



Round the clock at your service

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Remontowa never falls asleep



Cover photo: Maciej Bieleś

Could there be a more beautiful sight than a renewed vessel in the shipyard landscape, waiting to leave the dock in the sunset? Or the sight of an illuminated ship leaving the shipyard dock at night?

Such thrilling views are a windfall for ship lovers (and therefore us) who capture them in photographs. Examples are the pictures of the chemical tanker on the front cover and the car carrier featured in our magazine.

Even we in the industry, for whom such sights are on the agenda, sometimes stand in awe and can't take our eyes off. So it's good to know that ships which leave our yard are more efficient and safer.

Remontowa operates around the clock. We witnessed that in the last summer months, sometimes hosting over twenty ships daily. All our docks, including heavy-lift semisubmersible barges, were occupied while other ships underwent various works at the quays.

Thanks to precise planning and organisation, here everything runs like clockwork. And even sometimes, when a deviation occasionally happens, for example, when ordering an additional scope of work, our teams handle it.

Such a shipyard was established and developed for almost 30 years by our founder Piotr Soyka, whose second anniversary of passing away we

remembered in August. He dedicated his entire life to ships and the shipyard. He respected shipowners and taught us this, and we, continuing his work, strive to satisfy each of them with our services and keep them coming back to us because Remontowa is also our life.

The shipowners are key to our success. Such great sights are possible as Remontowa has a long-standing relationship with many shipowners who invariably and regularly entrust us with repair and modernisation of their fleets, something we are proud of. We also welcome new Clients from all over the world every month.

The last few months have brought many new, exciting, technically complex projects destined for different market segments. We continue with conversions of cruise ships, vessels for the offshore wind sector, and the sub-sea telecommunications and power cable industry.

We repair ships, enhance their performance and retrofit them with new systems, ensuring safe operation, compliance with conventions and making them environmentally friendly.

In this issue of news from Remontowa, we present some selected projects. These projects are many, and thanks to our Clients - existing and new - there will be even more. Because Remontowa never falls asleep.

Grzegorz Landowski
Communications Director
REMONTOWA HOLDING

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Cable Vigilance after conversion
Photo: Sławomir Lewandowski

Platform Supply Vessels transformed into ships operating in the subsea industry

Submarine cable specialists

The world's fleet of cable vessels has recently expanded by two more. Both were adapted for their new role at Remontowa Shiprepair Yard, which they had previously entered as Platform Supply Vessels.

In June 2021, Alcatel Submarine Networks (ASN) announced the acquisition of two vessels: the *Ile de Molene* and the *Ile d'Yeu*. That purchase was part of a strategy to modernize and expand installation capacities in the context of the submarine telecommunications market growth. In turn, the Malaysian company

Optic Marine Service (OMS) acquired another vessel at that time – the *Cable Vigilance*.

Ile de Molene and *Cable Vigilance* were Platform Supply Vessels entrusted to Louis Dreyfus Armateurs (LDA) for their transformation and management under the French flag.

To achieve this goal, LDA contracted the conversion of the *Ile de Molene* and *Cable Vigilance* vessels to Remontowa Shiprepair Yard. In the past, we had already converted large RoRo vessels into cable-laying vessels for this French shipowner. We also mobilized such vessels for the subsea optical fibre cable sector.

Both ships have undergone a complete metamorphosis at Remontowa. The former Platform Supply Vessels have been transformed into specialist ships to lay, repair and maintenance telecommunications cables on the seabed. Moreover, the vessels' powerful performance and reliability deliver the best capability for installation and repair operations for the subsea cable industry.

Once converted, both vessels have become state-of-the-art cable-laying vessels as they were fitted with the latest generation of systems, equipment and facilities to tackle the most difficult challenges. On each vessel, the total weight of the new, prefabricated and installed structures exceeded 600 tonnes, and over 50 km of new cables were laid.

Remontowa built and mounted a 250-tonne structure, the so-called hangar, on each ship to house the specialist equipment necessary to carry out all the operations involved in handling the cables. The hangar comprises a new deck and new technical rooms located on several floors.

We have fitted each vessel with two stern sheaves operated by cable engines to lower or raise the cable from the ocean

floor. The stern sheaves are distinguished by the accuracy of their craft and surface smoothness, achieved despite their impressive diameter size of 3 metres.

