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A good start to the Jubilee Year!



In 2022, Remontowa Shiprepair Yard celebrates its 70th anniversary.

The shipyard was founded in 1952 as an independent entity, separated from the Gdańsk Shipyard. Under the Order of the Machinery Industry Minister dated 9 June 1952, on 1 July, a new company was set up under the name Repair Facility Ostrów with its headquarters in Gdańsk. On 7 November 1952, that name was changed to the Gdańsk Ship Repair Yard (Gdańska Stocznia Remontowa). Over the years, the word „Remontowa” stuck to the shipyard for good and became its proper name.

Having gone private in 2001, operating on the Gdańsk island of Ostrów, Remontowa is today the biggest shipyard in Poland, one of the biggest in Europe and one of the most recognizable Polish brands worldwide.

In the latest ranking by Clarksons Research (total unique repair events in 2021 - data as of February 2022), Remontowa has held its ground as no 1 in Europe, being fourth in the world among the 20 shipyards operating outside China in a global list of the biggest ship repair yards.

The shipyard began the 2022 anniversary year on a strong note. In January, Remontowa executed projects on more than 30 vessels of various types, with those employed in the offshore wind sector.

In December 2021, we completed a comprehensive refit to modernize a cruise ship, adapting her for expeditions in the polar regions. In this type

of project, Remontowa benefits from its vast experience in modernizing and converting various ships, including ferries and Ro-Ro vessels. The latter was also present in the current autumn-winter season.

Clarkson Research data shows that the situation for the global ship repair market has been more mixed over the last two years. While the scrubber retrofit programme is „winding down”, especially in Europe, Ballast Water Management System retrofit activity has flourished, from a handful per week in early 2018 to around 80 per week in 2021. Continued relatively strong activity is also expected for 2022.

Remontowa fits in well with this global trend. Shipowners increasingly take advantage of their ships' stay here by combining drydocking and class renewal with BWT systems installation, which we handle in one go. We also modernize more and more ships, providing them with eco-friendly propulsions and systems that enhance navigation effectiveness and make them safe for the environment.

We are carrying out more interesting and challenging projects for our Clients, who entrust us with their ships. Could there be a better gift for the 70th anniversary? Strengthening the cooperation with Shipowners and developing the quality of our services is the best way to celebrate the Jubilee. We want to thank all our Clients for this cooperation and all the projects we have carried out together.

Grzegorz Landowski
Communications Director
REMONTOWA HOLDING

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REMONTOWA
HOLDING



Silver Wind in the final stage of the refit project.
Photo: Marcin Koszałka

The *Silver Wind* luxury cruise ship became an expedition vessel after refit at Remontowa

Project Invictus

The cruise ship *Silver Wind* entered the Remontowa Shiprepair Yard in June 2021 for a major refit and upgrade. It was the first cruise ship of this class and size to be overhauled in the history of Polish shipyards.

The scope of the refurbishment, and modernisation of the vessel, was a challenge mainly due to the need to dismantle and reassemble huge amounts of equipment in the accommodation areas, the passenger area and the engine room. The work was time-consuming and required extraordinary precision.

The shipyard's most important task, as requested by the Shipowner, was to adapt the ship to ice class for navigation in the harsh

waters of the Arctic and Greenland. A large part of the project therefore concerned modifications to the cruise ship's hull.

Remontowa has reinforced the ship's ice belt by inserting doublers on the outer plating from the bow to frame 99, and inside the hull, by mounting additional stiffeners - the so-called inter-frames - along the entire length of the ship.

At the stern, Remontowa installed a duck tail extension weighing 150 tonnes.

The basic idea of this design concept is to lengthen the effective waterline and make the wetted transom smaller, which has a positive effect on the ship's resistance. In addition, this technology is also aimed at cutting operating costs, while at the same time reducing ship emissions.

The installation of this additional large-scale structural component required the prior removal of the shaft line and two rudder blades along with the propellers. Once the duck tail was installed and the measurements taken, the shaft line and the remaining propulsion system components were returned to their place.

The duck tail installed at Remontowa, apart from protecting the propulsion system from ice, has also improved the ship's stability, once our teams added two decks at levels 5 and 6 at the stern. As the *Silver Wind* refit was to extend her function as an expedition vessel, we installed three cranes on the new decks to service 20 rigid inflatable boats of the „Zodiac” type. New specially manufactured side doors had also to be mounted on the ship for this purpose.

Making the ship suitable for safe navigation through ice-bound waters, the new

reinforced bulbous bow with a centrally mounted sonar for ice floe detection was also installed.

Shipyard workers replaced over 580 tonnes of steel in various areas of the ship, mainly in ballast tanks, tank tops and hull plating. The steel replacement also included the swimming pool on deck 8 and the accommodation area on decks 6 and 7. A large part of the pipelines were dismantled and then replaced.

Two main engines and two generating sets underwent overhauls, which required them to be dismantled first and reassembled when the work was completed. The cruise ship has also received new equipment at Remontowa, including two auxiliary boilers, a waste treatment plant, an oil separator and a reverse osmosis system to purify the fresh water.

The deck equipment, including anchor windlasses - mooring winches, was also overhauled and repaired.

Remontowa also cooperated with the Shipowner's teams, performing various tasks on the ship. The shipyard workers carried out a huge amount of access work, especially in the hotel and passenger areas, the crew cabins, the theatre and the

The cruise ship in the Remontowa dock during a large-scale refurbishment.

Photo: Marcin Koszałka





At the stern, Remontowa installed a duck tail extension weighing 150 tonnes.
Photo: Marcin Koszałka

restaurant, allowing to get to the ship's areas that needed refurbishing or modernisation. One example was the dismantling of formwork, without which it wouldn't have been possible to replace steel or pipelines.

