme temperatures as low as -45 degrees Celsius.

Photo: Marcin Koszałka

The efficiency of the azimuth thruster has been restored

Arctic icebreaker

One of the main tasks of the Russian icebreaker *Varandey* is to pave the way for tankers operating near oil platforms in the Arctic. The ship also assists the manoeuvring, mooring and loading of the tankers.

Two powerful, electrically controlled azimuth thrusters enable the ship to navigate the icebound northern sea areas efficiently. One of them was already repaired last year in one of the European shipyards.

In 2020, the Shipowner ordered the repair of the second thruster of *Varandey* to Remontowa, which is the only shipyard in Poland to have the technical capacity to carry out such a job.

The aim of the thruster repair was to replace the rotation bearing. In order to dismantle the lower part of the thruster the floating dock had to submerge to a depth enabling drydocking of the *Varandey* icebreaker, which has a minimum draught of 9 metres at the bow and stern.

Replacement of the rotation bearing required first dismantling the lower part of the thruster. Due to its weight of 80 tonnes the operation was carried out us-

ing the shipyard's floating sheerleg. The thruster was first placed onto a specially prepared cradle and then transported to the shore using the crane.

Once the ship had been undocked, the next stage of work was to burn a technological opening in the main deck and to extract the upper part of the thruster weighing about 120 tonnes. Dismantling of this part of the thruster to replace the 9.3 tonne rotation bearing was already done onshore.

Once the repair had been completed, the bearing and the other components of the upper part of the azimuth thruster were transported back to the ship. When the icebreaker was drydocked again, the shipyard workers mounted the lower part of the thruster.

The operator of the arctic icebreaker *Varandey* is Atomflot, which runs a Russian nuclear-powered icebreaker fleet. The ship is owned by a company belonging to the LUKOIL oil company.

The *Varandey* together with the prototype ship *Toboy* work at the Varandey loading terminal in the Barents Sea.



When the ship was drydocked at Remontowa, the lower part of the azimuth thruster was dismantled in order to replace the rotation bearing.

Photo: Marcin Koszałka





The renovation of the 73-year old coal-ore carrier completed at Remontowa, required exceptional care and caution from the shipyard workers due to the age and historic nature of the ship.

Photo: Marcin Koszałka

The first seagoing ship built in Poland after World War II underwent the biggest renovation in 35 years

We care about maritime heritage

„The shining rivet heads along the black lines of the hull and the wheelhouse white as snow (...) The ship looks as if it has just been put into service” - this is how the appearance of the legendary ship Soldek, which returned from Remontowa Shiprepair Yard and moored at the quay of the National Maritime Museum in Gdańsk was depicted.

Soldek is the prototype coal-ore carrier built in the Gdansk Shipyard after the Second World War in 1947 and the first ocean-going vessel put into operation in the history of the Polish shipbuilding industry.

Around 300 thousand rivets were used to construct the coal-ore carrier while

their weight amounted to about 6 percent of the entire hull weight. In accordance with former decisions the vessel was to bear the name of a „shock worker”, namely the tracer Stanisław Soldek, and his wife Helena was the vessel’s god-mother. Since 1969 by 1981 *Soldek* had

made 1479 voyages. Within 31 years of operation the vessel carried over 3,5 million tons of cargo and called at more than 60 harbours.

In 1985, Remontowa Shiprepair Yard adapted the ship to perform museum functions. In the committee involved in

the reconstruction and adaptation of the *Soldek* to the new role, there was Piotr Soyka - formerly the Managing Director and CEO of the above mentioned shipyard, and then the Chairman of the Remontowa Holding capital group.

Since then, the legendary Polish coal-ore carrier, which belongs to the National Maritime Museum in Gdańsk, has served residents and visitors, being one of the most popular tourist attractions in the region.

During the *Soldek's* last drydocking at Remontowa, steel on the plating was replaced, corroded rivets were repaired, old paint was removed and the hull was painted anew. The funnel underwent maintenance and the Shipowner's mark was reconstructed.

Several cargo holds have also been renovated in which a new permanent exhibition „*Soldek* and its times” will open in 2021. On the ship, the shipyard workers have levelled the floors and laid new carpets, as well as installed a new fire alarm, lighting and electrical systems.