Together with the real attachment to the hull, this equipment weighs around 90 tonnes. The sheaves extend beyond the transom, lengthening the ship by several metres.

We have also built two cable tanks on board. In addition, a new accommodation module, weighing more than 80 tonnes, has also been built between the hangar of the main superstructure. One floor, with cabins, is used for accommodation, while the remaining rooms are used for technical workshops, including the ROV control room.

A deck was added between the new accommodation module and the hangar to park the ROV. Retractable gantries were also installed on the vessels, creating the ROV's Launch And Recovery System.

Remontowa has also rebuilt the superstructure. Several cabins were added, and double cabins were changed to single ones. The new refrigerated ship's stores and gym have also been built in the new superstructure, which has four levels.

Encounter in Remontowa. Platform Supply Vessels - *Ile de Molene* (left) and *Cable Vigilance* - before conversion
Photo: Sławomir Lewandowski





Ile de Molene cable ship after conversion
Photo: Maciej Bielez



In addition, foundations and installations were prepared for the new deck cranes, which will be installed later. However, to enable the ship to work, Remontowa adapted and installed a crane from another shipowner's vessel, *Ile D'Yeu*.

Virtually all work was carried out above the main deck. Below, the ships' structure interventions mainly involved installing an HPR (Hydroacoustic Position Reference) system. In addition, Remontowa also installed the PFE (Power Feeding Equipment), an important safety system onboard.

The shipowner provided the technical design for the conversion, while the workshop documentation was carried out by Remontowa Marine Design & Consulting of the Remontowa Holding group.

On June 24, 2022, *Ile de Molene* was inaugurated in Calais and joined the ASN's fleet. On the other hand, the *Cable Vigilance* left Gdansk on July 21 2022, after conversion and was launched by OMS in Dunkirk.

Both vessels, immediately after their inauguration, entered into operation. *Ile de Molene* is working in the Caribbean and is based in Willemstad, Curacao, while *Cable Vigilance* has been deployed to carry out repairs to a telecommunications cable in Greenland. In addition, this vessel is expected to be used to repair cable systems in the Atlantic.



Siem Cicero in the shipyard's largest dock against the backdrop of the sunset
Photo: Sławomir Lewandowski

Class renewal extended by major
steel and maintenance work

Siem Cicero in the sunshine

In summer 2022, Remontowa Shiprepair Yard performed the first special survey of this vessel, supplemented with steel replacement in various areas of the ship.

The *Siem Cicero* is a Pure Car Truck Carrier owned by Siem Car Carriers, which specialises in transporting cars and other Ro-Ro cargo. The ship has 13 cargo decks of varying heights. Two ramps are used for loading and unloading vehicles: an aft ramp with a capacity of 100 tonnes and a side one with a capacity of 15 tonnes.

The steel replacements covered nearly 80 locations throughout the ship, as identified by the classification society. As the PCTC carries up to seven thousand cars during ocean voyages, defects appear due to her normal operation. As a result of the strong wave action, larger or smaller cracks develop, including in the tanks or on the vessel's decks. Our hull specialists effectively fixed that problem.

Remontowa also painted the 21,000-square-metre surface of the vessel according to a modified colour scheme. The red and white colours have been split

in another way than originally. According to the new livery, the red colour was lowered on the hull and highlighted with wave-kind in the bow section.

The shipowner's logo has also changed. In addition, a standard anti-fouling was applied to the hull.

The shipyard workers also checked the propulsion system components. On the drydocked vessel, we took measurements of the rudder and propeller. The bow thrusters were overhauled, including disassembling the horizontal shaft and the seal replacement.

In the ship's engine room, our electricians inspected the electric motors. For machinery work, we assisted the shipowner's service team.

On deck, in turn, we tested the operation of the cranes and davits of the free-fall lifeboat.

The PCTC was one of almost 20 vessels undergoing repair projects at Remontowa at that time
Photo: Sławomir Lewandowski





Jumbo Jubilee at the quay of Remontowa in August 2022
Photo: Maciej Bielez

Refurbishment of a powerful heavy lift vessel

The ship for special tasks

Loading, unloading and transporting oversized cargoes are the main tasks of the *Jumbo Jubilee* heavy lift vessel, which entered Remontowa Shiprepair Yard in July 2022.

The vessel built by Scheepswerf Damen B.V. in Gorinchem is 144.80m long, 26.84m wide. In addition to bulky cargo, she can carry 426 TEU containers.