While drydocked, the *Silver Wind* underwent hull maintenance including replacement of the paint system. On the underwater part of the hull, our painters applied an epoxy-silicone antifouling coating (Nanto Paint), which gave the hull a very smooth and at the same time hard surface with a low hydrodynamic resistance coefficient of 1.7.

The application of the new Nanto Paint coating, specially made for the modernisation of the *Silver Wind* at Remontowa, is expected to significantly reduce fuel consumption. This was the first application of this paint in a Polish shipyard. The ship, whose colour livery was previously white, received new colours with a dominant grey, in line with the Shipowner's new policy.

Discovering the Polar regions

As the Shipowner announced in a statement, the *Silver Wind* refit was aimed at conversion into a proper Ice Class expedition vessel during a scheduled drydock as part of Silversa's Project Invictus. Once the project had been completed the *Silver Wind* was supposed to join her sister-ship *Silver Cloud* in offering dedicated luxury expedition cruises to the world's Polar Regions, including the Arctic and Antarctic, as well as itineraries around the globe. Accommodating fewer guests (just 254) and retaining her characteristic sense of small-ship intimacy, *Silver Wind* offers higher space ratios, a higher crew-to-guest ratio, and more upper suites, among other enhancements.

Class renewals combined with BWTS installations

In one go!

Over the years, Remontowa has retrofitted above 90 ships with BWT systems supplied by various manufacturers. In 2021, the yard equipped over 30 vessels of virtually every type with BWT systems. Many Shipowners entrust us with installing a BWT system on a ship, combining it with the class renewal. This trend can also be seen at the beginning of this year.

Chemical tankers *Bochem Antwerp* and *Trans Holm*

The chemical tanker *Bochem Antwerp* received an Alfa Laval BWT system at Remontowa. The equipment was mainly installed in the engine room and pump room. In the latter, many modifications were made because of the limited space available, including the rearrangement of passageways. Some piping was also replaced. In addition, steel was replaced in one tank, and cracks were repaired in the cargo tanks.

The scope also included replacing the seals on the aft winch hydraulic motor and overhauling the air cooler and turbochargers. Finally, in the dock, the vessel underwent painting of the hull.

In early January 2022, the chemical tanker *Trans Holm* left Remontowa, on which a BWT system from Alfa Laval was mounted. In addition, overhauls were carried out, including the main engine, alternators, electric motors and the anchor windlass - mooring winch. Furthermore, steel in the ballast tanks was replaced, and the hull underwent maintenance.

LPG carrier *Marianne*

Remontowa installed a BWT system from Alfa Laval on the *Marianne* LPG carrier. A lot of attention was also paid to the deck equipment.

The anchor windlass-mooring winch was completely overhauled, and the shaft was reconditioned. The davits for hose handling were dismantled and underwent maintenance. The roller fairleads were replaced with new ones mounted on specially prefabricated and installed foundations.

The *Trans Holm* chemical tanker in Remontowa.
Photo: Sławomir Lewandowski





The main engine was overhauled, some parts were machined, and cylinder covers were replaced. While the ship was docked, the yard workers inspected the overboard valves and modified the cooling lines in the engine room. The electricians cleaned the main and emergency switchboards. The insulation was laid inside the superstructure. The surfaces of the hull and chain lockers were coated with new sets of paints.

General cargo vessel *Evans Spirit*

Overhauled at the turn of January and February this year, the general cargo vessel *Evans Spirit* is the third ship from Canadian Shipowner Mc Keil to visit the Remontowa Shiprepair Yard. Previously, the tankers *Northern Spirit* and *Atlantic Spirit* were here.

Evans Spirit is a modern 15,000 dwt vessel with two cargo holds capable of carrying freight to ports requiring shallow draft. The vessel transports cargo between North American Great Lakes ports, on the border between Canada and the United States.

In Remontowa, the ship passed a large-scale special survey, which included overhauls of the main engine, generators, and electric motors. There was much steel replacement, especially in the tanks. The ballast tanks' modification consisted of making passageways and installing man-holes and ladders, which the general cargo ship hadn't been equipped with before.

The shipyard workers have also modified the ship's mast so that it can now be folded, making it possible to sail under low-hanging bridges.

They also carried out a hydraulic overhaul of the ship's gantry crane, maintenance of the hull and the hatch covers. The latter ones were dismantled from the ship for the duration of the refurbishment and then reassembled using a shipyard floating sheerleg once the work was completed. A large amount of painting work also had to be mentioned.

PVT Sunrise (ex *Bochem Antwerp*)
drydocked in Remontowa.
Photo: Sławomir Lewandowski

LPG carrier *Marianne*
in the course of work at Remontowa.
Photo: Sławomir Lewandowski



In addition to the class renewal, the general cargo vessel was retrofitted with a Ballast Water Treatment System from Alfa Laval's supply at Remontowa.