Even earlier, specifically in 2010, the historic coal-ore carrier was repaired in Remontowa. At that time, the shipyard carried out a lot of conservation works to preserve the hull, also renovating the superstructure and the steering gear room.

The shipyard workers also replaced elements of frames and beams of the main deck, repaired parts of the side shell stiffeners and overhauled hatch covers. The maintenance and painting work was carried out in cargo holds and ballast tanks, preserving them with special long-lasting coatings.



Soldek was launched in the Gdansk Shipyard in 1947. Five years later, the Gdansk Shiprepair (this word in Polish means “Remontowa”) Yard was separated from the Gdansk Shipyard and began operation as an independent enterprise specialising in ship repairs.

After completion of the renovation project at Remontowa, the *Soldek* was towed back to Gdansk.
Photo: Dominik Werner





REMONTOWA HOLDING

REMONTOWA | MEMBER OF
SHIPREPAIR YARD REMONTOWA
HOLDING S.A.

80-958 Gdansk
ul. Na Ostrowiu 1
Poland

biuro@remontowaholding.pl
www.remontowaholding.pl

Board

Chief Executive Officer
Michał Habina

Chief Commercial Officer
Marcin Seroka

Chief Commercial Officer
Marek Sokołowski

Chief Production Officer
Sławomir Ostrowski

Commercial Offices

SCANDINAVIA, SINGAPORE

Denmark, Finland,
Norway, Sweden,
Singapore
Director: Marcin Mądrala
phone: (+48 58) 307 23 01
fax: (+48 58) 307 19 10
mobile: (+48) 515 178 047
e-mail:
Marcin.Madrala@remontowa.com.pl

SHIP CONVERSIONS

Director: Krzysztof Mądrala
phone: (48 58) 307 25 46
mobile: (+48) 502 160 176
e-mail:
Krzysztof.Madrala@remontowa.com.pl

UNITED KINGDOM, IRISH REPUBLIC, FAR EAST

Director: Dawid Piaskowski
phone: (+48 58) 307 24 32
fax: (+48 58) 301 12 81
mobile: (+48) 515 087 260
e-mail:
Dawid.Piaskowski@remontowa.com.pl

GERMANY, NORTH & SOUTH AMERICA

Manager: Karol Buczkowski
phone: (+48 58) 307 23 66
mobile: (+48) 503 681 887
e-mail:
Karol.Buczkowski@remontowa.com.pl

WESTERN EUROPE

France, the Netherlands,
Belgium, Luxemburg
Director: Piotr Kubicz
phone: (+48 58) 307 19 64
fax: (+48 58) 307 19 10
mobile: (+48) 603 069 802
e-mail:
Piotr.Kubicz@remontowa.com.pl

ITALY, CROATIA, MONACO, SWITZERLAND

Manager: Kamil Tamborowski
phone: (+48 58) 307 17 69
mobile: (+48) 511 859 197
e-mail:
Kamil.Tamborowski@remontowa.com.pl

GREECE, CYPRUS, TURKEY

Greece, Cyprus, Turkey,
Portugal, Spain, Algeria, Morocco
Manager: Aleksander Walewski
phone: (+48 58) 307 26 85
mobile: (+48 58) 301 12 81
mobile: (+48) 508 394 732
e-mail:
Aleksander.Walewski@remontowa.com.pl

POLAND, CZECH REPUBLIC, SLOVAKIA

Manager: Piotr Radtke
phone: (+48 58) 307 16 23
fax: (+48 58) 307 19 10
mobile: (+48) 515 170 837
e-mail:
Piotr.Radtke@remontowa.com.pl

EASTERN EUROPE

Russia, Ukraine, Lithuania,
Latvia, Estonia
Manager: Jacek Polom
phone: (48 58) 307 12 53
mobile: (+48) 502 160 175
e-mail:
Jacek.Palom@remontowa.com.pl

NAVY UNITS, STEEL STRUCTURES

Manager: Arkadiusz Kieda
phone: (48 58) 307 14 26
fax: (48 58) 307 11 39
mobile: (+48) 509 905 429
e-mail:
Arkadiusz.Kieda@remontowa.com.pl

www.remontowa.com.pl