The ship is fitted with two 900t deck cranes with a combined lift capacity of

1,800t. In 2009, during trials, *Jumbo Jubilee* set a world record for lifting heavy cargo with those cranes, working in tandem. The event took place at the quay of marine equipment manufacturer Huisman in Schiedam, the Netherlands. The load in

question was a ballast pontoon, lifted directly out of the water.

To be certified to the Lloyds Register standard, 1,980 tonnes had to be lifted, 10 per cent more than the total safe working load (SWL) of these cranes. Designed by Damen Shipyards Group, the J-1800 project vessels are still among the top conventional heavy lifters capable of raising the heaviest objects.

What's more, like some J-1800 series vessels, e.g. the *Jumbo Javelin*, which can carry transition pieces for installation on offshore wind turbine foundations, the *Jumbo Jubilee* can also be readily adapted for such tasks if required.

At Remontowa, the heavy lift vessel underwent comprehensive maintenance, covering the hull, the entire cargo hold and the main decks. Our specialists also preserved all the hatch covers, the heaviest of which weighed 115 tonnes, and covers from the so-called tween decks. All those covers were blasted and painted.

The second major task was installing a BWT system in the pump room. The scope included making pipe connections, mounting the necessary equipment, electrical scope and connecting the hydraulics to control the valves.

Another large-scale task was steel replacement in the holds and on the covers, including repairs of the lashing pad-eyes. Finally, our electricians replaced the emergency generator.

While *Jumbo Jubilee* was in drydock, our specialists inspected the shaft line seals and overboard valves, among other things. They also cleaned and painted the anchors and anchor chains.

The air coolers of the main engines underwent inspections, and sections of various pipelines were replaced in the pump room and engine room. The two main gangways were also repaired, providing safe entry to the heavy lift vessel.

The heavy lift vessel entering the floating dock at Remontowa
Photo: Sławomir Lewandowski





Bow Chain was the third Odfjell tanker overhauled in Remontowa in the summer
 Photo: Sławomir Lewandowski

Continuing cooperation with Odfjell

Chemical tankers refreshed

Odfjell Chemical Tankers AS has been using the services of Remontowa Shiprepair Yard for a dozen years. In the summer of 2022 the Norwegian shipowner entrusted the yard with drydocking and class renewals of its vessels, which have been frequent visitors to Remontowa.

The three tankers consecutively visited the yard in June and July - *Bow Fortune*, *Bow Cardinal*, and *Bow Chain*.

During this year's drydocking of the *Bow Fortune*, the hull surface was grit-blasted and then covered with a new coating

system. The ballast tanks also underwent maintenance and painting, with steel replacements applied. In addition, the shipyard carried out a partial overhaul of the main engine, piping repairs, fitting work on the main deck, and minor electrical jobs.

Bow Cardinal entered for a class renewal; however, the vessel underwent an extended scope of work while in the yard. Some 13 tonnes of steel were replaced, mainly in the ballast tanks.

Our teams also took care of the main engine, overhauling its three systems. Overhauls included cylinder liners, pistons, fuel pumps, air coolers and the main engine turbocharger.

In the engine room, sewage pipes were replaced, while on deck, replacements included many bracket supports and overboard valves. Repairs were also carried out on the hose-handling crane and the provisions davit.

Many ballast tanks have been preserved, particularly in the forepeak and the ship's hull underwent maintenance and painting.



Bow Cardinal, after leaving the floating dock
Photo: Ireneusz Lewandowski

Bow Fortune in the dock. The same tanker leaving the dock at night snapped by Maciej Bielez - on the front cover
Photo: Sławomir Lewandowski



We hosted another German container ship from Leonhardt & Blumberg

Tunadal in drydock

Leonhardt & Blumberg of Hamburg is well known in the Remontowa Shiprepair Yard. In recent years, we have already repaired ships such as *Priamos*, *Pollux*, *Pegasus* and *Ceres*. More representatives of this shipowner's fleet have recently come to us.

The container ship *Munksund* was the first to call at our shipyard in 2022, followed by the refurbishment of a twin ship, the *Tunadal*.

During this vessel's drydock at Remontowa, our shipyard workers replaced the seals on the propeller shaft line. In addition, they repaired the sea chest gratings, replaced the anodes on the hull and renewed the fenders. In addition, the shipyard welders reconditioned the rudder blade. The bottom and overboard valves and bottom plugs were also overhauled.