***Myrte* general cargo ship**

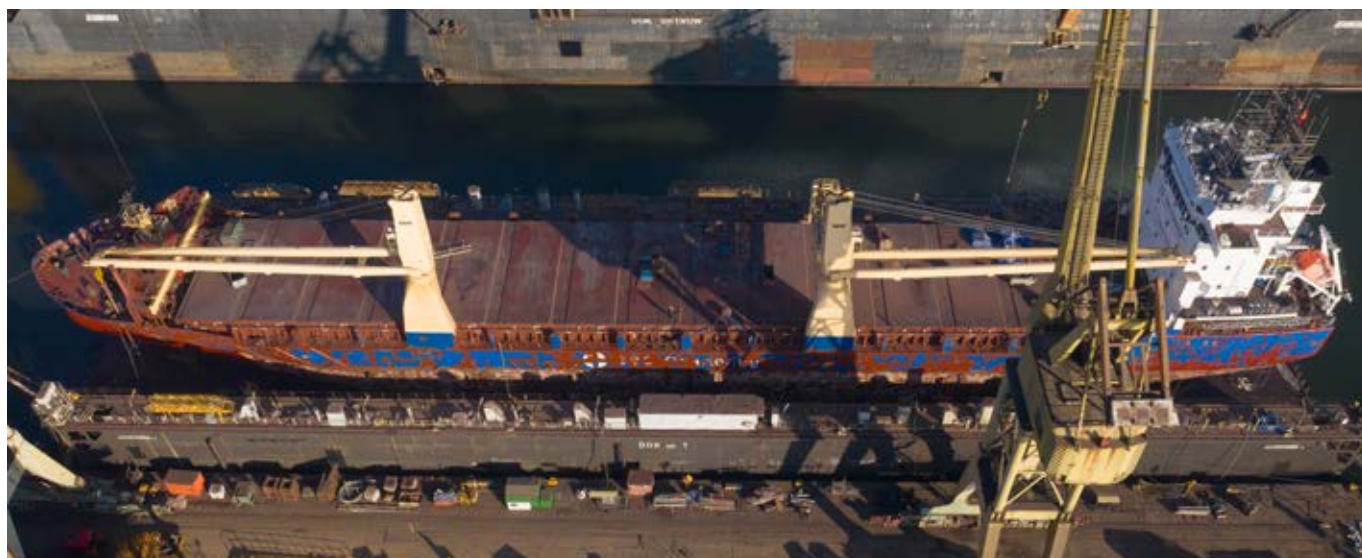
The refurbishment of the general cargo vessel *Myrte*, owned by Sam Shipping (Netherlands), was completed in March. It is a multipurpose vessel for small dry cargoes, also capable of transporting up to 290 small containers, including 24 refrigerated ones. It's worth emphasizing that *Myrte* is a sister ship to *Marit*, repaired at Remontowa in 2020.

The *Myrte* underwent a special survey at the shipyard combined with a Ballast Water Treatment System installation. Remontowa's workers from virtually all disciplines - piping, hull, electrical and outfitting – were involved in this project.

It proved necessary to dismantle, then repair and reassemble the propeller blades. While docked, the ship underwent maintenance and painting of the hull and main deck.

The anchor windlass-mooring winches received a comprehensive service, including shaft hardfacing, machining and replacement of seals.

The general cargo vessel *Myrte*, seen at Remontowa in March.
Photo: Sławomir Lewandowski



Evans Spirit is the third ship entrusted to Remontowa by the Canadian Owner Mc Keil.
Photo: Sławomir Lewandowski



It was the first visit of *Cemvale* to Remontowa Shiprepair Yard.

Photo: Sławomir Lewandowski

New German Client benefited from Remontowa's services

Cement carrier *Cemvale*

A ship from the German company Brise's fleet entered the Remontowa Shiprepair Yard for the first time for repairs.

The *Cemvale* cement ship underwent a comprehensive refit and was equipped with a Ballast Water Treatment System from Alfa Laval. Installing the pipework associated with this system was quite a challenge due to the limited space in the engine room.

In the same area of the ship, our teams also carried out complex steel replacements in the after peak, on the aft bulkhead of the engine room. Both scopes required major dismantling in the ship's superstructure.

Once the cement carrier was drydocked, the standard measurements and checks were made on the shaft line, the need to repair the propeller shaft cone arose. The Shipowner decided to dismantle and send this component for repair. In addition, the propeller in the hub area also required repair.

After the two components mentioned above had been fixed, they were reinstalled during the ship's second drydocking.

While the ship was in the dock, our teams replaced the steel in the ballast tanks and carried out maintenance on the hull. At the

Shipowner's request, they also modified the sewage tank by enlarging it and rearranging the associated piping. While carrying out an overhaul of the deck generators' coolers, they also modified access to these units, facilitating their repair in the future.

Of the deck work carried out, it is worth noting the comprehensive overhaul of the anchor windlass, including the prefabrication of a new shaft as well as the coupling treatment and reconditioning.

Container ships and tankers equipped with BWTS

The Ladies are compliant now!

Regardless of class surveys, an increasing number of ships variety calling at Remontowa for regular drydockings also leave the yard equipped with Ballast Water Treatment Systems.

Remontowa never sleeps... The overnight docking of the container ship *MSC Atlantic*.
Photo: Marcin Koszałka



Container ship *MSC Atlantic*

At the end of 2021, Remontowa hosted the container vessel *MSC Atlantic*, the Lady managed by the MSC Cyprus branch. The main scope of work included BWTS installation, rudder arrangement repair and naturally hull treatment. In addition, the yard took care of a wide range of steelworks, including hatch covers repairs, shell plating, and renewals in cargo holds and tanks - more than 80 tonnes of steel were replaced in total.

On the *MSC Atlantic*, Remontowa installed a BWT system from Alfa Laval. The yard took care of the hatch covers dismantled and put onto the quay for repairs and steel replacement. The latter also concerned tanks and plating.

The rudder blade was also comprehensively repaired, and piping sections were replaced. During the ship's second drydocking, the previously removed rudder blade stock, new speed log and echo-sounder were installed. The cathodic protection on the underwater part of the hull and antifouling pro-

tection on the sea chest were also added. Tank leak tests were also carried out.

Gas carrier *Angela*

Angela - she wasn't the first ship entrusted by the Belgian Shipowner Exmar to Remontowa Shiprepair Yard. In December last year, *Marianne* called here for repairs. Both Ladies arrived for a similar scope of commissioned repair work.

As with *Marianne*, a Ballast Water Treatment System was installed on the *Angela*



Seaways Nantucket and Seaways Niagara moored one by one at the Remontowa quay.

Photo: Sławomir Lewandowski

gas carrier at Remontowa. However, this was not the shipyard's only work.

There was much to do on the deck. The shipyard workers repaired the anchor windlass on the port side, overhauled the davits for handling hoses, and replaced the roller fairleads with a non-roller type. The latter was that the roller fairleads fixed on the foundation protruded beyond the hull and often were damaged. So, the Shipowner decided to replace them with standard fairleads with ready-made foundations.

The shipyard workers also overhauled the main engine and inspected the out-

board valves. Finally, the electricians integrated the BWT equipment into the ship's power system. In addition, they also checked the main switchboard switches.

We also fitted the insulation inside the superstructure and installed an exhaust fan for the crew smoking room. The surfaces of the hull and chain lockers were coated with new sets of paints.

Seaways Nantucket

A Ballast Water Treatment System installation was the most significant task on



the *Seaways Nantucket* tanker. The system equipment was placed in an additional deckhouse, mounted on the port side.

The shipyard workers fed piping from the ballast tanks and wires to this room laid from the superstructure. To ensure the proper operation of the BWT system, they also modified the ballast pumps, adapting their capacity to the needs of the system equipment being installed.

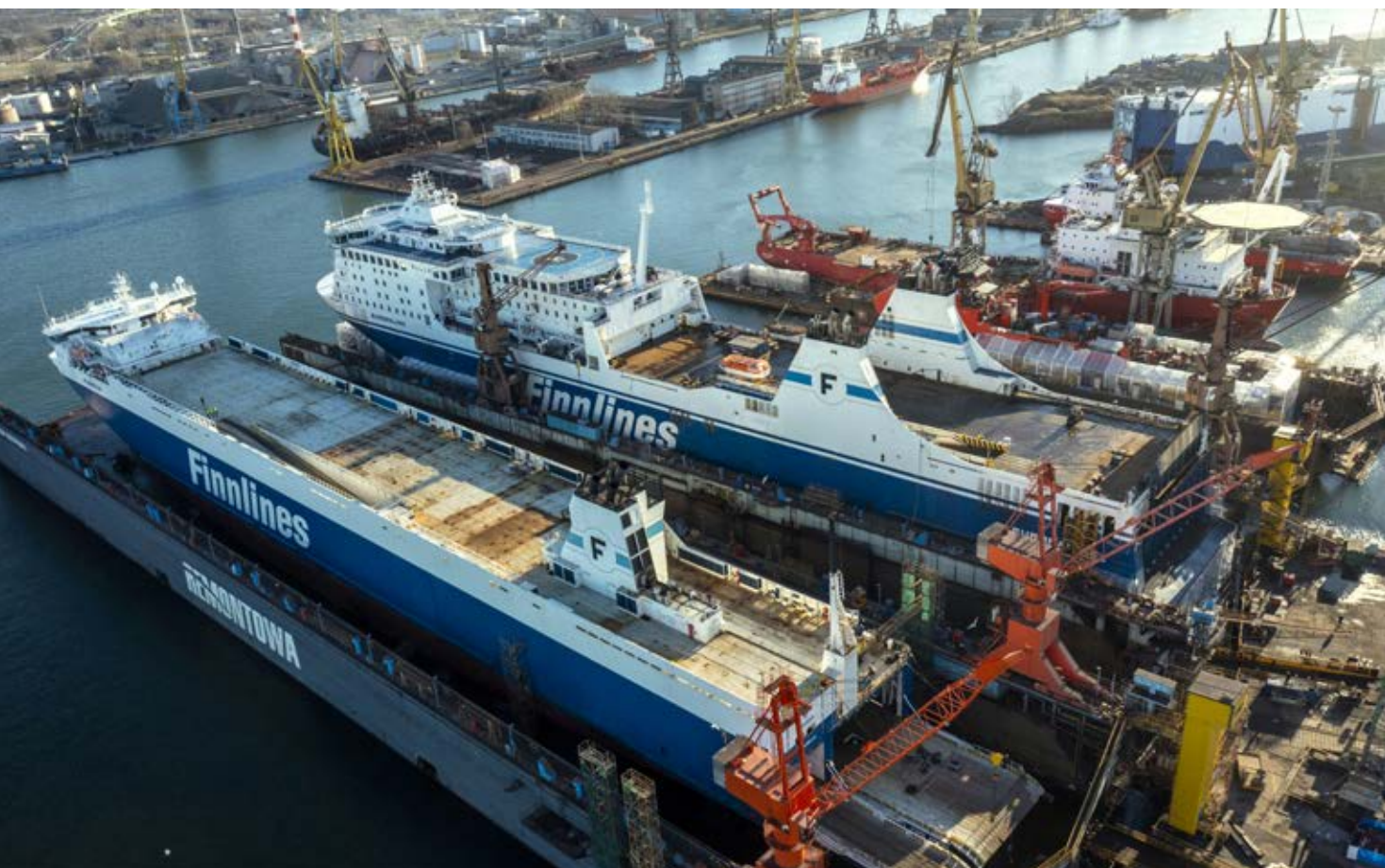
On deck, in addition to the minor outfitting works, the modification of the mooring winch equipment is worth mentioning.

The tanker's stay at berth was used to carry out work on the outer part of the hull, below the waterline. In addition, without drydocking the ship, divers repaired the tanker's outboard outlet.

Seaways Nantucket was followed by the twin tanker *Seaways Niagara*, which underwent a similar refurbishment scope, including fitting this vessel with a BWT system installed in a specially fabricated deckhouse.

The *Angela* gas carrier during intensive dockside works.
Photo: Sławomir Lewandowski





Finnsun and Europolink docked side by side.
Photo: Marcin Koszałka

Variety of ferries and Ro-Ro vessels from Nordic markets

Class renewal and more

Every year, at the beginning of the autumn-winter season, more and more ferry and Ro-Ro fleet undergo drydocking at Remontowa Shiprepair Yard. However, Finnlines and Stena Line operated vessels are still among the most frequent visitors.