In parallel with the dock work, a comprehensive overhaul of the main engine, including the cooling system, was carried out. In addition, the LT Fresh Water Pumps

circuit valves were overhauled, and the HT Sea Water system piping was modified. The scrubber pipelines were also repaired.

The electrical scope included overhauling four fans in the engine room and cleaning the Main Switchboard. On board, our teams paid much attention to the cranes. The stern crane cylinder underwent an overhaul, while the hydraulic motor of the free-fall boat davit was also repaired.

The gangway was refurbished to ensure safe embarkation on the ship. We also took care of the ship's cargo holds. Steel was replaced in several of them, and the dogs holding the hatch covers were replaced.

Tunadal undergoing repair work at the shipyard quay
Photo: Sławomir Lewandowski





BBC Balboa was the first Briese Schiffahrts' vessel serviced at Remontowa in 2022
Photo: Sławomir Lewandowski

The next vessels from the Briese
Schiffahrts fleet serviced

German bulk carriers

Remontowa is further developing its cooperation with Briese Schiffahrts. In 2022 the *BBC Balboa* and *BBC Brisbane* bulk carriers were the next ships from its fleet to call Gdansk.

We overhauled the bulk carrier, *BBC Balboa*, in March and *BBC Brisbane* in May; however, those vessels were not the only ones entrusted to us by the German shipowner for repair projects. *BBC Bangkok*

and *BBC Belem* visited Remontowa in 2021 and, even earlier, *BBC Bergen* was here in 2020. Two years ago, we also serviced the general cargo vessel *Stortebeker*, owned by the same Client.

The scope of repairs was similar in the *BBC Balboa* and *BBC Brisbane* vessels. Remontowa designed and retrofitted both ladies with BWT Systems.

On the *BBC Balboa*, we began the BWT retrofit project by installing pipes. Once the pipes had been laid and brought to the pump room, we mounted the key equipment - the filter and other system modules.

Installing the BWTS was also a primary task on *BBC Brisbane*, which followed *BBC Balboa*. In addition, our specialists repaired two ballast tanks and inspected the overboard valves.

As marine fouling in seawater cooling systems is a threat to the performance of ships and installations, to prevent the settlement of micro-organisms in the ship's

seawater lines, Remontowa installed the Marine Growth Prevention System (MGPS) anodes on the box coolers.

The ship's hull underwent maintenance and painting. Shipyard teams also took care of the propulsion system components, replacing the seals on the main propeller blades and the bow thruster's horizontal shaft.

Both bulk carriers have two deck cargo cranes on the port side, each with a maximum lifting capacity of 85 tonnes. The shipowner commissioned the rigging replacement and load tests for both cranes. Remontowa performed the tests for each crane with a load of 93.5 tonnes.

BBC Brisbane moored at Remontowa's quay in May 2022
Photo: Sławomir Lewandowski





Da Tong Yun with a new charter company logo on her sides
Photo: Sławomir Lewandowski

Refurbishment of the Chinese bulk carrier *Da Tong Yun*

Reinforced crane and more

During the stay of the Hong Kong-flagged bulk carrier *Da Tong Yun* at Remontowa, the ship was retrofitted with a BWT system. Another important task was to fix the steel structure on one of the three deck cranes.

Before the final crane's repair, steel was replaced on its boom, which required the rigging to be stripped first. Once done, we disassembled and reassembled the boom and stiffened the crane column.

Steel repairs were also done inside the ship, including bent stiffeners in the ballast tank and cracks in the plating in one of the holds.

When the vessel was lifted in the dock, our specialists upgraded the seal

by installing a new oil spill control system required for ships navigating the US territorial waters. Next, we dismantled the propeller, pulled the shaft back inside the hull and then carried out the intermediate bearing overhaul, which involved the previous disassembly of various components.

The overboard valves were inspected, also from the ballast tanks. The main engine underwent partial repair, as did the

electric motors. Shipyard workers also worked on various piping systems.

The bulk carrier underwent maintenance and painting of the hull. During the last step, the name Chipolbrot appeared on the sides instead of COSCO (China Ocean Shipping Company), associated with the ship's charter by the Chinese-Polish Joint Stock Shipping Company.

We welcome Harren & Partner
- new Client from Germany

Firemen on board

Firemen? Relax, it's just a drill! In cooperation with the shipowner, one of his vessels was a stage for Remontowa's rescue squad to hone its hazard fighting skills. However, it wasn't the main reason for the arrival of the tankers of Harren & Partner, whom we welcome among the new Clients of our shipyard.



Patrona I and Patalya (above) moored side-by-side at Remontowa
Photo: Sławomir Lewandowski

The *Patagonia*, *Patrona* and *Patara* are tankers operated by the German shipowner from Bremen. In the summer of 2022, Remontowa Shiprepair Yard retrofitted them with Ballast Water Treatment Systems.

In March 2022, we already hosted the tanker *Patnos*, belonging to the same shipowner. Once that repair project had been completed, the next tankers from his fleet arrived in the following months - *Patagonia*, *Patrona* and *Patara*, still followed by *Patalya* and *Patea*. At one time, we worked in Remontowa on as many as three Harren & Partner tankers simultaneously.

There are specific features for installing a BWT system on tankers, in contrast to vessels of other types. The most important equipment of the system, for safety reasons, is usually installed in a specially prefabricated or tailor-made room on board the ship, usually in the midship area.

The shipowner decided to install the system from the Greek company Erma First. On *Patagonia*, the „heart” of the BWT system was mounted traditionally - in the engine room. That required routing pipelines from the engine room, through the deck, to the ballast tanks. In addition, Remon-



Patrona I, while leaving the floating dock in Remontowa
Photo: Maciej Bieleś

towa additionally installed two new sea chests on the ship.

Simultaneously, our teams worked on the main engine and turbocharger. We also replaced steel in the ballast tanks.

Patagonia also served as the venue for a fire and rescue exercise involving the Company Rescue Squad and the technical forces of the Remontowa Shiprepair Yard. Our shipyard owns a specialised unit equipped with in-house firetrucks, an ambulance and state-of-the-art equipment to extinguish fires and combat hazards on ships.

The firemen and rescuers/paramedics of this unit are on duty at Remontowa

24 hours a day, seven days a week, and respond immediately in the event of an emergency, acting independently or in co-operation with external units of the State Fire Service.

The exercise's purpose was to perfect the behaviour of the ship's personnel and crew in emergencies posing real risks to life and health and to improve the rescue skills of the firemen working in the Remontowa's unit.

Patagonia in drydock

Photo: Sławomir Lewandowski





Patnos moored at the quayside in Remontowa in March
Photo: Sławomir Lewandowski

Our squad practised on *Patagonia* the rescue and transport of a victim from ship to shore. In the case of an emergency, you are in good hands!
Photo: Sławomir Lewandowski





TSHD *Utrecht* (in the foreground) in drydock at Remontowa
Photo: Maciej Bieleś

Dredgers of various types
- regulars at our shipyard

Drone inspection

Remontowa Shiprepair Yard regularly repairs Dutch and Belgium dredgers and other vessels, working in the marine engineering sector. There is no exception this summer, during which we carried out interesting projects, including on two vessels of this type.

The trailing suction hopper *Utrecht* is a frequent visitor to our shipyard. Previously, she visited us last year and underwent a special survey extended by a large scope of work, primarily steel, piping, mainte-

nance, and painting. We also retrofitted her with a BWT system.

This year TSHD *Utrecht*, belonging to Dutch company Van Oord, was already the fifth dredger acquired for refurbishment

from the Western European market, following *Vox Amalia*, *DC Orisand*, *Charlock* and *Vitruvius*.

The most important task of this year's project was the installation of the so-called bow coupling - a component used to release excavated soil ashore. Another job commissioned by Van Oord was to check the condition of the welds inside the hopper.

Due to the short timeframe for the dredge overhaul and cost optimization, we convinced the shipowner to carry out this inspection using a drone. The shipowner welcomed our idea, the inspection was carried out, and the results were positively evaluated.

Pipeline work involving the replacement of valves on various systems, the cleaning of hydraulic oil tanks, and replacing a section of piping inside these tanks was also important item in the schedule.

Our welders repaired cracks in the bottom doors. We also took care of the dredger's tunnel thrusters and electrical systems.

Earlier this summer, Belgium Shipowner Jan de Nul entrusted Remontowa with the *Vitruvius* refurbishment.

Vitruvius is a crane pontoon equipped with a hydraulic excavator. The machine excavates the soil and discharges it into a split hopper barge moored alongside the

pontoon. The split hopper barge unloads the soil at the deposit area.