Refurbishment of Finnlines ships

Ro-Ro vessels operated by Finnlines have regularly been called at Remontowa for many years. At the turn of 2021/2022, four visited the shipyard: *Finnsky*, *Finnsun*, *Europolink* and *Finnpulp*. It is worth mentioning that the first two were among the

six Ro-Ro vessels of this Shipowner, which a few years ago, Remontowa lengthened by 30 metres, which increased their cargo capacity.

On the *Europolink*, the main work was to adapt her to ice class. As a result, a special ice-resistant coating has covered the hull - Marathon, which provides the best hydrodynamic efficiency for ice breakers.

In addition, the fenders on the sides were replaced, and new ones were added.

While the *Europolink* was still on the job, the *Finnsun* arrived and was drydocked next door. The ship underwent a special survey with maintenance and painting of the hull.

On the *Finnsky*, on the other hand, inspections and repairs were applied to the

propellers, steering gear, thrusters, stabilisers, shaft generators, generator sets and fans. The searchlights on the bridge were also replaced. Maintenance work included one of the car decks and the hull.

Another vessel - the *Finnpulp* - came in for a class renewal. The bow thruster tunnel underwent repairs, and seals were replaced on two propeller blades and the propeller shaft.

Stena Line ferries

Stena Line entrusted Remontowa with a repair job on some ferries at the turn of the year.

On the ferry *Mecklenburg-Vorpommern* a BWT system from Erma First was installed. There were two independent systems: at the bow - for ballast loading - and in the engine room area - for trimming the ship. In addition, maintenance was carried out combined with steel replacement in the ballast tanks. Both ships also underwent a rebranding of their logos, in line with the Shipowner's new design.

The other Swedish ferry was *Stena Baltica*, which arrived in Gdańsk having been lengthened by 36 metres in another shipyard. Remontowa's task was to prepare the ferry for return to the regular Nynashamn - Ventspils route. First, the



shipyard completed electrical installations and steel replacements. Maintenance and painting of the hull were also done.

The next Stena Line ferries successively serviced at Remontowa were *Skane* and *Stena Vision*.

The propulsion system of *Skane* was subject to considerable renewal. First, the shipyard workers dismantled the propeller

Finnpulp moored at Remontowa's quay.
Photo: Marcin Koszałka

Finnsky in the largest dock at Remontowa.
Photo: Sławomir Lewandowski





Stena Baltica at Remontowa.
Photo: Marcin Koszałka



On *Skane* a major challenge was the work on the Ro-Ro cargo decks.
Photo: Sławomir Lewandowski

shaft on the port side, as they did with the main propeller hubs on both sides. Then, the propeller hubs were transported to the workshop for inspection and treatment together with the blades.

Cracks on one of the rudder blades also required attention. Moreover, the tunnel thruster blades also needed treatment in the shipyard workshop. Finally, our specialists replaced several dozen Winel air vent heads with outboard outlets.

Skane is one of the largest passenger-railway-car ferries in the Baltic Sea. A major challenge was the work on the Ro-Ro cargo decks, especially the rail deck. The biggest task was replacing the rails, which involved dismantling them after removing the asphalt from the surface. Before the new rails were laid, our teams replaced a large amount of steel in the nearby areas of the ferry. Above the Machinery Control Room, 8 x 2.5-metre plates were inserted.

The laying of switches and matching the correct length of rails required high precision. An external rail expert supervised this job, assisted by the yard's quality control team.

Several of the ferry's decks underwent maintenance, and on one of them, our teams replaced the insulation, part of the structure and surrounding sheeting. Much steel was also replaced in the tanks and pipelines, from venting to the ballast ones.

Work also included the ramps and decks. On the internal ramp, the shipyard workers inspected and repaired the cylinders and painted the davits of the free-fall boats.

The ferry *Mecklenburg Vorpommern* drydocked at Remontowa.
Photo: Sławomir Lewandowski





Tom Sawyer in the dock no 3.
Photo: Sławomir Lewandowski

Complex job on the TT-Line owned ferry

Tom Sawyer renewed

The recent *Tom Sawyer* ferry arrival in Remontowa was packed with extensive, multi-tasking drydock refurbishment at the turn of the year.

First, the ferry's propulsion system was cared for, with stabiliser overhauls, inspection and replacement of seals in the steering gear, and access work on the thruster. Once dismantled, the rudder blades were refurbished, and the propellers were burnished, the edges of which passed non-destructive testing. A standard inspection of the outboard fittings was also carried out.

In addition, the steel on several decks was replaced and new structures insert-

ed, previously prefabricated at Remontowa.

The 6000 square metres of the deck's surface had been cleaned to SA 2,5 using abrasive steel blasting and then coated with a special water-mist curing zinc paint. Maintenance was also carried out on the hull, stern, and bow ramps.

The ballast tank was grit-blasted and painted, and several dozen container sockets were replaced. The main engine went

through inspection. The fans were fully overhauled, as were the electric motors.

The anchoring and mooring equipment was overhauled, and its brakes replaced. The vacuum and ballast system pipelines were replaced, and the sprinkler system was fixed. Finally, the radar and main masts, the funnel and the superstructure were painted.



Newly painted *Optima Seaways* at the quay of Remontowa.
Photo: Sławomir Lewandowski

BWTS installations, propulsion system overhauls, ramp operation improvements on DFDS Ro-Ro vessels

Optima Seaways and *King Seaways*

Ro-Ro ships of the Danish Shipowner DFDS regularly visit the Remontowa Shiprepair Yard. In Q1 2022, the *Optima Seaways* and *King Seaways*, among others, underwent major repairs here.