Three spud carriers stabilize and secure the ponton during its operation. In addition, the carrier system enables the spuds to be lowered and rotated by 90 degrees.

A component of this system underwent an overhaul in our shipyard. The most important step was to disassemble one of the spuds and remove and reassemble the mechanism responsible for properly operating the spuds. To perform this job, *Vitruvius* had to be repositioned to the quay with a minimum depth of 8 metres so that the vessel could be stabilized by retracting the spuds and resting on the bottom.

Once the dredger reached the right position, we disassembled the spud and its mechanism with Remontowa's floating crane assistance. The repair of the dismantled components ran on the quay while associated work was progressing on the dredger.

The most important of these were the maintenance of the spud pockets and replacement of the slides, maintenance of the hull, repairs to the void under the excavator foundation, removal, reassembly and cleaning of the box coolers, along with pocket maintenance and cleaning of several fuel tanks.

●

Vitruvius, while undergoing refurbishment at Remontowa
Photo: Sławomir Lewandowski



Bulk carrier Western Fedora
from Intership Navigation Co. Ltd

Come back with a second vessel

***Western Fedora* is the second bulk carrier from the Cyprus-based shipowner to call at Remontowa Shiprepair Yard. The first - two years ago - was *Western Boheme*.**

Western Boheme was the first Intership Navigation-managed vessel in our yard and the first we retrofitted with a BWT System by Techcross.

Unlike the other BWT systems, Techcross does not have a mechanical filter, and the disinfection of marine organisms is conducted directly in the ballast water, which is sterilized through a direct electrolysis technology.

The mechanical filters used in BWT systems wear out over time and must be repaired, which is why many shipowners choose to install systems such as the Techcross product.

After two years, the Cypriot shipowner returned to our yard with another vessel. The *Western Fedora* bulk carrier arrived for a class survey after ten years of operation, mainly for maintenance work.

Remontowa carried out the maintenance of five cargo holds, which comprised water jetting, grit-blasting and painting. In addition, the holds were thoroughly washed for the planned cargo loading at the very end.

We also replaced all the seals from the hatch covers, followed by maintenance of the rubber trays and minor steel work.

Western Fedora while leaving
Remontowa's floating dock
Photo: Sławomir Lewandowski



The ship's cargo cranes were also in focus. The replacement included rope tensioning sheaves from the loading cranes. All bolts on the slewing rings were replaced additionally on two cranes. Once the entire scope of repair work was completed, a load test of the cranes was carried out at 35 tonnes per crane under the supervision of a classification society.


The shipowner also ordered the replacement of several anchor cable lengths and the maintenance of the chain lockers.

Remontowa carried out a standard 10-year class survey on the drydocked vessel, including an inspection of the bottom and overboard fittings and the safety valves on the boiler. In addition, our teams took measurements of the shaft

and rudder blade and took care of the shaft sealing.

The hull has undergone maintenance with the replacement of anodes to protect against electro-mechanical corrosion, pitting repairs and some steel replacements - mainly in the bow area.





Repair, maintenance
and installation of BWT systems

Wilson's hundred

Wilson ASA is the largest short-sea shipping company in Europe, with a fleet of nearly 130 vessels ranging from 1500-8500 DWT. The shipowner has entrusted Remontowa with many of its vessels to repair.

The counter of this Norwegian shipowner's ship visits to our yard grows monthly. In the last five years, there have already been dozens of them. The first ship overhauled here in 2022 was the *Wilson Nanjing*, called at Remontowa on the first of January. The second was the general cargo ship *Wilson Holla*.

The refurbishments of those vessels mainly concerned maintenance and painting - which was also the case for three more vessels: *Wilson Ruhr*, *Wilson Porto* and *Wilson Maas*.

Wilson Ruhr required a lot of attention in the cargo holds and ballast tanks. First, we dismantled the hatch covers and replaced the rubber seal channels. Then, our workers removed the previous coating on the hull, in the holds and hatch covers. They also overhauled the main engine. The shipowner also entrusted us to install a BWT system.

An almost identical scope of work affected the *Wilson Maas*. We began the first maintenance work in the cargo holds already at the quayside and continued on



the drydocked ship. On the hull and portable bulkheads, we first removed the paint coating.

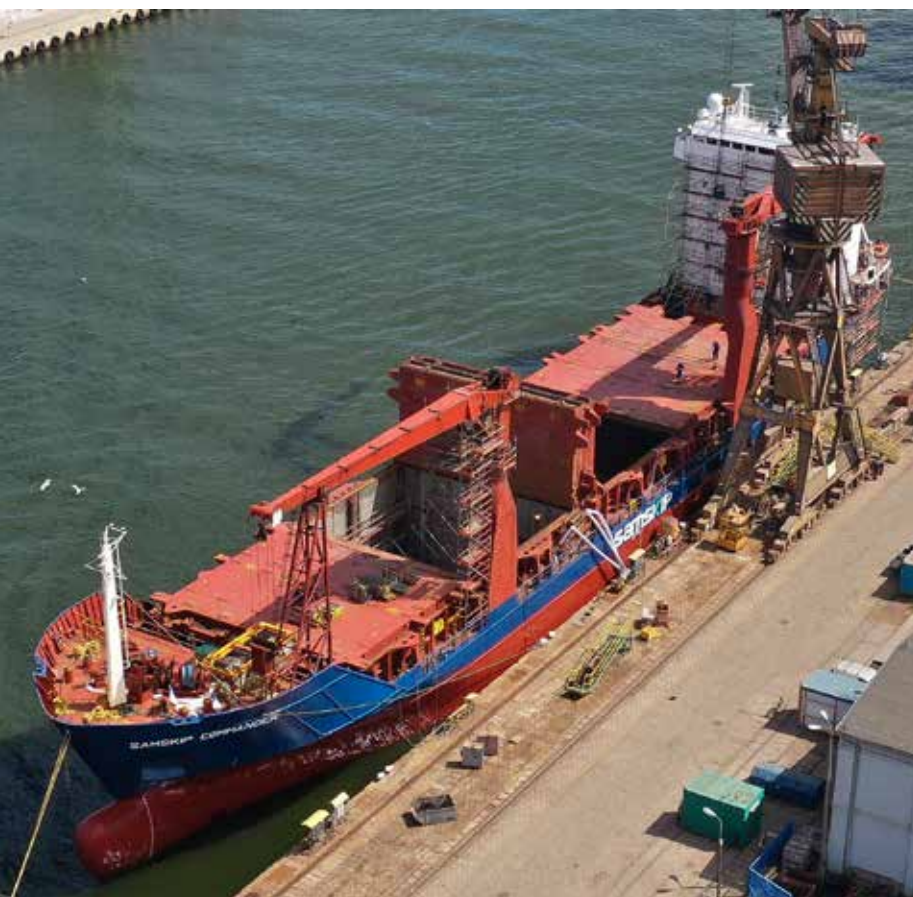
Our teams took measurements on the rudder and chain. They also replaced the exhausts from the main and auxiliary engines, as well as the heads, governors and air coolers. The vessel was also fitted with a BWT system.

A similar scope, except for the BWT system installation, was also applied to the *Wilson Porto*. The maintenance included the hull, holds and hatch covers,

the main deck, portable bulkheads and coamings.

The gantry and trolleys were overhauled on deck, while the generator and main engine cylinder heads were taken care of below the deck. A comprehensive overhaul of the turbocharger and cleaning of the box coolers were also carried out.

Remontowa has also hosted other vessels from this shipowner. For example, the *Samskip Commander* is a twin ship of the *Samskip Challenger*, overhauled in our shipyard in late April and early May.



Here, too, the main task was the maintenance and replacement of steel in the tanks. The challenge was that this work had to be precisely coordinated with other jobs in the same ship area, i.e. overhauling the hatch covers and two deck cranes.

On the *Samskip Commander*, our specialists also took care of the propulsion system components. The overhaul of the propeller shaft required it to be dismantled and transported to the shipyard department in advance. It was also necessary to dismantle the rudder and all the propeller blades. Among other things, Remontowa also inspected the main engine and retrofitted the vessel with a BWT system.

Earlier in 2022, *Samskip Commander* and *Samskip Challenger* underwent repairs, including overhauls of cranes and hatch covers
Photo: Sławomir Lewandowski

Wilson Porto underwent similar scope of repair except for a BWT installation
Photo: Sławomir Lewandowski





Simultaneous work on *Wilson Ruhr* (in the foreground) and *Wilson Maas* at the same time in Remontowa
Photo: Sławomir Lewandowski

Wilson Holla was the second general cargo ship serviced in Remontowa
Photo: Sławomir Lewandowski





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