The main task for *Optima Seaways* was improving the operation of the propulsion system components and the ramps.

Our teams carried out a thorough overhaul and replaced parts of two bow thrusters. Two of the ship's stabilisers also required a comprehensive overhaul. Remontowa also repaired the propeller blades, damaged following a collision with the seabed.

Remontowa specialists took measurements and repaired the flap hinges on the stern ramp. They also overhauled internal ramp cylinders and replaced the rollers of the stern ramp cables as well as the ramp tightening hooks.

The steel on the hinges between the deck and the ramp was replaced. Steel inserts were also fitted on the port side, on the top of the holding tank and in other areas of the ship.

On the open deck four and the closed deck three, the whole surface was steel blasted using the Blastrac method, and the new paint was then applied. The Shipowner also ordered Remontowa to replace the paint system on the hull, which involved full blasting the underwater part and covering a total area of about 6,000 square metres with a new coating.

The refit project was completed with the prefabrication of two new 700 mm diameter seawater filters, which involved a lot of access work. In addition, electric motors, the main engine air cooler and generators, including the shaft generator, were overhauled. Sections of piping also needed replacement.

One of the most important jobs on the *King Seaways* was installing a Ballast Water Treatment System, based on documentation prepared by Remontowa Marine Design & Consulting.

Much work was also required to replace the seawater ballast water pipes in the fuel tanks.

The *King Seaways'* extensive steel replacements included the engine room, passenger decks and galley, where some equipment had to be removed before the actual work could begin. Steel was also replaced on the starboard hull plating.

While the ship was in the dock, the shipyard workers dismantled the damaged propeller blades, which they then renewed. Next, the hull was grit-blasted and then repainted.

Also called at Remontowa was *Athena Seaways*, on which the shipyard installed a Ballast Water Treatment System.

King Seaways in the dock no 6.
Photo: Sławomir Lewandowski



Continuation of very good
cooperation with Unity Line

Polish ferries

During the ferry season in Remontowa, the Polish Shipowners' fleet representatives could not be missing. The ferry *Polonia*, sailing under the colours of Unity Line, arrived here in mid-January for docking and maintenance repairs, extended by retrofitting the ship with a Ballast Water Treatment System.

Skania underwent an intermediate survey at Remontowa.
Photo: Sławomir Lewandowski





Polonia during work on the quay.
Photo: Sławomir Lewandowski



The latter task was the most important, but not the only one, in the schedule. The shipyard workers also overhauled three tunnel thrusters. Then, after dismantling one of the propeller shafts, they also repaired the rudder blade.

There was also a lot of steel replacement, including two grey and black sewage tanks with full maintenance and painting.

The replacement of the inverter and the high-voltage transformer is also worth mentioning, allowing the ferry to be powered from land while in port. The sanitary water installation also underwent renovation.

Remontowa teams also carried out many other time-consuming jobs that required access work to be carried out in advance. The whole project was completed at an express pace. The shipyard shortened the docking cycle by one day, which was appreciated by the Shipowner, who emphasised the great commitment of the shipyard's departments.

Another Polish ferry taken care of by Remontowa shipyard workers was *Skania*, another representative of Unity Line's fleet after *Wolin*, *Gryf* and *Polonia*, which in recent months had visited Gdansk. This ferry has also been equipped with a Ballast Water Treatment System. Apart from that, it underwent a standard, intermediate survey and drydocking.



Mary A moored at the quay in Remontowa.
Photo: Sławomir Lewandowski

Installation of BWT systems and replacement of DUPLEX steel

Italian chemical tankers

Amoretti Armatori Group has been cooperating with Remontowa Shiprepair Yard for more than ten years. In the first quarter of 2022, the ships *Mary A* and *Sarah Wonsild* called here.

The chemical tanker *Mary A* (ex *Mini-tank Five*) appeared here for the first time in 2016. The next visit took place in 2019.

During this year's stay at Remontowa, the main task was to retrofit the ship with a BWT System. The shipyard work-

ers mainly installed the new equipment in the engine and pump rooms. They also inspected and overhauled many pieces of equipment on the ship. In addition, the hull was subject to maintenance.

The *Mary A* was followed by the chemical tanker *Sarah Wonsild*. The latter was another vessel docked on the shipyard's REM LIFT 25000 semi-submersible heavy-lift barge.

The dominant theme of this repair project was steel replacement amidships, mainly in the area of the cargo manifolds.

Most of these parts are made of a DUPLEX steel, characterised by high corrosion resistance and thus imposing high welding requirements. The repair work was carried out by Remontowa's teams who have expertise, skills and experience with this kind of material. The prefabrication of the components was carried out in advance.

To ensure smooth execution of all the work, Remontowa carried it out in two stages. In the first, the shipyard workers dismantled the manifold pipes to allow the transport of the metal sheets into the work area. After dismantling, they re-

placed longitudinal and transverse bulkheads inside the cargo tanks.

In the second phase, steel replacements covered the main deck and midship, and then the entire manifold was rebuilt along with the rest of the piping systems. It was also necessary to virtually restore all passageways and electrical systems in the deck area. A lot of mechanical work was also done, including dismantling the cargo pumps.

In addition to the work on the manifolds, the standard scope of the repair project included, among others, overhauls of the outboard valves, repairs to the mooring and anchoring equipment, and maintenance of the hull.

Remontowa also installed the Ballast Water Treatment System on the *Sarah Wonsild*.

Sarah Wonsild in the course of work on the quay.
Photo: Sławomir Lewandowski



Offshore vessel of the Italian
Shipowner Marnavi Spa

Ievoli Amber with a new gondola

MPSV *Ievoli Amber* is a less than 5-year-old vessel working in the offshore sector. One of her last duties before arriving in Gdansk was survey work in the North Sea related to constructing the Viking Link submarine cable connecting the UK and Denmark.

Ievoli Amber is the next ship after *Ievoli Cobalt* from the Naples-based Shipowner Marnavi Spa to call at the Remontowa Shiprepair Yard for drydocking. The refit of this offshore vessel was similar in scope to that carried out on *Ievoli Cobalt* in November 2021.

The major task on the *Ievoli Amber* was the Ballast Water Treatment System installation. While the ship was in the dock, the shipyard workers also took care of the pro-

pulsion system components. In addition, they overhauled two azimuth thrusters, which were dismantled for the repair duration and the bow thrusters.

The hull underwent maintenance and painting. The fenders were replaced. In addition, Remontowa's workers installed special stoppers on the hull for offshore work as they did with foundations for new antennae.

An additional job that the Shipowner commissioned the shipyard with was the prefabrication of a steel gondola and its installation into the bottom part of *Ievoli Amber*'s hull. This gondola houses a hydrofoil device with sensors used for specialised research and survey work, including monitoring the service of cables laid on the seabed.

MPSV *Ievoli Amber* moored at Remontowa after completion of the dock work.
Photo: Sławomir Lewandowski





Vox Amalia again in Remontowa.
Photo: Sławomir Lewandowski

Installation of boulder sieve system

Vox Amalia ready for next assignment

As the Shipowner (Van Oord) points out, the *Vox Amalia* belongs to a new generation of dredgers with high energy efficiency and minimal environmental impact.

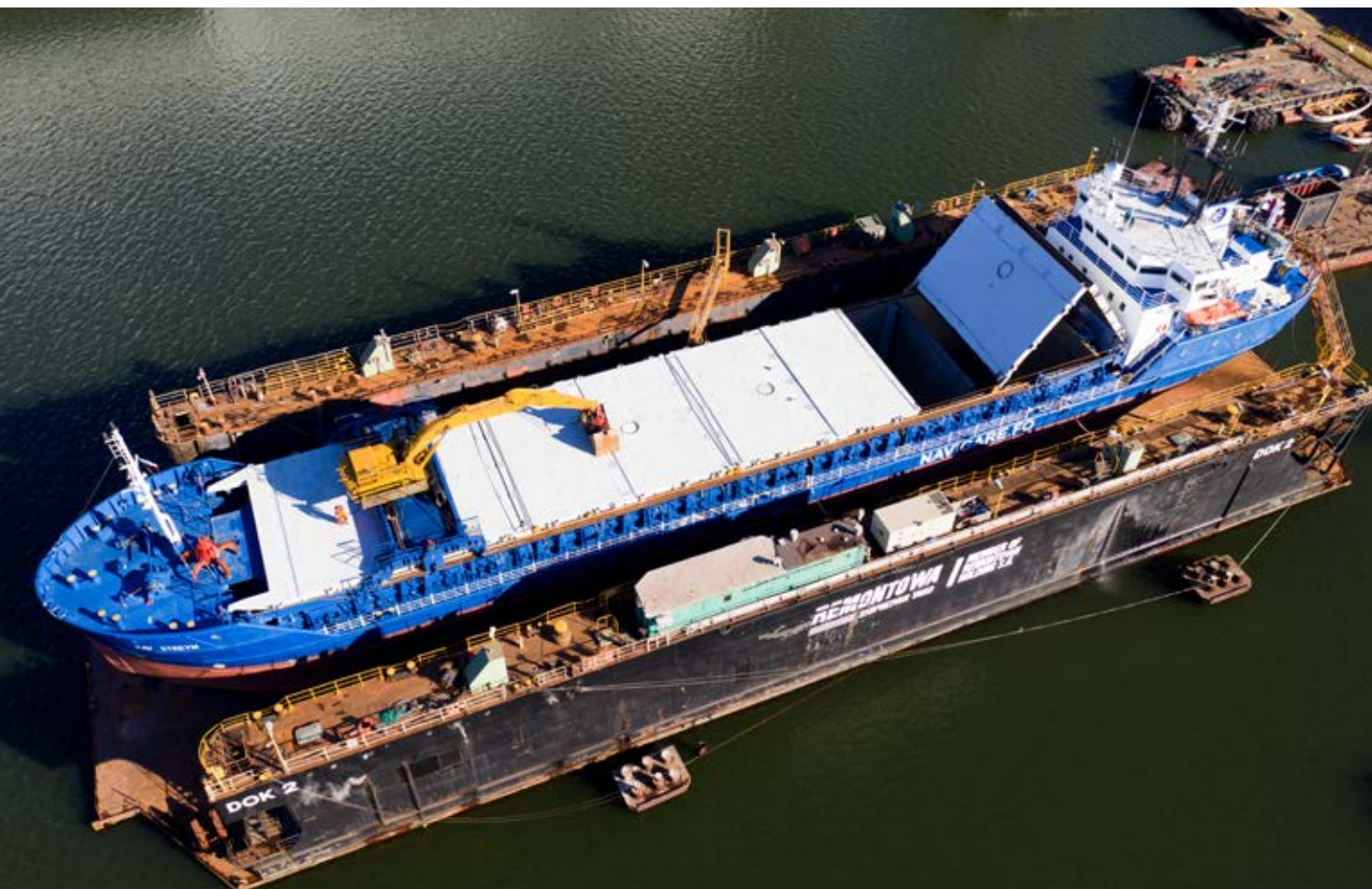
In autumn 2020, this trailing suction hopper dredger was being prepared at the Remontowa Shiprepair Yard for work on dredging the Szczecin - Świnoujście waterway.

Her last visit to our shipyard in February 2022 was to prepare for the next assignment in Denmark. The main task was to install a "boulder sieve system" over the hoppers. The mentioned system con-

sisted of supporting beams carrying basket sieves designed to catch larger stones during excavation work.

With the environmental protection in mind, the Shipowner ordered a special tinting film to be applied to all the lights on the dredger. This solution reduces the intensity of the light emitted by the floodlights to protect the area's natural bird and fish habitats.

The whole project was complemented by minor steel repairs of equipment on deck and fabrication / fitting of drip trays in the engine and pump rooms. Furthermore, the yard installed new insulation on the main engine's fuel system pipelines (fitted during *Vox Amalia*'s previous stay in Remontowa).



General cargo vessel *Hav Streym* drydocked at Remontowa.
Photo: Sławomir Lewandowski

Post-collision and emergency repairs

Happy endings to unlucky adventures

Remontowa Shiprepair Yard often hosts ships that happen to be unlucky. The yard quickly and efficiently fixes the problem, restoring the misfortunates to full operation.

***Smeraldo* chemical tanker**

The chemical tanker *Smeraldo* is another ship from Italian Shipowner Finbeta S.p.a. of Savona that benefited from Remontowa Shiprepair Yard's services in 2022. The *Sapphire*, *Rubino* and *Turchese* also entered the yard in recent years.

It is worth recalling that in spring 2021, *Smeraldo* underwent a class renewal at

Remontowa. This year's visit was primarily related to a collision in October last year in the Kiel Canal. The vessel, sailing with a cargo of timber from Sweden to New Holland in the UK, shortly after leaving Brunsbüttel locks, hit the *Smeraldo* at anchor during manoeuvres. As a result of this incident, the ship *Konstantin*, the perpetrator of the collision, suffered serious damage.

The damage to *Smeraldo*'s side was minor enough for the vessel to resume her

voyage, and the repairs were postponed to a convenient date.

During her stay at Remontowa in 2022, repairs of the chemical tanker's bow on the port and starboard sides was carried out as part of the post-collision repair. Additional orders from the Shipowner covered inspection and overhaul of the main engine, including honing cylinders, an inspection of main bearings and regeneration of fuel pumps, cylinder covers and valve seats.

General cargo vessel *Hav Streym*

In early March, the general cargo vessel *Hav Streym*, flying the Faroe Islands flag, came in for emergency repairs. This was her first visit to Remontowa.

The reason for the ship drydocking was a damaged stern tube seal. However, taking advantage of a visit to the shipyard, the Shipowner commissioned additional work. Our teams repaired cracks in the bulkheads of two ballast tanks and tested the injectors on the main engine.

General cargo vessel *Rix Gulf*

In the early morning of March this year, Maritime Office in Gdynia informed about a collision of two vessels in the Port of Gdansk.

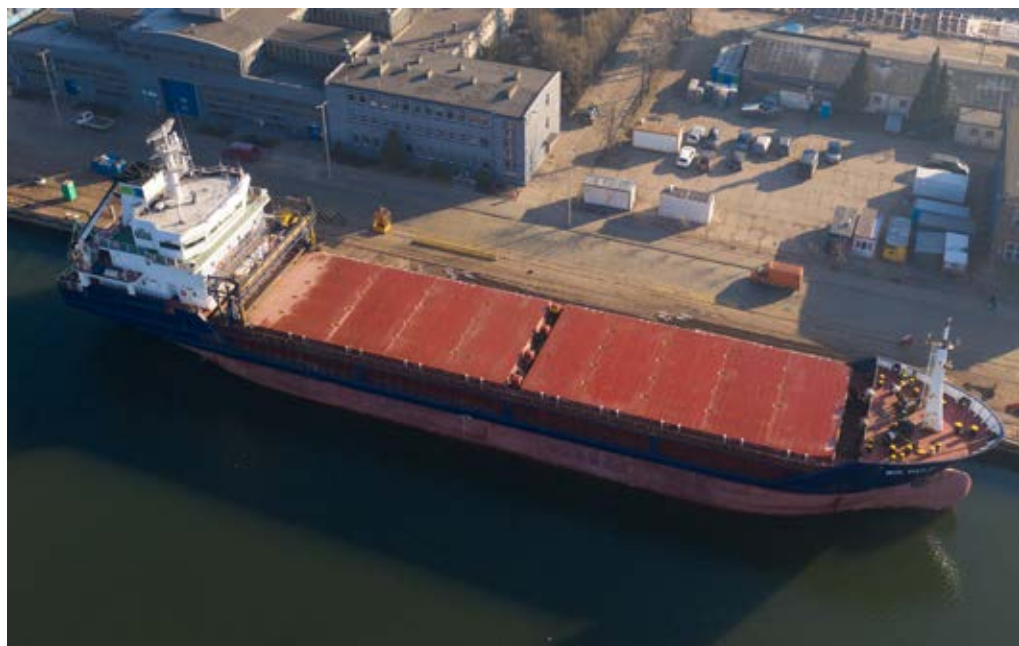
The Portuguese-flagged multipurpose vessel *Rix Gulf* struck the fairway service vessel *Zodiak II*, belonging to the Maritime Office (recently built and delivered by the Remontowa Shipbuilding yard of the Remontowa Holding group). The probable cause was dense fog hovering low over the water.

No one was hurt during the incident, and there was no threat of pollution of

harbour waters. The *Zodiak II* had minor damage, which did not exclude her from current operation. The Portuguese ship, which had damage to the side plating at the stern, above the waterline, was sent by the Shipowner to Remontowa Shiprepair Yard, which fixed the problem.

Rix Gulf entered Remontowa upon she had struck the Polish vessel *Zodiak II* in the Port of Gdansk.
Photo: Sławomir Lewandowski

The *Smeraldo* chemical tanker moored at Remontowa.
Photo: Sławomir Lewandowski





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